

APPENDIX 3:

Public and Agency Involvement Summary

Public Involvement Summary

Project Overview

The City and Borough of Juneau (CBJ) partnered with Alaska Department of Transportation and Public Facilities (DOT&PF) to study a potential transportation corridor to connect Juneau with the north end of Douglas Island. A connection has been studied since the 1980s but has not progressed beyond identification and recommendation of preliminary alternative alignments. The previous studies highlighted several reasons for a north crossing:

- Congestion during peak periods on the existing Douglas Island Bridge
- Safety and emergency response concerns in the event of a bridge closure
- Potential for residential, commercial, industrial, and port development at west Douglas Island

DOT&PF selected the Planning and Environmental Linkages (PEL) process to define and assess the purpose and need for this connection. The PEL process provided opportunities for public input and involvement. The analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

The study area considered potential crossing locations between Douglas Island and mainland Juneau, north of the existing Douglas Island Bridge.

Public Involvement Overview

The Public Involvement (PI) Team, led by DOWL, recognized the importance of informing and engaging the public in this PEL study. The study team used the following methods to reach stakeholders and share project information:

1. Public and Agency Involvement Plan

The Public and Agency Involvement Plan (PAIP) was developed to outline the proposed methods for communicating project information with agencies, tribes, organizations, and the public. As a "living" document, the PAIP's communication strategies and methods identified were continually assessed for effectiveness and revised as needed. The objectives of this plan were to:

- Provide opportunities for all stakeholders to be informed and participate in the project
- Facilitate local planning authorities in reviewing and approving the recommendations of the Final PEL Report as required under AS 35.30.010 Review and Approval by Local Planning Authorities
- Ensure compliance with relevant Federal, DOT&PF, and local government requirements for public involvement

2. Stakeholder Identification and Register

Identifying stakeholders involves identifying individuals and organizations potentially impacted by the project, documenting relevant information regarding their interests, involvement, and impact on project success. Stakeholders include government agencies, tribal entities, businesses, and the public who are actively involved in the project, or whose interests may be positively or negatively affected by its execution or completion.

Stakeholder information was documented and maintained to manage communications in a relevant, meaningful, and effective manner, facilitating high levels of public involvement. Stakeholders were added to the register as the study progressed.

3. Title VI Compliance

DOT&PF is required by federal agreement to include a disclosure regarding Title VI of the Civil Rights Act of 1964 and Americans with Disabilities Act of 1990 (ADA) compliance as part of agency outreach and public involvement. The PI team worked with DOT&PF to confirm the most current language prior to publication.

> *It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability.*

A file was maintained documenting Title VI compliance activities as they occurred.

All reasonable accommodations were made to ensure visually impaired individuals could access digital outreach materials, and best practices for ADA-compliant email communication were closely followed. For example, descriptive metadata was embedded in PDFs used as digital outreach materials in emails or on websites, and text was not flattened or outlined so that it remained readable by a machine.

Alternate formats of print outreach materials, including materials for persons with limited English proficiency, could have been produced but were not requested.

4. Project Website, Email, and Social Media

A project website was established at www.JDNorthCrossing.com using the State of Alaska Look and Feel Standards (http://alaska.gov/LookAndFeel/), which is ADA compliant. The website was maintained with project descriptions, a map of the project area, a current schedule, meeting information, frequently asked questions, project documents, information about public involvement activities, and contact information for the project team.

The website included a mechanism for interested persons to request to be added to the project's email communication distribution list.

The email address JDNorthCrossing@dowl.com, linked to an internal distribution list including members from DOT&PF, CBJ, and DOWL study team, was included on all communication materials.

Upon request, the PI team created and provided social media materials to DOT&PF and CBJ for posting, including notices of public meetings and opportunities for stakeholder involvement. Commenters on social media were directed to the project website to make formal comments for response.

5. Project StoryMap

To supplement the project website, the PI team created a StoryMap using ArcGIS at https://gis.dowl.com/portal/apps/storymaps/stories/f7cb8dba48b84936a3e40a60cd246813 to engage the public through visual representation of the PEL study, background, purpose and need, preliminary alternatives, screening process, and schedule. A survey was used to gather feedback on area concerns, benefits, and alternatives.

6. Project Postcards and Newsletters

Prior to each of the public open house meeting, a postcard was mailed, and an electronic version was emailed to the addresses in the stakeholder register via Constant Contact. Both the print and emailed versions of the postcard contained graphics and text explaining the alternatives under consideration and asking for public input. Additionally, e-newsletters were distributed at relevant project milestones.

7. Project Printed Materials

To create a consistent look and feel for project documents, the study team developed a project logo and document templates with color specifications for communication materials.

The PI team created and regularly updated a project fact sheet and frequently asked questions (FAQ) document to be shared on the project website and at public meetings.

8. Technical and Stakeholder Advisory Committees Meetings and Workshops

To provide key project stakeholders with in-depth engagement opportunities, the project team established two committees for ongoing input as the project progresses: a Technical Advisory Committee, and a Stakeholder Advisory Committee. Each committee was designed to consist of six to eighteen members, with the following focuses:

- **Technical Advisory Committee:** Members were invited from government, regulatory and resource agencies, and planning organizations with a direct interest and involvement in the PEL Study. Some agencies selected multiple individuals from different divisions to represent varying interests. The committee included representatives from:
  - Alaska Airlines
  - Alaska Department of Environmental Conservation
  - Alaska Department of Fish and Game
  - Alaska Department of Natural Resources

  - CBJ Airport (JNU)
  - CBJ Parks
  - Delta Airlines
  - DOT&PF DES – Bridge Design
  - DOT&PF SRD – Preliminary Design & Environmental
  - National Oceanic and Atmospheric Administration Fisheries
  - Southeast Alaska Land Trust
  - United States Army Corps of Engineers
  - United States Coast Guard
  - United State Environmental Protection Agency
  - United States Fish & Wildlife Service
  - United States Forest Service

- **Stakeholder Advisory Committee:** Members were invited from tribes and tribal organizations, state and local elected officials, neighborhood associations, industry associations, business owners, non-profits, and property owners and residents within the study area. The committee included representatives from:
  - Access Alaska Coalition
  - Alaska State Troopers
  - Alaska Electric Light & Power
  - Alaska Marine Lines
  - Capital City Fire and Rescue
  - CBJ Police Department
  - CBJ School District
  - Central Council of Tlingit and Haida Indian Tribes of Alaska
  - Douglas Advisory Board
  - Douglas Indian Association
  - Friends of Fritz Cove
  - Goldbelt, Inc.
  - Greater Juneau Chamber of Commerce
  - Juneau Area State Senator and Representative
  - Juneau Assembly
  - Juneau Audubon Society

- Juneau Delegation Member
- Juneau Economic Development Council
- Juneau Freewheelers
- Mendenhall Wetlands Study Group
- Neighborhood Associations
  - Bonnie Brae
  - Fritz Cove
  - North Douglas
  - Sunny Point
- Sealaska Corporation and Sealaska Heritage Institute
- Southeast Alaska Land Trust
- Southeast Alaska Watershed Council
- Southeast Conference
- Territorial Sportsmen and Ducks Unlimited
- Trout Unlimited

Each committee met twice, either virtually or in person, before it was determined that joint meetings would be more beneficial. Meetings were scheduled at each of the four SEO concurrence points noted in the PEL Guidebook. In addition, a workshop was help to allow committees to contribute to the project and augment the advisory committee process to develop alternatives. The committees met on the following schedule and focus:

MEETINGS	FOCUS	WHEN
1	▪ Baseline data and existing conditions ▪ Purpose and need	April 25 and 27, 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	July 19, 2022
2 **3**	▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria ▪ Additional field studies	November 17, 2022 March 6, 2023
4 **5** **6**	▪ Detailed alternative screening results ▪ Recommended alternatives	 September 14, 2023 March 7, 2024 October 17, 2024
7	▪ Final level 2 screening results	March 4, 2025

9. Public Meetings

Three public meetings were planned to inform the public about the project, gather comments and concerns, and answer questions. These meetings were held in-person or virtually, with an online component available for those unable to attend. Information and materials for all meetings, including pre-recorded presentations, were posted on the project website. The virtual meeting adhered to FHWA's NEPA Assignment Program Guidance on Virtual Public Meetings.

To further engage the public, the project team conducted pop-up listening sessions at Discover Eaglecrest Day and Safeway. The schedule and focus for each of the three open house public meetings and supplemental listening session included:

MEETINGS	FOCUS	WHEN
1	▪ Baseline data and existing conditions ▪ Purpose and need	March 11, 2022
Listening Sessions	▪ General PEL study information ▪ Range of alternatives	September 17, 2022
2	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	December 12, 2022
3	▪ Screening results ▪ Draft PEL study report	May/June 2025

For all public open house meetings, project stakeholders were notified thought multiple channels:

- Postcards mailed at least two weeks prior to the meeting
- Public notices on the State of Alaska website
- Advertisements in the Juneau Empire
- Email sent via Constant Contact
- Posts on the statewide DOT&PF Facebook page.

Meeting summaries were prepared to document project records, including attendance, meeting materials, presentations, a summary of verbal and written comments, and Title VI compliance.

10. Small Group Meetings and Updates

The project team held meetings with agencies, small groups, and individual stakeholders to gather specific feedback from various groups.

MEETING GROUP	MEETING DATES
Alaska Department of Fish & Game	1/31/2023 3/19/2024 7/10/2024
Bonnie Brae Neighborhood Association:	10/26/2022
CBJ Assembly Public Works & Facilities Committee	1/23/2023 3/2/2023 5/18/2023 3/11/2024
Federal Aviation Administration (FAA)	2/26/2024
Goldbelt Inc.	2/17/2023
Greater Juneau Chamber of Commerce	5/19/2022
Juneau Airport	4/25/2023 5/30/2023 10/17/2023 1/11/2024
Juneau Audubon Society	1/30/2023 3/20/2024
Juneau Innovators Rotary Club	2/16/2023
Meeting with Senator Kiehl	11/30/2022 1/19/2023
Mendenhall Wetlands Study Group	11/17/2022 4/10/2024 5/23/2024
National Oceanic and Atmospheric Administration (NOAA) Fisheries	2/9/2023 3/22/2024
North Douglas Neighborhood Association	9/27/2022 3/22/2024
Southeast Alaska Land Trust	3/9/2023

MEETING GROUP	MEETING DATES
Sunny Point Neighborhood Association	6/29/2023
United States Army Corps of Engineers	7/9/2024
United States Fish & Wildlife Service	2/3/2023
United States Forest Service	2/24/2023

11. Media Coverage

Media coverage were primarily managed by DOT&PF, with support from DOWL as needed. The project team assisted by drafting talking points and preparing materials for media briefings, telephone interviews, and communication with elected officials.

12. Communicating with the Public and Documentation

Comments received via email, mail, phone, or written form were distributed to the project team and archived in a project comment database. All comments and questions were responded to after obtaining approval from DOT&PF and CBJ on the draft response. These comments are available for public review in Appendix 4: Tribal, Agency, Stakeholder and Public Comment and Response Summary.

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1. Public and Agency Involvement Plan

PUBLIC AND AGENCY INVOLVEMENT PLAN/ COMMUNICATION PLAN

Juneau Douglas North Channel Crossing

Planning and Environmental Linkages Study

State/Federal Project No: SFHWY00299/0003259

Prepared for:

State of Alaska
Department of Transportation and Public Facilities
Southcoast Region
6860 Glacier Highway
Juneau, AK 99811-2506

Prepared by:

DOWL
4041 B Street
Anchorage, AK 99503

January 2023

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ACRONYMS & ABBREVIATIONS

ADA..... Americans with Disabilities Act
CBJ ..... City and Borough of Juneau
CFR..... Code of Federal Regulations
DOT&PF ..... State of Alaska Department of Transportation and Public Facilities
EPM ..... Environmental Procedures Manual
FHWA ..... Federal Highways Administration
HPCM ..... Highway Preconstruction Manual
JNU ..... Juneau International Airport
NEPA ..... National Environmental Policy Act
PAIP..... Public and Agency Involvement Plan
PI..... public involvement
PEL ..... Planning and Environmental Linkages
PLA ..... Probable Limits of Alternatives
SEO ..... Statewide Environmental Office
USC ..... United States Code

1.0 PROJECT TEAM

State of Alaska Department of Transportation and Public Facilities (DOT&PF) – Southcoast Region

Christy Gentemann, Environmental Analyst, [redacted]

Greg Lockwood, Project Manager, [redacted], City and Borough of Juneau (CBJ)

Denise Koch, Director of Engineering & Public Works, [redacted]

Nate Rumsey, Deputy Director of Engineering & Public Works, [redacted]

Bridget LaPenter, Chief GE Engineer, [redacted]

Steve Noble, P.E., Project Manager, [redacted]
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Rachel Steer, Public Involvement, [redacted]

Morgan McCammon, Public Involvement, [redacted]

2.0 GENERAL INFORMATION

2.1 Project Overview

The City and Borough of Juneau has partnered with Alaska Department of Transportation and Public Facilities (DOT&PF) to develop a transportation corridor that connects Juneau with the north end of Douglas Island. A northern crossing has been explored since the early 1980s, but thus far work has not progressed beyond plans, studies, and the preparation of a Draft Environmental Impact Statement (EIS). The existing Douglas Island Bridge is congested during peak periods and the lack of another access to Douglas Island creates concerns about safety and emergency response in the event of a bridge closure. Additionally, the proximity of the existing bridge between the downtown areas of Juneau and Douglas creates significant out of direction travel for further housing, commercial, industrial, and port development on north Douglas Island. DOT&PF has chosen to use the Planning and Environmental Linkages (PEL) process to develop or refine a purpose and need statement and perform preliminary screening of alternatives during the planning process.

2.2 Project Area

The project area considers potential crossing locations between Douglas Island and mainland Juneau in the channel area north of the existing Douglas Island Bridge. The general project area is shown in Figure 1.

Figure 1: Project Area



2.3 Project History

A second channel crossing between Juneau and Douglas Island has been the subject of numerous studies and a DEIS since the early 1980s, with multiple alternatives being evaluated and recommended. However, none have advanced beyond preliminary engineering and environmental or to construction.

The existing Douglas Island Bridge accommodates traffic volumes in excess of 14,000 vehicles per day[1], and anecdotal evidence of delay is particularly apparent during morning and evening peak periods, which also impacts intersection operations on either side of the bridge. When road closures are needed for maintenance or in the case of an emergency, there is no alternative access available between Douglas Island and Juneau. Nonmotorized facilities for pedestrians and bicyclists are functionally lacking and only provided on one side of the bridge. Land to accommodate future population development in Juneau is constrained by topography

[1] Actual Annual Average Daily Traffic recorded in 2018 at the Juneau Douglas Bridge Traffic Recorder, acquired from https://alaskatrafficdata.drakewell.com/sitedashboard.asp?node=AKDOT_ST&cosit=000064774908. Accessed 11-19/21

and local geological conditions, and an area of land on the west side of Douglas Island is viewed as one of the most promising areas for future development. Past studies indicate that the design and congestion of the existing highway, and the distance between developable lands on Douglas Island and the existing Juneau Douglas bridge have been impediments to development.

2.4 Purpose of the Public and Agency Involvement Plan

This Public and Agency Involvement Plan (PAIP) details the proposed methods for communicating information with agencies, tribes, organizations, and the public for the project.

The objectives of this plan are to:

- Provide opportunities for all stakeholders to be informed and participate in the project
- Provide the basis for local planning authorities to review and approve the recommendations of the Final PEL Report as required under AS 35.30.010 Review and Approval by Local Planning Authorities
- Ensure the project team is meeting the relevant Federal, DOT&PF, and local government requirements for public involvement

Public and agency involvement on transportation projects completed by the DOT&PF is guided by a range of documents including:

- Alaska DOT&PF Environmental Procedures Manual (EPM)
- Alaska DOT&PF Highway Preconstruction Manual (HPCM)
- Alaska DOT&PF Planning and Environmental Linkages Guidebook (PEL Guidebook)
- NEPA Assignment Program Memorandum of Understanding between the Federal Highway Administration (FHWA) and DOT&PF
- Title 23 Code of Federal Regulations (CFR) 771.111
- Title VI of the Civil Rights Act of 1964

The HPCM is the FHWA-approved guide for developing and designing federal-aid projects in Alaska. The PEL Guidebook outlines specific requirements of the PEL process and documentation needed for the PEL to effectively bridge the planning and environmental phases of project development, including five points of concurrence with the DOT&PF Statewide Environmental Office (SEO). This PAIP has been developed in accordance with the requirements and best practices as outlined in the HPCM, the EPM, and the PEL Guidebook.

The following language will be included in a conspicuous location on project materials produced:

> *This planning document may be adopted in a subsequent environmental review process in accordance with 23 United States Code (USC) 168 Integration of Planning and Environmental Review*
>
> *The environmental review, consultation, 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 USC 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.*

DOT&PF is required by federal agreement to include a disclosure regarding Title VI of the Civil Rights Act of 1964 and Americans with Disabilities Act of 1990 (ADA) compliance as part of agency outreach and public involvement. DOWL will work with the DOT&PF Civil Rights Office to confirm the most current language prior to publication. At the time of writing this PAIP the current language is:

> *It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability.*

The DOT&PF Civil Rights Offices notices will be published with all public announcements and Title VI documents will be displayed at public meetings and documented in the meeting record.

2.5 Public and Agency Involvement Plan Updates

This PAIP is a "living" document. Communication strategies and methods identified will be assessed for effectiveness and may be revised.

3.0 STAKEHOLDER IDENTIFICATION

Identifying stakeholders is the process of identifying all people and organizations impacted by the project, documenting relevant information regarding their interests, involvement, and impact on project success. Project stakeholders are persons and organizations such as the government agencies, businesses, and the public that are actively involved in the project, or whose interests may be positively or negatively affected by the execution of completion of the project. Stakeholder information will be documented and maintained for the purpose of managing communications in a way that is relevant, meaningful, and effective for facilitating a high level of public involvement.

Below is an initial list of stakeholders. Where possible, these entities will be included in the project outreach/mailing list. This list will be updated throughout the project.

3.1 Public and Other Stakeholders

- Alaska Marine Lines
- Central Council
- Greater Juneau Chamber of Commerce
- Juneau Audubon Society
- Juneau Economic Development Council
- Juneau Freewheelers
- Mendenhall Refuge Citizens Advisory Group
- Sealaska Heritage Institute
- Southeast Alaska Land Trust
- Southeast Alaska Watershed Council
- Neighborhood Associations (may be expanded depending on alternatives identified)

    - Douglas Advisory Board
    - Fritz Cove Neighborhood Association
    - North Douglas Neighborhood Association
    - Bonnie Brae Neighborhood Association
- Territorial Sportsmen and Ducks Unlimited
- Trout Unlimited

3.2 Government, Regulatory, Resource Agencies, and Federally Recognized Tribes

- Alaska Department of Environmental Conservation
- Alaska Department of Fish and Game
- Alaska Department of Natural Resources
- Alaska Department of Public Safety – Division of Alaska State Troopers
- Alaska State Senators and Representatives
- Central Council of the Tlingit and Haida Indian Tribes of Alaska
- City and Borough of Juneau
    - Airport (JNU)
    - Assembly Members
    - Capital City Fire and Rescue
    - Capital Transit
    - Community Development
        - Planning Commission
    - Eaglecrest Ski Area
    - Engineering – Public Works
    - Juneau Coordination Transportation Coalition
    - Parks & Recreation
    - Police Department
    - School District
- Douglas Indian Association
- Environmental Protection Agency
- FHWA
- Goldbelt, Inc.
- National Marine Fisheries Service
- Sealaska Corporation

- State Historic Preservation Office
- United States Coast Guard
- United States Army Corps of Engineers
- United States Department of Agriculture
- United States Fish and Wildlife Service
- United States Forest Service

3.3 Utility Companies

- Alaska Electric Light & Power
- Alaska Power & Telephone Company
- City and Borough of Juneau Utilities Division – Water and Wastewater
- GCI Communications Corporation
- Rainforest Telecom

4.0 STAKEHOLDER ISSUES AND CONCERNS

The project team has identified the following initial potential concerns. Additional issues and concerns will be documented throughout the design phase.

Issue	Detail
Resident concerns about the potential impact of the project on their property	Residents previously expressed concerns about their properties being on a potential crossing alignment bringing additional traffic through neighborhoods and decreasing property values.
Impacts on wetlands, Mendenhall Wetlands State Game Refuge	A new crossing may need to cross identified wetlands. Residents previously identified minimizing impacts to wetlands, including hunting, fishing, and subsistence resources as being a high priority.
Other environmental impacts	Residents previously expressed the need to minimize environmental impacts.
Impacts on recreation areas	Residents previously expressed concerns about a second crossing impacting popular water recreation areas.
Prolonged project development over the last 25 years has eroded public confidence that a new crossing will be built	The project has been subject to several starts and delays, which has reduced residents' confidence that a second crossing will proceed.
Impacts to tourism industry	Impacts to Douglas Island from increased tourism.
Several decades ago, there was potential relocation of a commercial industrial zone to	Residents previously expressed concerns about plans to relocate an industrial (tank

Issue	Detail
North/Northwest Douglas Island as part of the project	farm) from densely populated areas of Juneau to North Douglas Island with the crossing.
Cost of the project	Previously, residents expressed concerns about the cost of a second crossing and potentially deferring other projects due to the cost.
Current Juneau Douglas Bridge capacity	The current Juneau Douglas Bridge may have exceeded capacity. A new crossing may be needed to support future population growth in the area.
Need to provide Gastineau Channel access to watercraft	Previous studies identified commercial and recreational watercraft using the channel and the need to accommodate this traffic.
Need to explore public transit to reduce traffic demand	Previous studies identified that limited public transit opportunities exist, with limited usage.

5.0 PUBLIC INVOLVEMENT METHODS

The following subsections identify the strategies and methods proposed to communicate with stakeholders. The project team will discuss outreach efforts and select other tools for involving the public and agencies if feedback is considered insufficient. All project outreach materials and documents created for public distribution, including meeting invitations and summaries, presentations, the website, and postcards, will include prominent display of the following language:

> *This material and any feedback or data generated by it may be used in a subsequent National Environmental Policy Act (NEPA) process.*

5.1 Title VI Compliance

Communication strategies and methods will "*include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services*;" 23 CFT 450.210(a)(1)(viii) and 450.316(a)(1)(vii).

A separate file will be maintained documenting Title VI compliance activities as they occur.

5.2 Information to be Communicated

The project team will communicate information to stakeholders at the times established in the PAIP via email, the project website, mailers, social media, and other communication methods needed to convey project updates and opportunities for stakeholders to provide public comments. The PAIP will be updated to reflect additional public outreach that may be required based on the needs of the public.

5.3 Stakeholder Register

Detailed stakeholder contact information will be maintained in a Stakeholder Register ("Register"), which will be created in an Excel spreadsheet. The Register will be used to track key stakeholders' concerns and preferred communication methods. Stakeholders' affiliation (e.g., public, business, government, agency, tribe, etc.) and issue(s) about which they are concerned (e.g., regulatory, economic, right-of-way, environmental, etc.) will be tracked in the Register.

The Stakeholder Register will also serve as the mailing or email list for distributing project communications. Contact information populating the mailing list will be purchased or created and maintained for all property owners, businesses, and residents within 500 feet of the project area, and other project stakeholders.

5.4 Project Website, Email, and Social Media

A project website will be established at www.JDNorthCrossing.com using the State of Alaska Look and Feel Standards (http://alaska.gov/LookAndFeel/), which is ADA compliant. The website will be maintained with project description, map of the project area, a current schedule, meeting information, frequently asked questions, project documents, information about public involvement activities, and contact information for the project team.

The project website will include a mechanism for interested persons to request to be added to the project's email communication distribution list.

The email address JDNorthCrossing@dowl.com will be included on all communication materials. The email address will be linked to an internal distribution list that includes members from the DOT&PF and DOWL project team.

Upon request, DOWL will create and provide social media materials to DOT&PF for posting. This will include notice of public meetings. Commenters on social media will be directed to the project website to make formal comments for response.

5.5 Project Postcards & Newsletters

Prior to each of the public open house meetings, a postcard will be mailed, and an electronic version will be emailed to the addresses in the mailing list. Both the print and emailed versions of the postcard will contain graphics and text explaining the alternatives under consideration and ask for public input. Additionally, e-newsletters will be distributed at relevant project milestones.

Newsletters will be used to provide the public and stakeholders with periodic updates about the project. Three print newsletters and three electronic newsletters will be distributed using the mailing list. Constant Contact will be the vehicle used to deliver electronic newsletters and other project updates.

All reasonable accommodations will be made to ensure visually impaired individuals are able to access digital outreach materials, and best practices for ADA compliant email communication will be closely followed. For example, descriptive meta data will be embedded in PDFs used as digital outreach materials in emails or on websites, and text will not be flattened or outlined so that it remains readable by a machine. Alternate formats of print outreach materials, including materials for persons with limited English proficiency, can be produced upon request.

5.6 Advisory Committees

To provide opportunities for key project stakeholders to engage with the project in-depth, the project team will create two committees to provide ongoing input as the project advances: a Technical Advisory Committee, and a Stakeholder Advisory Committee. Each committee will be composed of six to eighteen (6 to 18) members, with the focus being as follows:

- **Technical Advisory Committee:** members will be invited from government, regulatory and resource agencies and planning organizations with a direct interest and involvement in the PEL Study. Some agencies may select multiple individuals from different divisions within the organization to participate to represent varying interests.
    - DOT&PF DES – Bridge Design
    - DOT&PF SRD – Preliminary Design & Environmental
    - CBJ Airport (JNU)
    - CBJ Public Works
    - Alaska Department of Environmental Conservation
    - Alaska Department of Fish and Game
    - Alaska Department of Natural Resources
    - United States Army Corps of Engineers
    - United States Coast Guard
    - United States Forest Service
    - United States Fish & Wildlife Service
    - National Marine Fisheries Service
- **Stakeholder Advisory Committee:** members will be invited from tribes and tribal organizations, neighborhood associations, industry associations, business owners and non-profits, and property owners and residents within the study area.
    - Capital City Fire and Rescue
    - CBJ Police Department
    - Alaska State Troopers
    - Alaska Electric Light & Power
    - Alaska Marine Lines
    - CBJ School District

- Douglas Advisory Board
- Douglas Indian Association
- Goldbelt, Inc.
- Greater Juneau Chamber of Commerce
- Juneau Assembly Member
- Juneau Delegation Member
- Juneau Audubon Society
- Juneau Economic Development Council
- Juneau Freewheelers
- Bonnie Brae Neighborhood Association
- Fritz Cove Neighborhood Association
- North Douglas Neighborhood Association
- Sealaska Corporation
- Southeast Alaska Land and Trust
- Southeast Alaska Watershed Council
- Central Council of Tlingit and Haida Indian Tribes of Alaska
- Mendenhall Refuge Citizens Advisory Group
- Territorial Sportsmen and Ducks Unlimited
- Trout Unlimited

Each committee will meet four times, either virtually or in-person, at each of the four SEO concurrence points noted in the PEL Guidebook. In addition, workshops will be used as a way for committees to contribute to the project and to augment the advisory committee process. The approximate schedule is:

Focus	Public Meeting	Advisory Committee Meeting	Dates
Purpose and need statement, alternatives screening process, and screening criteria	Public Open House #1	Technical and Stakeholder Advisory Committee Meeting #1	Spring 2022

Focus	Public Meeting	Advisory Committee Meeting	Dates
Range of alternatives	Public Open House #2	Technical and Stakeholder Advisory Committee Combined Workshop	Summer 2022
Preliminary alternative screening results and detailed alternative screening criteria		Technical and Stakeholder Advisory Committee Meeting #2	Winter 2022-23
Level 1 screening results	Public Open House #3	Technical and Stakeholder Advisory Committee Combined Meeting #3	Winter 2023
Detailed alternative screening results and recommended alternative(s)		Technical and Stakeholder Advisory Committee Meeting #4	Spring 2023

5.7 Public Meetings

Three public meetings are planned to inform the public about the project and to solicit comments and/or concerns. These meetings will be in-person and/or virtual events. Meeting participation information and materials for all meetings will be posted to the project website, including any pre-recorded presentations. Virtual meetings will be conducted in accordance with FHWA's NEPA Assignment Program Guidance on Virtual Public Meetings. The anticipated schedule and focus for each of the three open house public meetings is shown in the table above.

For all public open house meetings, project stakeholders will be notified via postcard mailed at least two weeks prior to the meeting, by public notice on the State of Alaska website, by advertisement in the Juneau Empire, by email via Constant Contact, and on the statewide DOT&PF Facebook page. Meeting advertisements will be prepared in advance to allow for DOT&PF approval.

Meeting notes will be prepared as documentation for project records that will include attendance, meeting materials, presentation, and a summary of verbal and written comments.

5.8 Small Group Meetings & Neighborhood Association Updates

If requested, the project team will participate in and/or present to additional small groups or individual stakeholders. Approval will be sought from DOT&PF prior to participation in small group or one-on-one stakeholder meetings.

5.9 Workshops

Two workshops will be held with stakeholders to assist the project team in addressing project issues and allow the participants to understand the conditions and criteria for making transportation decisions. Workshops will be a half day long and consist of 15 to 25 participants, likely drawn from the two stakeholder committees. The first workshop will likely be held early in the project schedule when developing alternatives. The second workshop will be held later in the project schedule when alternatives are being evaluated. Workshop participation information and materials will be posted on the project website. The workshops may be combined with the periodic committee meetings.

5.10 Media Communications

Media communications will be led by DOT&PF with support from DOWL as needed. Support from the project team may include drafting press releases, talking points, or other materials needed for media briefings, telephone interviews, and communication with elected officials.

5.11 Additional Public Involvement and Communications Support

The project team will conduct additional public involvement, as required, throughout the project. Additional public involvement may include (as directed and agreed to by the DOT&PF Project Manager):

- Traveling or “pop-up” open houses to enable public involvement at locations/events where there are members of the public that may not otherwise attend meetings for the project
- Additional project update emails
- Targeted literature drops to key stakeholders
- Story Maps/Interactive Mapping
- Responses to informal requests for information from individuals and/or agencies
- Preparing draft press or media releases

6.0 COMMUNICATING WITH THE PUBLIC AND DOCUMENTATION

Comments received via email, mail, phone, or in written form will be distributed to the project team and archived in a project comment database. All comments and questions will be replied to within two (2) business days pending DOT&PF’s prior approval of a draft response.

7.0 PUBLIC INVOLVEMENT PLAN IMPLEMENTATION

Guidelines for a successful public involvement process requires a strong commitment from all members of the project team to reach out to potentially affected interests. Below are goals developed for obtaining public outreach throughout the progression of the project.

- The roles of the project team and the public will be defined.
- A working relationship between the community and the project team will be formed.
- Goals and expectations will be clearly defined.
- The project team will keep an open mind to all points of view.
- The project team will keep the public informed, listen to and acknowledge concerns and provide feedback on how public input has influenced project decisions.
- Information will be shared openly and directly to help the public become familiar with the issues and the public process.
- Milestones in the process will be clearly defined, acknowledged, and communicated to the public.
- Visualizations and illustrations will be used to convey design alternatives.
- The project team will encourage the public to provide feedback on elements of the design that are affected by input (landscaping, lighting, etc.).
- Feedback opportunities will be designed in a way that each stakeholder can communicate in their desired form.
- The project team will follow up on all inquiries and comments during project development.

APPROVAL

Marie Heidemann
Project Manager/Planner, DOT&PF Date

Ben Storey
Regional Environmental Manager, DOT&PF Date

Greg Lockwood, P.E.
Design Group Chief, DOT&PF Date

2. Stakeholder Identification and Register

FIRST	LAST	ENTITY NAME
Bruce	Abel	
donna	aceveda	
Francis	Adams	
Francis	Adams	
Joshua	Adams	
David	Albert	
Adeyemi	Alimi	Alaska Department of Environmental Conservation - Division of Air Qua
Karla	Allwine	Valley Centre Neighborhood Association
Judith	Ament	
Bernadette	Andaloro	
Adam	Anderson	Alaska Marine Lines
Evan	Anderson	
Glen	Anderson	
Elyse	Applegate	Alaska State Historic Preservation Office, Office of History and Archaeo
Bob	Armstrong	Mendenhall Wetlands Study Group (MWSG)
Danielle	Arreola	
Mary Ellen	Arvold	
Sandra	Ashmore	
Mason	Auger	Alaska Department of Natural Resources - Division of Mining, Land and
Sylvia	Bach	
Cyrus	Baird	The Pacific Flyway for Delta Waterfowl
Bruce	Baker	
Laura	Baker	
Linda	Baker	
Gwen	Baluss	Juneau Audubon Society
Kelly	Barnaby	
Kristen	Bartlett	City and Borough of Juneau - School District
Shea	Bartolaba	
Tod	Baseden	
Jim	Baumgartner	
Karl	Bausler	
Corey	Baxter	Operating Engineers Local 302
Ryan	Beason	Territorial Sportsmen
Jim & Mary	Becker	
Julie	Bednarski	North Douglas Neighborhood Association
Candy	Behrends	
Richard	Behrends	
Ethan	Bell	
Susan	Bell	
Rebecca	Bellmore	Southeast Alaska Watershed Coalition
Nichole	Benedict	
Steve	Benhke	
Barbara	Berg	
Barbara	Berg	
Jon	Berg	
Amalie	Bergman (Fischer)	
Frank	Bergstrom	
Nicholas	Berling	
Sam	Berni	
Mark	Berry	
Karen & Rick	Bierman	Shelter Island Neighborhood Association
Dianne	Bigge	
John	Bishop	
John	Blasco	

Linda	Blefgen	Auke Bay Neighborhood Association
John	Block	
Karen	Bogert	
Scott	Boggs	
John	Bohan	City and Borough of Juneau - Public Works
Sean	Boily	
Edward	Bond	
Michelle	Bonnet Hale	City and Borough of Juneau Assembly
Carole	Bookless	
Mary	Borthwick	
Cathy	Botelho	Lena Extended Neighborhood Association
Virginia	Bottorff	
Tomas	Boutin	
Bruce	Bowler	Dudley Street Association
Marlin	Bowles	
Steve	Bradford	
Aaron	Brakel	
Lincoln	Brandau	DOWL
Curtis	Branson	
Michelle	Breinholt	
Rich	Brenner	
Jeff	Brink	
James	Brooks	
Cael	Brown	
John	Brown	
Mark	Brown	
Matt	Brown	
Alison	Browne	
Wade	Bryson	City and Borough of Juneau Assembly - District 2
Kathy	Buell	
Ted	Burkhart	
Leiann	Burton	
Alina Noel	Bus	
John	Bush	
Stephanie	Buss	Alaska Department of Environmental Conservation - Division of Spill Pr
Thom	Buzard	
Joan	Cahill	
Roger	Calloway Jr.	
David	Campbell	City and Borough of Juneau - Police Department
Greg	Capito	
Matt	Carle	Sealaska
Merry	Carnes	North Douglas Neighborhood Association
Wayne	Carnes	
Edric	Carrillo	
Edric	Carrillo	
Michael	Carroll	
Richarn	Carstensen	Mendenhall Wetlands Study Group (MWSG)
Flynn	Casey	Alaska Dept. of Fish and Game - Habitat Section Region I
Kelly	Cates	
Matt	Catterson	
Seth	Cayce	
Lucas	Chambers	
John	Chapman	
Adam	Chavez	
Summer	Christiansen	

Roy	Churchwell	Alaska Department of Fish & Game - Division of Wildlife Conservation
Robert	Clark	
Sarah	Clark	
Richard	Clement	
Helen	Clough	
Kathy	Coghill	
Gabriel	Cohen	
Stuart	Cohen	
Mandy	Cole	
Charles	Collins	
Patty	Collins	
Jan	Conitz	
R. Sammi	Conneen	
Bruce	Connery	
Ricardo	Contreras	
Dave	Conway	
Kaitlyn	conway	
Greg	Cook	
Sheridan	Cook	
Annette	Coomber	
Annette	Coomber	
Rob	Corcoran	
Bert	Corley	
Daniel	Cornwall	
Brendan	Corrigan	
Peggy	Cowan	
Annette	Coyle	
Deborah	Craig	
Laurie	Craig	Mendenhall Wetlands Study Group (MWSG)
Lynae	Craig	Alaska Airlines
Karen	Crandall	
Pete	Crandall	
Jan	Crichton	
Shannon	Crossley	
Curry	Cunningham	
Nathan	Cunningham	
Rick & Lisa	Currier	
Rick & Lisa	Currier	
Lauren	Cusimano	Audubon Alaska
Lauren	Cusimano	
Jason	Custer	CBJ Airport Board
Margaret	Custer	Southeast Alaska Land Trust
Craig	Dahl	Greater Juneau Chamber of Commerce
Sam	Dapcevich	
Leslie	Daugherty	DOT&PF
Nolan	Davis	
Kelsey	DeCamillis	
Bob	Deering	
Drew	Dembowski	
John	DeMuth	
Bruce	Denton	
Sharon	Denton	
Tim	Despain	Alaska State Troopers
Denny	DeWitt	DeWitt & DeWitt, LLC
Matt	DiAmico	

Paul	Dick	Blueberry Hills Neighborhood Association
Bill	Diebels Jr.	
Karen	Dillon	
Robert	Divelbess	
Mary Ann	Dlugosch	Radcliff Road Neighborhood Association (Formerly: Airport Neighborhc
Jack	Dodson	
Darlene	Donohue	
Jim	Dorn	
Kathryn	Dupere	
Theresa	Dutchuk	DOWL
John	Eiler	Dudley Street Association
Merry	Ellefson	
Shawn	Emery	
Kathy	Ensor	
David	Epstein	
Camden	Erickson	
Luke	Erickson	
Scott	Erickson	
Bryan	Evans	
Dan	Fabrello	
Evan	Fabrello	
Michelle	Fabrello	
Richard	Farnell	
Matt	Felix	
Megan	Felts	River Road Homeowners Association
Mike	Fenimore	
Tyler	Ferrin	
Emily	Ferry	Downtown Neighborhood Association
Tyson	Fick	
Elizabeth	Field	
ELIZABETH	FIGUS	
Gerogia	Finau	Douglas Indian Association
Carver	Finley	
P	Fiorella	
Dustin	Fisher	
George	Fisher	
Samuel	Fisher	
Katherine	Fiske	
nate	FitzGerald	
Norma	Fleek	
Thomas	Fletcher	
Ron	Flint	
Tony	Florendo	
Bryn	Fluharty	
Tristan	Fluharty	US Forest Service
Ken	Foley	
Eric	Forst	Red Dog Saloon and Mercantile
Jacqueline	Fowler	
Chris & Dorothy	Fraky	
Dagmar	Friedman	
Eric	Frost	
Timothy	Frowley	Tongass Park Neighborhood Association
Alison	Fuchs	
Laurie	Fuglvog	

Anne	Fuller	North Douglas Neighborhood Association
Ruth	Fulwiler	
Andrea	Funcan	
Ellen	Furguson	
Steven	Gabelein	
Lisa	Gahafer	
Joseph	Galgano	
Irene	Gallion	CBJ CCD
David	Gann	National Marine Fisheries Service
Jovie	Garcia	DOWL
Annie	Gardner	
Myrna	Gardner	Central Council Tlingit and Haida Indian Tribes of Alaska
Adam	Garner	
Benjamin	Garrett	
Jasz	Garrett	
Krista	Garrett	Southeast Alaska Land Trust
Hayden	Garrison	
Stevie	Gawryluk	
Christy	Gentemann	DOT&PF
Maraiya	Gentili	
Dean	George	
Marquam	George	
Waahlaal/Barbara	Giidaak/Blake	City and Borough of Juneau Assembly
April	Gilbert	
Kenneth	Gill	
Kenneth	Gill	
Thomas	Gills	
Maria	Gladziszewski	City and Borough of Juneau Assembly
Mary	Glaves	
Mary	Glaves	Backcountry Hunters & Anglers
Rueben	Glaves	
Bill	Glude	
Gary	Goetz	
Joan	Gone	
Cynthia	Gordon	
Pat	Gorman	
Cole	Grabow	
Phillip	Gray	
Norton	Gregory	
Bruce	Griggs	
Bonnie	Gruening	
Drew	Gruening	
Denise	Guizio	City and Borough of Juneau - Transit
Marella	Gungob	DOWL
Harper	Gunn	
Dave	Haas	
Don	Habeger	
Rick	Haida	
Kathryn	Haley	
Jacob	Hamilton	
Laura	Hanks	
Dave	Hanna	
Kathleen	Hanna	
Sara	Hannan	State Representative
Kristen	Hansen	DOWL

Patricia	Harding	
Susan	Hargis	
Cody	Hargreaves	Alaska Airlines
Toby	Harkanuk	Uptown Neighborhood Association
Kathleen	Harper	
Susan	Harris Walker	
Judith	Hauck	
Julian	Hausman	
Emily	Haynes	DOT&PF
Morgan	Hebert	
Scott	Hed	
Gina	Heffern	
Gina	Heffman	
Robert	Heide	
Marie	Heidemann	DOT&PF
Jonathan	Heifetz	Trout Unlimited
Lia	Heifetz	
Leah	Heiman	
Renda	Heimbigner	
Michael	Hekkers	
Karin	Helgesen	
Breckan	Hendricks	
Breckan	Hendricks	
Dennis	Hendrix	
Mindy	Henricksen	
Jessie	Herman-Haywood	
Keith	Hermann	
John	Hetz	
Christopher	Hill	Delta Airlines
Megan	Hillgartner	Alaska Department of Natural Resources - Division of Mining, Land and
Stephanie	Hoag	
Alyssa	Hobbs	
Lisa	Hoferkamp	
Wendy	Hogins	
John and Millie	Holahan	
M	Holmes	
Guy	Holt	Tall Timbers Neighborhood Association
Kathy	Holt	
Chris	Hoon	The Pacific Flyway for Delta Waterfowl
Norman	Hoppas	
Nina	Horne	DOWL
Michael	Horntvedt	Parametrix
Randy	Host	
Edward	Hotch	
Robin	Houston	
John	howard	
Eugene	Huang	Mountainside Estates Neighborhood Association
Nancy	Hudson	
Andy	Hughes	
Alicia	Hughes-Skandijs	City and Borough of Juneau Assembly
Mark	Hunt	
Dave	Hurlbut	
Barbara	Hyde	
Don	Ingledue	
Mary	Irvine	

Mary	Irvine	
Carissa	Irwin	
Cyndi	isaak	
Mel	Izard	
Dan	Jager	Capitol City Fire & Rescue
Michael	Janes	Bonnie Brae Neighborhood Association
JoLynn	Jarboe	
Bonnin	Jarvill	
Scott	Jeffers	
Darwin	Jensen	
Thomas	Johnnie Sr	
Betty	Johnson	
Kara	Johnson	
Kara	Johnson	
Mark	Johnson	
Alan	Jones	
Laird	Jones	
Marilyn	Joslyn	
Joshua	Jubb	
Will	Judy	
Louis	juergens	
Rhonda	June	
Pat	Kalbaugh	
Kate	Kanouse	Alaska Department of Fish & Game - Division of Habitat
Curtis	kautz	
Ashlynn	Kay	
Cricket	Keedy	
Jason & Cricket	Keedy	
Matthew	Keen	
Gretchen	Keiser	
Nina	Keller	DOT&PF SEO
Rachel	Kelly	
Alyson	Kenney	
Rob	Kenney	
Anna	Kenny	KTOO
David	Kent	
Jesse	Kiehl	State Senator
Curtis	Kiesel	
Daniel	King	Juneau Economic Development Council
David	Kirstien	
mary	kirtley	
Hollis	Kitchin	
Dave	Klein	Auke Bay Neighborhood Association
Jeff	Knisley	
Denise	Koch	City and Borough of Juneau - Director of Engineering & Public Works
Sue	Koester	
Tom	Koester	
Katie	Koester	City and Borough of Juneau - Public Works
Michael	Kohan	
Douglas	Kolwaite	DOT&PF
Jess	Krahn	
William	Krause	
Cynthia	Krehbiel	
Joshua	Kreick	
Preston	Kroes	Alaska Department of Natural Resources - Division of Parks and Outdo

Kirsten	Krone	River Road Homeowners Association
George	Krumm	
Holly	Kveum	
Kaitlin	Lafavour	
Scott	Lafavour	
Hannah	Lager	
Barb	Lake	
Hunter	Lamer	
Laurie	Lamm	
Richard	Lannon	
Doug	Larson	Mendenhall Wetlands Study Group (MWSG)
Karen	Larson	Bonnie Brae Neighborhood Association Co-Chair
Rylee	Larson	
Creighton	Laurent	Smugglers Cove Neighborhood Association
Kristin Anne	Lee	
Sydney	Lee	
Beth	Leibowitz	
Abram	Leigh	
Nathan	Leigh	
Bill	Leighty	The Leighty Foundation (TLF)
Chris	Letterman	Juneau Innovators Rotary Club
Rebecca	Lexa	
Kamal	Lindoff	Douglas Indian Association
Marina	Lindsey	Vintage Park Condominium Association
Jill	Lingle	
Soapy	Lingle	
Virgene	Link-New	
Matt	Little	Ducks Unlimited
Kacy	Lockhart	Lena Extended Neighborhood Association
Gregory	Lockwood	DOT&PF
Dominic	Lodovici	
Dan	Love	Alaska Department of Fish & Game
David	Love	
Nikki	Love	
Lydia	Luchini	
Mark	Luchini	
Amy & Stan	Lujan	
Angie	Lunda	
Skip	Lundstrom	
Emil	Mackey	
Neil	MacKinnon	
Stephanie	Madsen	
Liz	Mallott	
Charlie	Martelle	
Jamalea	Martelle	
Jacek	Maselko	
Guenter	Math	
Nick	Matisse	
Shawn	Mauldin	
Diane	Mayer	Mendenhall Wetlands Study Group (MWSG)
Rob	Mayer	
Joan	McBeen	
Samuel	McBeen	
Jeanette	McBride	
Morgan	McCammon	DOWL

Alex	McCarthy	
John	McConnochie	
Peggy Ann	McConnochie	
Betsy	McCracken	EPA
James	McCutcheon	
Russ	McDougal	
Beth	McEwen	
Amy	McGrothen	
Brandon	McGuire	
Aimee	McMillan	
Maggie	McMillan	Greater Juneau Chamber of Commerce
margaret	mcmillan	
Chrissy	McNally	DOT&PF
Justin	McNeill	
Leticia	McRae	
Luann	McVey	
Hunter	Meachum	
Bob	Mech	
Barbara	Mecum	
Carla	Meek	
Joe	Meek	
Stuart	Meeks	
Andy	Meiners	
Michaela	Mendoza	
Malcom	Menzies	
Jennifer	Mercer	U.S. Army Corps of Engineers
Douglas	Mertz	
Max	Mertz	
Lucas	Mesdag	
Betty & Norm	Miller	
Gary	Miller	North Tee Harbor Neighborhood Association
Kathy	Miller	
Theresa	Miller	
Barb	miranda	
Duff	Mitchell	
Judith	Mitchell	
Harold	Moesk	
John	Monagle	
Ed	Morgan	
Eric	Morse	Delta Airlines
Les	Morse	
Reyonna	Moy	
K	Murphy	
Marilyn	Murphy DuBois	
Autumn	Muse	
Cecilia	NA	
Nate	Narum	
Heather	Nelson	
Jay	Nelson	Mendenhall Wetlands Study Group (MWSG)
Wendy	Nelson	
The	Nesheims	
Michael	Neussl	
Michael	Neussl	
Ann	Nielson	
Steve	Noble	DOWL

Scott	Novak	
Christopher	O'Brien	
Rory	O'Hanrahan	
Jeff	Olson	
Kris	Olsson	
Liz	Ortiz	Alaska Department of Natural Resources - Office of History and Archae
Linnea	Osborne	
Bill	Paddock	
Ed	Page	
Ed	Page	
Keith	Pahlke	
Karen	Pallenberg	
Phil	Pallenberg	
Emily	Palmer	
Phil	Paramore	
Ammie	Parker	
Bonilyn	Parker	
Melissa	Parker	
Jim	Parr	Indian Point Neighborhood Association
G	Patton	
CARSON	PAUL	
Garrett	Paul	
Robin	Paul	
Tom	Pauser	
David	Pearce	
Scott	Pearce	
Rober and Gretchen	Pederson	
Beth	Pendleton	
Kaitee	Perisich	
Rick	Perkins	
Art	Peterson	
Mary Lou	Peterson	
Nathan	Peterson	
Roland	Peterson	
Steven	Peterson	
Yvonne	Peterson	
James	Petropulos	
Dominick	Phillips	
Lisa	Phu	
Cordova	Pleasants	Resolute Boutique
John	Plett	
Catherine	Pohl	Mendenhall Wetlands Study Group (MWSG)
Catherine	Pohl	
Thomas	Polatty	
Karen	Polley	
Rich	Pratt	
Doreen	Prieto	
Nathan	Purves	DOT&PF
Mark	Pusich	
Susan	Quigley	
Ted	Quinn	
Hailey	Quinto	
Roger	Ramsey	
Gene	Randall	
Salmon	Rayson	

George	Reifenstein	
Lisa-May	Reynolds	
Dave	Ringle	
Judy	Ripley	
Lauri	Ritter	
Monica	Ritter	
Nathan	Rivas	
Smuel	Roberts	
Matt	Robus	Mendenhall Wetlands Study Group (MWSG)
Amy	Rodman	
Amy	Rodman	
Alan	Rogers	Smugglers Cove Neighborhood Association
Ellen	Rogers	
Kyler	Romme	
Kaia	Rongstad-Paul	
Brandon	Roomsburg	
Mark	Rorick	
Patricia	Rorick	
Patricia	Rorick	
Cristina Della	Rosa	
Diana	Rossmiller	
Joseph	Roth	
Lucile	Rountree	
Sherry	Rountree	
John	Roxburgh	
Deb	Rudis	Mendenhall Wetlands Study Group (MWSG)
Deborah	Rudis	Mendenhall Wetlands Study Group
Frank	Rue	Mendenhall Wetlands Study Group (MWSG)
Nate	Rumsey	City and Borough of Juneau Engineering and Public Works
Ben	Rusch	
Katherine	Russell	
Tom	Rutecki	
Mark	Sabbatia	
Steven	Sahlender	Goldbelt
Cody	Salter	Fritz Cove Neighborhood Association
Mark	Sanders	
Artemio	Sandoval	
Clifton	Sato	Delta Airlines
Michael	Satre	
Glenn	Saviers	
Dave	Scanlan	
Dave	Scanlan	
George	Schaaf	City and Borough of Juneau - Parks & Recreation
Dennis	Schaef	
Regina	Schapp	
Meilana	Schijvens	Flats Families
Julie	Schirmer	
Leland	Schlatter	
Catherine	Schleck	
Chis	Schleck	
Joanne	Schmidt	DOT&PF
Fred & Kathleen	Schmitz	
John	Schoen	
Ed	Schoenfeld	Douglas Advisory Board vice-chair
Kyle	Scholl	

Carla	Schracher	
Tom	Schumacher	Mendenhall Wetlands Study Group (MWSG)
Ryan	Schuman	
Clint	Scott	US Coast Guard
Ryan	Scott	Mendenhall Wetlands Study Group (MWSG)
ELLEN	SEBASTIAN	
Megan	Seitz	
Stephanie	Sell	Alaska Department of Fish & Game - Mendenhall Wetlands State Game
Russ	Senkovich	Pt. Stephens Neighborhood Association
Deb	Senn	
Stan	Senner	
Robert	Sewell	
Allen	Shattuck	
Rick	Shattuck	
Albert	Shaw	
Linda	Shaw	National Marine Fisheries Service
Sandra	Shaw	
James	Sidney	
Destinee	Siegel	
Trevor	Sikes	
Christy	Simonson	
Paul	simpson	
Adrian	Slater	
Brad	Smathers	
Judy	Smathers	
Greg	Smith	City and Borough of Juneau Assembly
Jedediah	Smith	
Rachel	Smith	
Winston	Smith	Juneau Audubon Society
Chuck	Smythe	Sealaska
Ron	Somerville	Mendenhall Wetlands Study Group (MWSG)
Gary	Sonnenberg	
Mike	Spalding	
Kari	Spencer	Goldbelt
Larri Irene	Spengler	Thane Neighborhood Association
Kasen	Spickler	
Aaron	Spratt	
Marsha	Squires	
Timothy	Staley	
Cinda	Stanek	
Lars	Stangeland	
Michael	Stanley	North Douglas Neighborhood Association
Sondra	Stanway	
Salome	Starbuck	
Cedar	Stark	
Maggie	Starring	
Andrea	Stats	
John	Staub	
Mark	Steblein	
Sam	Steensland	
Rachel	Steer	DOWL
Alan	Steffert	
Caitlin	Stern	
Beth	Stewart	
Charlotte	Stewart	

Dustin	Stichert	
Neil	Stichert	Mendenhall Wetlands Study Group (MWSG)
Kody	Stitz	
Reed	Stoops	
Mark	Stopha	
Christopher	Storz	
Benjamin	Strand	
Russell	Strandtmann	Norway Point Neighborhood Association
David	Summers	
Anne	Sutton	
Lorilyn	Swanson	Riverwood Homeowners
Stephen	Szibler	
S	Tabachnick	
Sharon	Taber	
Jordan	Tanguay	
Karen	Tarver	
Brenda	Taylor	
Mattheus	Tempel	
Dan	Teske	Alaska Department of Fish & Game - Division of Sport Fish
Meredith	Thatcher	City and Borough of Juneau Public Information Officer
Steven	Thater	
Ray	Thibodeau	Alaska Marine Lines
Travis	Thompson	
Bridgett	Thomson	
Teri	Tibbett	Bonnie Brae Neighborhood Association & Douglas Advisory Board
Michael	Tobin	
Tim	Travis	
Carole	Triem	City and Borough of Juneau Assembly
Jim & Jackie	Triplette	
Jacqueline	Tupou	
Carl	Uchytil	CBJ Docks & Harbors
Benjamin	Undurraga	
H.	Unruh	
Shannon	Valin	
Kimberly	Valverde	
Melissa Jo	Van Alen	
Cecil	Varner	
Bob	Varness	
Jeana	Varney	
Robert	Venables	Southeast Conference
Taylor	Vidic	Representative Hannan Aide
Randy	Vigil	U.S. Army Corps of Engineers
Alex	Vrabec	Juneau Economic Development Council
Scott	Vulstek	
Patty	Wahto	City and Borough of Juneau - Airport
Evelyn	Walker	
Jesse	Walker	
Keagan	Walker	
Monika	Walker	
Erin	Wally	
Casey	Walsh	
Murray	Walsh	
Linda	Walters	
Margo	Waring	
James	Warren	

Nancy	Waterman	
Tasha	Waters	
Marc	Watson	
Scott	Watts	
Dave	Webber	Ducks Unlimited
Willow	Weimer	Alaska Department of Environmental Conservation - Division of Water
Beth	Weldon	City and Borough of Juneau Assembly - Mayor
naomi	welling	
Robert	Welton	
Alex	Wertheimer	Mendenhall Wetlands Study Group (MWSG)
Freda	Westman	
Henry	Westmoreland	
Adam	White	Alaska Airmen's Assoc. - Government Affairs
Debbie	White	Southeast Alaska Real Estate
Jeffery	White	
Renee	Whitesell	DOWL
Jason	Wiard	
Dwight	Williams	
Gordon	Williams	
Reece	Williams	
Sandy	Williams	
Shawn	Williams	
Thomas	Williams	
Michael	Williamson	Goldbelt
Alan	Wilson	
Rebecca	Wilson	
Wayne	Wilson	
Jill	Wittenbrader	
Dawn	Wolfe	Mountainside Estates Neighborhood Association
Dwight	Wolfe	
Forrest	Wolfe	
Christine	Woll	City and Borough of Juneau Assembly - District 3
Richard	Wood	
Jeremy	Woodrow	
Koi	Woodson	
Brenda	Wright	Mendenhall Wetlands Study Group (MWSG) & Juneau Audubon Society
Ty	Yamaoka	
Catherine	Yeargan	U.S. Fish and Wildlife Service
Rachel	Youens	
Lyndsey	Zeller	
Marcus	Zimmerman	
Ais		
Alyssa		
Barry		
Bereniz		
Christopher		
Cort		
Dan		
Devin		
Emma		
Ethan		
Hailey		
Janie		
Jonny		
Kamryn		

Kathleen
Kelsey
Lillian
mark
Melissa
Noah
Rick
Sabrina
Swampy
Taylor
Travis

Central Council of Tlingit and Haida Indian Tribes of Alaska
City and Borough of Juneau Assembly
Douglas Island Neighbors Assoc.
Juneau Freewheelers (Juneau Mountain Bike Alliance)
North Douglas Neighborhood Association

3. Title VI Compliance

ANNUAL TITLE VI AREA QUESTIONNAIRES

ALASKA MARINE HIGHWAY

DIVISION INFORMATION			
Title VI Program Liaison	Vendula Cadiente	Title	Administrative Assistant 3
Region	Alaska Marine Highway System	Phone	907-228-7267
How many years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	vendula.cadiente@alaska.gov
PUBLIC MEETINGS	RESPONSE	COMPLIANCE	COMMENTS FROM CRO
Please attach a list of public meetings held by AMHS during FFY23 along with the number of attendees and any demographic data collected.		☐Sufficient ☐Tech. Deficiency ☐Sub Deficiency	
What efforts did AMHS staff use to promote diverse (ethnicity, age, gender, income, ability level) public participation?		☐Sufficient ☐Tech. Deficiency ☐Sub Deficiency	

What steps were taken to represent these populations in the community participation process?		☐Sufficient ☐Tech. Deficiency ☐Sub Deficiency	
Describe the mechanisms used to identify which communities were represented at the public meetings, hearings, and online outreach.		☐Sufficient ☐Tech. Deficiency ☐ Sub Deficiency	
What efforts were made to ensure meetings were accessible to persons with disabilities? Where were the meetings located?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How does AMHS plan on continuing to ensure representative participation in its outreach efforts?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

PUBLIC PARTICIPATION			
Please describe AMHS's efforts to engage new/diverse audiences in FFY23.		☐Sufficiency ☐Tech. Deficiency ☐Sub. Deficiency	
If AMHS received requests for alternative formats or languages, was AMHS able to accommodate these requests?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How are Title VI considerations addressed through stakeholder involvement mechanisms?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Please attach any Public Participation Plans for projects commenced during FFY2023.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

INCORPORATION OF TITLE VI ELEMENTS			
List the efforts taken to ensure that populations protected by the Title VI Nondiscrimination Program are included in the development of AMHOB short- and long- term operation plan and other AMHS functions.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
EQUITABLE PROVISIONS OF SERVICES AND FACILITIES			
What activities and/or studies were conducted in FFY2023 that provided data relative to minority persons, neighborhoods, income levels, physical environment and/or travel habits? Please list each activity or study and include a brief statement about the activity or study and how it will be incorporated into the AMHS process.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

Describe what project selection decisions, if any, were affected by Title VI or Environmental Justice issues? Can you receive TTY calls? Can you accommodate non-English speakers?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
ADDRESSING PUBLIC CONCERNS			
List the ways that comments are received by the public.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency☐	
What is done with the comments that are received?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How are comments responded to?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency☐	

PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			
What Title VI Training did AMHS staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What Title VI Training would AMHS staff like to see in FFY2024?			
COMPLAINTS			
Were any civil rights complaints received as a result of the AMHS process, e.g., public involvement activities, lack of coordination with tribal governments, contracting		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

opportunities for AMHS projects or transportation studies? If so, how many? Summarize each complaint and the status, with actions proposed and taken.			

CONSTRUCTION

NORTHERN REGION

DIVISION INFORMATION			
Title VI Program Liaison	Barbara L. Tanner	Title	Engineer/Architect 4
Region	Northern	Phone	907-451-3057
		Email	barbara.tanner@alaska.gov
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐		
PUBLIC MEETINGS		COMPLIANCE	COMMENTS FROM CRO
Please attach a list of public meetings held by Construction during FFY2023		☐Sufficient ☐Tech. Deficiency	

along with the number of attendees and any demographic data collected.		☐Sub. Deficiency	
What efforts did Construction staff use to promote diverse (ethnicity, age, gender, income, ability level) public participation?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What steps were taken to represent these populations in the community participation process?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Describe the mechanisms used to identify which communities were represented at the public meetings, hearings, and online outreach.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What efforts were made to ensure meetings were accessible to persons with disabilities?		☐Sufficient ☐Tech. Deficiency	

Where were the meetings located?		☐Sub. Deficiency	
How does Construction plan on continuing to ensure representative participation in its outreach efforts?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PUBLIC PARTICIPATION			
Please describe Construction's efforts to engage new/diverse audiences in FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
If Construction received requests for alternative formats or languages, what steps are taken in order to accommodate members of the public with Limited English Proficiency?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

Identify the methods available to the public to raise concerns before or during projects.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Describe what project selection decisions, if any, were affected by Title VI or Environmental Justice issues? Can you receive TTY calls? Can you accommodate non-English speakers?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
ADDRESSING PUBLIC CONCERNS			
How many projects were initiated in this reporting period?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
List the ways that comments are received by the public		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

What is done with the comments that are received?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How are comments responded to?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How many contract change orders had Title VI/ADA implications during FFY23? Briefly describe how the implications were resolved.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			
What Title VI/ADA Training did Construction staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What Title VI/ADA Training would Construction staff like to see in FFY24?			
COMPLAINTS			
Were any civil rights complaints received as a result of the Department's Construction process; e.g., public involvement activities, lack of coordination with tribal governments, contracting opportunities for Construction projects or transportation studies? If so, how many? Summarize		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

each complaint and the status, with actions proposed and taken.			

CENTRAL REGION

DIVISION INFORMATION			
Title VI Program Liaison	David A. Lee	Title	Engineering Assistant 3
Region	Central	Phone	(907) 269-0450
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	Dave.lee@alaska.gov
PUBLIC MEETINGS	RESPONSE	COMPLIANCE	COMMENTS FROM CRO
Please attach a list of public meetings held by Construction during FFY23 along with the number of attendees and any demographic data collected.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	.

What efforts did Construction staff use to promote diverse (ethnicity, age, gender, income, ability level) public participation?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What steps were taken to represent these populations in the community participation process?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Describe the mechanisms used to identify which communities were represented at the public meetings, hearings, and online outreach.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What efforts were made to ensure meetings were accessible to persons with disabilities? Where were these meetings located?		☐Sufficient ☐Tech. Deficiency ☐ Sub. Deficiency	

How does Construction plan on continuing to ensure representative participation in its outreach efforts?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PUBLIC PARTICIPATION			
Please describe Construction's efforts to engage new/diverse audiences in FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
If Construction received requests for alternative formats or languages, what steps are taken in order to accommodate members of the public with Limited English Proficiency?		☐Sufficient ☐Tech. Deficiency ☐ Sub. Deficiency	
Identify the methods available to the public to raise concerns before or during projects.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

ADDRESSING PUBLIC CONCERNS			
How many projects were initiated in this reporting period?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
List the ways that comments are received by the public		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What is done with the comments that are received?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How are comments responded to?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

How many contract change orders had Title VI/ADA implications during FFY23? Briefly describe how the implications were resolved.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?			
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			
What Title VI Training did Construction staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

What Title VI Training would Construction staff like to see in FFY24?			
COMPLAINTS			
Were any civil rights complaints received as a result of the Department's Construction process; e.g., public involvement activities, lack of coordination with tribal governments, contracting opportunities for Construction projects or transportation studies? If so, how many? Summarize each complaint and the status, with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

SOUTHCOAST REGION

DIVISION INFORMATION				
Title VI Program Liaison	Paige Drayton		Title	DOT SR CON RCCL
Region	Southcoast		Phone	907-465-1817
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐		Email	dot.sr.con.rccl@alaska.gov

PUBLIC MEETINGS			
Please attach a list of public meetings held by Construction during FFY23 along with the number of attendees and any demographic data collected.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What efforts did Construction staff use to promote diverse (ethnicity, age, sex, income, ability level) public participation?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What steps were taken to represent these populations in the community participation process?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Describe the mechanisms used to identify which communities were represented at the public meetings, hearings, and online outreach.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

What efforts were made to ensure meetings were accessible to persons with disabilities? Where were the meetings located?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How does Construction plan on continuing to ensure representative participation in its outreach efforts?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PUBLIC PARTICIPATION			
Please describe Construction's efforts to engage new/diverse audiences in FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
If Construction received requests for alternative formats or languages, what steps are taken in order to accommodate members		☐Sufficient ☐Tech. Deficiency	

of the public with Limited English Proficiency?		☐Sub. Deficiency	
Identify the methods available to the public to raise concerns before or during projects.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
EQUITABLE PROVISIONS OF SERVICES AND FACILITIES			
What activities and/or studies conducted in FFY23 provided data on minority persons, neighborhoods, income levels, physical environment, and/or travel habits? Please list each activity or study and include a brief statement about the activity or study and how it will be incorporated into the Construction program process.	.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
INCORPORATION OF TITLE VI ELEMENTS			
List the efforts taken to ensure that the Title VI Nondiscrimination Programs protect populations and are included in developing the STIP, Long Range Statewide Transportation Plan, and other functions.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

ADDRESSING PUBLIC CONCERNS			
How many projects were initiated in this reporting period?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
List the ways that comments are received by the public		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What is done with the comments that are received?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How are comments responded to?		☐Sufficient ☐Tech. Deficiency	

		☐Sub. Deficiency	
How many contract change orders had Title VI/ADA implications during FFY23? Briefly describe how the implications were resolved.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			

What Title VI Training did Construction staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What Title VI Training would Construction staff like to see in FFY24?			
COMPLAINTS			
Were any civil rights complaints received as a result of the Department's Construction process; e.g., public involvement activities, lack of coordination with tribal governments, contracting opportunities for Construction projects or transportation studies? If so, how many? Summarize each complaint and the status, with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

CONTRACTING

STATEWIDE

DIVISION INFORMATION			
Title VI Program Liaison	Hilary Porter	Title	Chief Contracts Officer

Region	Statewide	Phone	(907) 465-6990
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	hilary.porter@alaska.gov
EQUITABLE PROVISION OF SERVICES AND FACILITIES			
How does Contracting ensure that the Title VI/Nondiscrimination Assurance paragraph is included in all solicitations for bids?	**Preamble:** It is the policy of the DOT&PF to administer all solicitations and contract awards uniformly throughout the department. This policy requires all regional contracting officers and contracts staff to utilize standardized forms formalized by its statewide standards section and chief contracts officer. The Title VI/Nondiscrimination Assurance requirement is included in form 25D-55H (form FHWA-1273) Required Contract Provisions for Federal-Aid (FHWA) Construction Contracts. This form is included in all fed-aid solicitations (Invitation to Bid).	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How does Contracting ensure that the bidding and award process for consultant agreements and construction contracts is conducted in a non-discriminatory manner?	All DOT&PF solicitations are advertised online at State of Alaska's Online Public Notice web site, in accordance with State of Alaska Statute 36.30.130, and on ADOT&PF's contracting web site.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

	All fed-aid construction solicitations (Invitation to Bid) and contract awards (contracts) include the following forms related to Title VI; • Alaska DOT&PF Form 25A-301, Federal EEO Bid Conditions (Standard Federal Equal Employment Opportunity Construction Contract Specifications for all Non-Exempt Federal and Federally-Assisted Construction Contract to be Awarded in the State of Alaska), and • Alaska DOT&PF Form 25A-304 EEO-1 Certification (Federal-Aid Contracts). All fed-aid construction related professional services solicitations (Request for Proposals) include the following clause; • Part A, Section 13. *The proposed contract will be a Federally Assisted Program of the U.S. Department of Transportation. If it will be an assisted program, then the Offeror shall insert the following notification in all subcontract solicitations for bids or proposals pertinent to this RFP: In accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, CFR, U.S. Department of Transportation (U.S. DOT), Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. DOT issued pursuant to such Act, in any Subcontract entered into pursuant to this RFP, Disadvantaged Business Enterprise firms will be afforded full opportunity to submit bids or proposals*		

	and will not be discriminated against on the grounds of race, color, sex, or national origin, in consideration for an award.		
How does Contracting ensure Title VI compliance by its contractors, subcontractors, and Local Public Agencies (like the Municipality of Anchorage or Kenai Borough)?	See preamble and responses to a. and b.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			

What Title VI Training did Contracting staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What Title VI Training would Contracting staff like to see in FFY24?			
COMPLAINTS			
Were any civil rights complaints received as a result of the Department's Contracting process; e.g., public involvement activities, lack of coordination with tribal governments, contracting opportunities for Contracting projects or transportation studies? If so, how many? Summarize each complaint and the status, with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

MAINTENANCE AND OPERATIONS

NORTHERN REGION

DIVISION INFORMATION			
Title VI Program Liaison	Jason Sakalaskas	Title	Acting NR M&O Chief
Region	Northern	Phone	907-451-2214
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	Jason.Sakalaskas@alaska.gov
EQUITABLE PROVISION OF SERVICES AND FACILITIES			
Please attach a list of public meetings held by NR M&O during FFY23, along with the number of attendees and any demographic data collected.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What efforts did NR M&O staff use to promote diverse (ethnicity, age, gender, income, ability level) public participation?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			

Are there any program manuals or directives that govern your program area currently under review?			
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			
What Title VI Training did M&O staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What Title VI Training would M&O staff like to see in FFY24?			
PUBLIC PARTICIPATION			
Please describe NR M&O's efforts to engage new/diverse audiences in FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

ADDRESSING PUBLIC CONCERNS			
List the ways that comments are received by the public.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What is done with the comments that are received?	.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How are comments responded to?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
COMPLAINTS			

Were any civil rights complaints received as a result of the Department's maintenance activities? If so, how many? Summarize each complaint and the status, with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

CENTRAL REGION

DIVISION INFORMATION			
Title VI Program Liaison	Burrell Nickeson	Title	Maintenance & Operations Manager
Region	Central	Phone	269-0757
How many years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	Burrell.nickeson@alaska.gov
EQUITABLE PROVISION OF SERVICES AND FACILITIES			
Describe the process used to prioritize maintenance activities (for example – brush clearing, road maintenance, snow removal, etc.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			

Are there any program manuals or directives that govern your program area currently under review?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			
What Title VI Training did M&O staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What Title VI Training would M&O staff like to see in FFY24?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

COMPLAINTS			
Were any civil rights complaints received as a result of the Department's maintenance activities? If so, how many? Summarize each complaint and the status, with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

SOUTHCOAST REGION

DIVISION INFORMATION			
Title VI Program Liaison	Marcus Zimmerman	Title	South Coast
Region	Southcoast	Phone	907-465-4655
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	Marcus.zimmerman@alaska.gov
EQUITABLE PROVISION OF SERVICES AND FACILITIES			
Describe the process used to prioritize maintenance activities (for example – brush clearing, road maintenance, snow removal, etc.		☐Sufficient ☐Tech. Deficiency	

		☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			
What Title VI Training did M&O staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

What Title VI Training would M&O staff like to see in FFY24?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
COMPLAINTS			
Were any civil rights complaints received as a result of the Department's maintenance activities? If so, how many? Summarize each complaint and the status, with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

PRELIMINARY DESIGN & ENVIRONMENTAL

NORTHERN REGION

DIVISION INFORMATION			
Title VI Program Liaison	Brett Nelson	Title	Transportation Planner 3
Region	Northern	Phone	451-2238

Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	Brett.nelson@alaska.gov
PUBLIC MEETINGS		COMPLIANCE	COMMENTS FROM CRO
Please attach a list of public meetings held by PD&E during FFY23, along with the number of attendees and any demographic data collected.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How many public hearings were held during the reporting period concerning location of a project?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How was information regarding meeting times and locations advertised and was it adequate to provide notification to minorities and low-income communities?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

What efforts were made to ensure meetings were accessible to persons with disabilities?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How does NR PD&E plan on continuing to ensure representative participation in its outreach efforts?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PUBLIC PARTICIPATION			
Please describe NR PD&E's efforts to engage new/diverse audiences in FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How were minorities, women, elderly, persons with disabilities, and low-income community representatives identified and encouraged to become involved in the project location and environmental phase?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

If PD&E received requests for alternative formats or languages, what steps are taken in order to accommodate members of the public with Limited English Proficiency?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Please attach any Public Participation Plans for projects commenced during FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
EQUITABLE PROVISIONS OF SERVICES AND FACILITIES			
EJ requires consideration of minority/low-income communities in all projects. In FFY23, how does the environmental section "consider" or "identify" the communities affected by a particular project? Please briefly describe what steps are taken and how they will be incorporated into the PD&E process.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

Describe what project selection decisions, if any, were affected by Title VI or Environmental Justice issues? Can you receive TTY calls? Can you accommodate non-English speakers?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

List the ways that comments are received by the public		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
During the reporting period, how many pre-drafts Environmental Impact Statements (EIS) or Environmental Analyses were open for public review? Summarize comments provided on EIS/EAs where minorities, women, elderly, disabled and low-income persons were adversely impacted		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What is done with the comments that are received?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

How are comments responded to?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			
What Title VI Training did PD&E staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What Title VI Training would PD&E staff like to see in FFY24?			
COMPLAINTS			

Were any civil rights complaints received as a result of the Department's PD&E process; e.g., public involvement activities, lack of coordination with tribal governments, contracting opportunities for Construction projects or transportation studies? If so, how many? Summarize each complaint and the status, with actions proposed and taken.		☐Sufficiency ☐Tech. Deficiency ☐Sub. Deficiency	

CENTRAL REGION

DIVISION INFORMATION			
Title VI Program Liaison	Brian Elliott	Title	Region Environmental Manager
Region	Central	Phone	(907) 269-0539
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	brian.elliott@alaska.gov
PUBLIC MEETINGS		Compliance	Comments from CRO
Please attach a list of public meetings held by PD&E during FFY23, along with the number of attendees and any demographic data collected.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

How many public hearings were held during the reporting period concerning location of a project?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How was information regarding meeting times and locations advertised and was it adequate to provide notification to minorities and low-income communities?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

What efforts were made to ensure meetings were accessible to persons with disabilities? Where were the meetings located?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How does PD&E plan on continuing to ensure representative participation in its outreach efforts?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PUBLIC PARTICIPATION			
Please describe PD&E's efforts to engage new/diverse audiences in FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

How were minorities, women, elderly, persons with disabilities, and low-income community representatives identified and encouraged to become involved in the project location and environmental phase?	.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
If PD&E received requests for alternative formats or languages, what steps are taken in order to accommodate members of the public with Limited English Proficiency?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

Please attach any Public Participation Plans for projects commenced during FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
EQUITABLE PROVISIONS OF SERVICES AND FACILITIES			
What activities and/or studies were conducted in FFY23 that provided data relative to minority persons, neighborhoods, income levels, physical environment and/or travel habits? Please list each activity or study and include a brief statement about the activity or study and how it will be incorporated into the PD&E process.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			

Are there any program manuals or directives that govern your program area currently under review?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
ADDRESSING PUBLIC CONCERNS			

List the ways that comments are received by the public.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
During the reporting period, how many pre-draft Environmental Impact Statements (EIS) or Environmental Analyses were open for public review? Summarize comments provided on EIS/EAs where minorities, women, elderly, disabled and low-income persons were adversely impacted.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

What is done with the comments that are received?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How are comments responded to?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			
What Title VI Training did PD&E staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What Title VI Training would PD&E staff like to see in FFY24?			

COMPLAINTS			
Were any civil rights complaints received as a result of the Department's PD&E process; e.g., public involvement activities, lack of coordination with tribal governments, contracting opportunities for Construction projects or transportation studies? If so, how many? Summarize each complaint and the status, with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

SOUTH COAST

DIVISION INFORMATION			
Title VI Program Liaison	Benjamin Storey	Title	Regional Environmental Manager
Region	Southcoast	Phone	907-465-4509
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	Benjamin.story@alaska.gov

PUBLIC MEETINGS		COMPLIANCE	COMMENTS FROM CRO
Please attach a list of public meetings held by PD&E during FFY23, along with the number of attendees and any demographic data collected.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How many public hearings were held during the reporting period concerning location of a project?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

How was information regarding meeting times and locations advertised and was it adequate to provide notification to minorities and low-income communities?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What efforts were made to ensure meetings were accessible to persons with disabilities? Where were the meetings located?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

How does PD&E plan on continuing to ensure representative participation in its outreach efforts?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PUBLIC PARTICIPATION			
Please describe PD&E's efforts to engage new/diverse audiences in FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

How were minorities, women, elderly, persons with disabilities, and low-income community representatives identified and encouraged to become involved in the project location and environmental phase?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
If PD&E received requests for alternative formats or languages, what steps are taken in order to accommodate members of the public with Limited English Proficiency?	.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Please attach any Public Participation Plans for projects commenced during FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

EQUITABLE PROVISIONS OF SERVICES AND FACILITIES			
What activities and/or studies were conducted in FFY23 that provided data relative to minority persons, neighborhoods, income levels, physical environment and/or travel habits? Please list each activity or study and include a brief statement about the activity or study and how it will be incorporated into the PD&E process.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency ☐☐Sub. Deficiency	

ADDRESSING PUBLIC CONCERNS			
List the ways that comments are received by the public.		☐Sufficient ☐Tech. Deficiency ☐ ☐Sub. Deficiency	
During the reporting period, how many pre-draft Environmental Impact Statements (EIS) or Environmental Analyses were open for public review? Summarize comments provided on EIS/EAs where minorities, women, elderly, disabled and low-income persons were adversely impacted.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What is done with the comments that are received?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

How are comments responded to?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			
What Title VI Training did PD&E staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What Title VI Training would PD&E staff like to see in FFY24?			
COMPLAINTS			

Were any civil rights complaints received as a result of the Department's PD&E process; e.g., public involvement activities, lack of coordination with tribal governments, Contracting opportunities for Construction projects or transportation studies? If so, how many? Summarize each complaint and the status, with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

PLANNING

NORTHERN REGION

DIVISION INFORMATION			
Title VI Program Liaison	Randi Baily	Title	Fairbanks Area Planner
Region	Northern	Phone	907-451-2386
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	Randi.bailey @alaska .gov
PUBLIC MEETINGS			

Please attach a list of public meetings held by Planning during FFY23, along with the number of attendees and any demographic data collected.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What efforts did Planning staff use to promote diverse (ethnicity, age, gender, income, ability level) public participation?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How were these populations represented in the citizen participation process?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Describe the mechanisms used to identify which communities were represented at the public meetings, hearings, and online outreach.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

What efforts were made to ensure meetings were accessible to persons with disabilities? Where were the meetings located?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How does Planning plan on continuing to ensure representative participation in its outreach efforts?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PUBLIC PARTICIPATION			
Please describe Planning's efforts to engage new/diverse audiences in FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
If Planning received requests for alternative formats or languages, what steps are taken in order to accommodate members of the public with Limited English Proficiency?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

How are Title VI considerations addressed through stakeholder involvement mechanisms?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
INCORPORATION OF TITLE VI ELEMENTS			
List the efforts taken to ensure that populations protected by the Title VI Nondiscrimination Program are included in the development of the STIP, Long Range Statewide Transportation Plan, and other Planning functions.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What activities and/or studies were conducted in FFY23 that provided data relative to minority persons, neighborhoods, income levels, physical environment and/or travel habits? Please list each activity or study and include a brief statement about the activity or study and how it will be incorporated into the planning process.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

Describe what project selection decisions, if any, were affected by Title VI or Environmental Justice issues?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
ADDRESSING PUBLIC CONCERNS			
How many projects were initiated in this reporting period?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
List the ways that comments are received by the public.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What is done with the comments that are received?		☐Sufficient ☐Tech. Deficiency	

		☐Sub. Deficiency	
How are comments responded to?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			

What Title VI Training did Planning staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What Title VI Training would Planning staff like to see in FFY24?			
COMPLAINTS			
Were any civil rights complaints received as a result of the Department's Planning process; e.g., public involvement activities, lack of coordination with tribal governments, contracting opportunities for Planning projects or transportation studies? If so, how many? Summarize each complaint and the status, with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

CENTRAL REGION

DIVISION INFORMATION		

Title VI Program Liaison	Philana Miles	Title	Transportation Planner 1
Region	ANC Field Office	Phone	9007-269-0521
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	philana.miles@alaska.gov
PUBLIC MEETINGS			
Please attach a list of public meetings held by Planning during FFY23, along with the number of attendees and any demographic data collected.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What efforts did Planning staff use to promote diverse (ethnicity, age, gender, income, ability level) public participation?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How were these populations represented in the in the citizen participation process?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

Describe the mechanisms used to identify which communities were represented at the public meetings, hearings, and online outreach.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What efforts were made to ensure meetings were accessible to persons with disabilities? Where were the meetings located?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How does Planning plan on continuing to ensure representative participation in its outreach efforts?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PUBLIC PARTICIPATION			
Please describe Planning's efforts to engage new/diverse audiences in FFY23.		☐Sufficient ☐Tech. Deficiency	

		☐Sub. Deficiency	
If Planning received requests for alternative formats or languages, what steps are taken in order to accommodate members of the public with Limited English Proficiency?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How are Title VI considerations addressed through stakeholder involvement mechanisms?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
INCORPORATION OF TITLE VI ELEMENTS			
List the efforts taken to ensure that populations protected by the Title VI Nondiscrimination Program are included in the development of the STIP, Long Range Statewide Transportation Plan, and other Planning functions.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What activities and/or studies were conducted in FFY23 that provided		☐Sufficient	

data relative to minority persons, neighborhoods, income levels, physical environment and/or travel habits? Please list each activity or study and include a brief statement about the activity or study and how it will be incorporated into the planning process.		☐Tech. Deficiency ☐Sub. Deficiency	
Describe what project selection decisions, if any, were affected by Title VI or Environmental Justice issues?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
ADDRESSING PUBLIC CONCERNS			
How many projects were initiated in this reporting period?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
List the ways that comments are received by the public.		☐Sufficient ☐Tech. Deficiency	

		☐Sub. Deficiency	
What is done with the comments that are received?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How are comments responded to?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient	

		☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			
What Title VI Training did Planning staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What Title VI Training would Planning staff like to see in FFY24?			
COMPLAINTS			
Were any civil rights complaints received as a result of the Department's Planning process; e.g., public involvement activities, lack of coordination with tribal governments, contracting opportunities for Planning projects or transportation studies? If so, how many? Summarize each complaint and the status, with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

SOUTHCOAST REGION

DIVISION INFORMATION			
Title VI Program Liaison	Sarah Cripe	Title	Planner 3
Region	Southcoast	Phone	907-465-8769
Which years have you served as Title VI Liaison?	2022 ☒ 2023 ☒ 2024 ☐	Email	sarah.cripe@alaska.gov
PUBLIC MEETINGS		COMPLIANCE	COMMENTS FROM CRO
Please attach a list of public meetings held by Planning during FFY23, along with the number of attendees and any demographic data collected.	Juneau-Douglas North Crossing (JDNC) PEL Study public meetings, 2022 – One virtual meeting. More than 70 people participated, including 15 members from the project team. No demographic data was collected. Two listening sessions hosted at Discover Eaglecrest Day and Safeway. Over 250 participants visited the information areas, including four project team members. No demographic data was collected. One in-person public meeting. Over 100 members of the public attended, with ten project team members present. No demographic data collected.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

	Three presentations to CBJ Assembly Public Works and Facilities Committee, who were soliciting public comment on the JDNC PEL. Three project team members were present to share information and take notes on public comments. Harbors Project Evaluation Board is not a public meeting but is open to members of the public. FY 2024 PEB was held virtually. Five Project Evaluation Board Members attended, consisting of one planner representative from each region as well as a chair. STIP Public meeting at JACC Aug 10th. Virtual (presentation only) and in person (presentation and open house).		
What efforts did Planning staff use to promote diverse (ethnicity, age, gender, income, ability level) public participation?	JDNC PEL Public Meetings and listening sessions were advertised in a variety of ways to reach a diverse audience: ○ DOT&PF – Facebook ○ SOA – Online Public Notice ○ CBJ – Online Events Calendar and Facebook ○ Juneau Empire – 4/24/2022, 5/7/2022, 12/3/2022, 12/10/2022, and Community Calendar online notice ○ Constant Contact emailers – 4/28/2022, 5/6/2022, 5/11/2022, 9/9/2022, 9/16/2022, 12/9/2022, 12/12/2022 ○ Project website: https://jdnorthcrossing.com/	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

	○ Postcard mailers sent to 1842 and 1772 addresses ○ PSA – KINY ○ Poster/Flier: Juneau public libraries (Douglas, Downtown, Valley), and Public notice boards, Shopping areas, Post Offices (Douglas, Downtown, Auke Bay), Island Pub and other Restaurants, Shopping areas, JACC Harbors PEB - Online Public Notice, Website STIP is led by Statewide was advertised in a variety of ways to reach a diverse audience at a regional and State level: ○ DOT&PF – Facebook ○ SOA – Online Public Notice ○ DOT&PF website ○ Publicinput.com ○ Postcard mailer sent out to DCRA listing ○ GovDelivery		
How were these populations represented in the citizen participation process?	All populations provided with an opportunity to attend meetings, engage, and receive information. Comments were followed up on during the meeting and meeting notes provided on the website following the meeting.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Describe the mechanisms used to identify which communities were	JDNC PEL - Focused on the community in which the project is located. Mailing cards sent to those immediately adjacent to the project area and those requesting mailers. The project team created and	☐Sufficient ☐Tech. Deficiency	

represented at the public meetings, hearings, and online outreach	regularly updates a stakeholder list, including federal, state, and local government agencies, tribal organizations, community organizations, business groups, environmental organizations, and interested public. STIP- Is coordinated and led by Statewide. Focused on statewide and regional engagement through virtual and in person open houses.	☐Sub. Deficiency	
What efforts were made to ensure meetings were accessible to persons with disabilities? Where were these meetings located?	JDNC PEL - Pre-recorded presentations with options to view CC/Subtitle captions. All meetings - We included the Title VI information for our public notices: *The Alaska DOT&PF operates without regard to race, color, national origin, sex, age, or disability regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, and state funds. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml. For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-676-3777* Meetings were virtual, had a virtual component, and/or were in-person.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How does Planning plan on continuing to ensure representative participation in its outreach efforts?	Continue to use OPN and Website for project evaluation meetings. For more traditional public meetings, Planning will continue to use a wide variety of tools to garner participation including website, news (print and radio), email, phone calls, posters, etc.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

PUBLIC PARTICIPATION			
Please describe Planning's efforts to engage new/diverse audiences in FFY23.	New audience for project area were engaged.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
If Planning received requests for alternative formats or languages, what steps are taken in order to accommodate members of the public with Limited English Proficiency?	No requests received.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How are Title VI considerations addressed through stakeholder involvement mechanisms?	We use the Title VI information for public notices and address requests as needed. *The Alaska DOT&PF operates without regard to race, color, national origin, sex, age, or disability regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, and state funds. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml. For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-676-3777*	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Please attach any Public Participation Plans for projects commenced during FFY23.	Attached.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

INCORPORATION OF TITLE VI ELEMENTS			
List the efforts taken to ensure that populations protected by the Title VI Nondiscrimination Program are included in the development of the STIP, Long Range Statewide Transportation Plan, and other Planning functions.	The STIP and Long Range Statewide Transportation Plan are managed out of the Statewide Planning Office – However, the Juneau Field Office plays a critical role in providing additional and more targeted outreach and communications to Southcoast Region communities – this includes in-person, phone, email, attending conferences, making presentations, etc.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What activities and/or studies were conducted in FFY23 that provided data relative to minority persons, neighborhoods, income levels, physical environment and/or travel habits? Please list each activity or study and include a brief statement about the activity or study and how it will be incorporated into the planning process.	The JDNC PEL Study has included research related to demographics and housing costs. This data will be used to develop Purpose and Need, Screen Alternatives, economic analysis, etc. These data memoranda and summaries are available publicly on the project website.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Describe what project selection decisions if any, were affected by Title VI or Environmental Justice issues?	The JFO Planning office strives to nominate projects that represent the needs of all communities within the Southcoast Region. In	☐Sufficient ☐Tech. Deficiency	

	particular, there are ADA improvement projects that are specifically aimed at improving infrastructure conditions for those with physical impairments.	☐Sub. Deficiency	
ADDRESSING PUBLIC CONCERNS			
How many projects were initiated in this reporting period?	Planning nominates projects but initiates very few. The JDNC PEL study is the only project initiated directly by planning during this reporting period.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
List the ways that comments are received by the public	Website, email, mail, phone, in-person, online surveys	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What is done with the comments that are received?	All comments are documented and responded to. Comments are also used to inform project process and decisions.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

How are comments responded to?	Comments are typically responded to in the same manner as they are received.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?	Annual Work Program, Public Involvement Guide, PEL Study Guidance	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Are those manuals and/or directives compliant with the Title VI Program?	Yes	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			
What Title VI Training did Planning staff receive in FFY23?	Staff made aware of DOTPF Civil Rights Office website and information, ppt distributed	☐Sufficient ☐Tech. Deficiency	

		☐Sub. Deficiency	
What Title VI Training would Planning staff like to see in FFY24?	A virtual training (ppt, manual, or similar) that can easily be distributed to all staff. *We are aware that a new T2 Platform is being launched with training and quizzes.*		
COMPLAINTS			
Were any civil rights complaints received as a result of the Department's Planning process; e.g., public involvement activities, lack of coordination with tribal governments, contracting opportunities for Planning projects or transportation studies? If so, how many? Summarize each complaint and the status, with actions proposed and taken.	No	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

RESEARCH (RD&T2)

DIVISION INFORMATION		

Title VI Program Liaison	Anna Bosin	Title	Research, Development & Technology Transfer Program Manager and Tribal Relations Liaison
Region	Headquarters	Phone	907 465 8140
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	Anna.bosin@alaska.gov
EQUITABLE PROVISIONS OF SERVICES AND FACILITIES			
How many research projects are currently underway?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Summarize actions taken to encourage universities/entities to use minority, female, persons with disabilities and low-income students/researchers to participate on highway research projects.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What activities and/or studies were conducted in FFY23 that provided		☐Sufficient	

data relative to minority persons, neighborhoods, income levels, physical environment and/or travel habits? Please list each activity or study and include a brief statement about the activity or study and how it will be incorporated into the RD&T2 process.		☐Tech. Deficiency ☐Sub. Deficiency	
Provide a summary of Title VI self-monitoring activities conducted, including findings, recommendations, action items and status thereof.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PUBLIC MEETINGS			
Please attach a list of public meetings held by RD&T2 during FFY23 along with the number of attendees and any demographic data collected.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How does RD&T2 plan on continuing to ensure representative participation in its outreach efforts?		☐Sufficient ☐Tech. Deficiency	

		☐Sub. Deficiency	
PUBLIC PARTICIPATION			
Please describe RD&T2 efforts to engage new/ diverse audiences in FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
ADDRESSING PUBLIC CONCERNS			
List the ways that comments are received by the public.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What is done with the comments that are received?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

How are comments responded to?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
INCORPORATION OF TITLE VI ELEMENTS			
List the efforts taken to ensure that populations protected by the Title VI Nondiscrimination Program are included in the development of the STIP, Long Range Statewide Transportation Plan, and other RD&T2 functions.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?	http://dot.alaska.gov/stwddes/research/assets/documents/rtt_prog_man_100119.pdf	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency	

		☐Sub. Deficiency	
TRAINING			
What Title VI Training did Research staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What Title VI Training would Research staff like to see in FFY24?			
COMPLAINTS			
Were any civil rights complaints received regarding non-utilization of minority universities for research studies? If so, how many? Summarize each complaint and the status, with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

RIGHT OF WAY

NORTHERN REGION

DIVISION INFORMATION			
Title VI Program Liaison	Barry Hooper	Title	Chief, Right of Way
Region	Northern	Phone	907-451-5426
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	Barry.hooper@alaska.gov
APPRAISALS, NEGOTIATIONS, CONDEMNATIONS			
How many appraisals, negotiations, and/or condemnations were made in FFY23? Please provide demographic data for all transactions with individuals.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Did minorities, women, elderly, persons with disabilities, or low-income raise any concerns regarding their options in the negotiation phase?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Describe the mechanisms used to identify what communities (minorities, women, elderly, persons		☐Sufficient ☐Tech. Deficiency	

with disabilities and low-income) were represented in the negotiation phase.		☐Sub. Deficiency	
Specify the number of relocations during the reporting period; of these relocations how many were minorities, elderly, persons with disabilities, or low-income?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
COMPLAINTS			
Did your program receive any civil rights complaints in the following: appraisals, negotiations, or relocations assistance and payments? If so, how many? Summarize each complaint and the status with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

CENTRAL REGION

DIVISION INFORMATION			
Title VI Program Liaison	Melanie Arnolds	Title	Regional ROW Chief
Region	Central	Phone	269-0686

Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	melanie.arnolds@alaska.gov
APPRAISALS, NEGOTIATIONS, CONDEMNATIONS			
How many appraisals, negotiations, and/or condemnations were made in FFY23? Please provide demographic data for all transactions with individuals.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Did minorities, women, elderly, persons with disabilities, or low-income raise any concerns regarding their options in the negotiation phase?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Describe the mechanisms used to identify what communities (minorities, women, elderly, persons with disabilities and low-income) were represented in the negotiation phase.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

Specify the number of relocations during the reporting period; of these relocations how many were minorities, elderly, persons with disabilities, or low-income?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
COMPLAINTS			
Did your program receive any civil rights complaints in the following: appraisals, negotiations, or relocations assistance and payments? If so, how many? Summarize each complaint and the status with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

SOUTHCOAST REGION

DIVISION INFORMATION		

Title VI Program Liaison	Greg Weinert	Title	Chief Right of Way Agent
Region	Southcoast	Phone	(907) 465-4541
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	Greg.weinart@alaska.gov
APPRAISALS, NEGOTIATIONS, CONDEMNATIONS			
How many appraisals, negotiations, and/or condemnations were made in FFY23? Please provide demographic data for all transactions with individuals.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Did minorities, women, elderly, persons with disabilities, or low-income raise any concerns regarding their options in the negotiation phase?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Describe the mechanisms used to identify what communities (minorities, women, elderly, persons with disabilities and low-income) were represented in the negotiation phase.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

Specify the number of relocations during the reporting period; of these relocations how many were minorities, elderly, persons with disabilities, or low-income?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
COMPLAINTS			
Did your program receive any civil rights complaints in the following: appraisals, negotiations, or relocations assistance and payments? If so, how many? Summarize each complaint and the status with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

STATEWIDE EQUIPMENT FLEET

DIVISION INFORMATION			
Title VI Program Liaison	Brad Bylsma	Title	Fleet Manager
Region	Statewide	Phone	907-269-0787
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	Bylsma.Brad@alaska.gov

CONTRACT ADMINISTRATION			
How does SEF ensure that the Title VI/Nondiscrimination Assurance paragraph is included in all solicitations for bids?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How does SEF ensure that the bidding and award process is conducted in a non-discriminatory manner?	.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency	

		☐Sub. Deficiency	
COMPLAINTS			
Were any civil rights complaints received as a result of the Department's Contracting process; e.g., lack of coordination with tribal governments, issues with contracting opportunities? If so, how many? Summarize each complaint and the status, with actions proposed and taken.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

SUB-RECIPIENTS

Anchorage Metropolitan Area Transportation Solutions

DIVISION INFORMATION			
Title VI Program Liaison	Aaron Jongenelen	Title	Sr. Transportation Planner
Region	AMATS/Municipality of Anchorage	Phone	907-343-7996
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	aaron.jongenelen@anchorageak.gov

PUBLIC MEETINGS	RESPONSE	COMPLIANCE	COMMENTS FROM CRO
Please attach a list of public meetings held by AMATS during FFY23 along with the number of attendees and any demographic data collected.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What efforts did AMATS staff use to promote diverse (ethnicity, age, gender, income, ability level) public participation?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

How were these populations represented in the in the citizen participation process?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Describe the mechanisms used to identify which communities were represented at the public meetings, hearings, and online outreach.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

What efforts were made to ensure meetings were accessible to persons with disabilities? Where were the meetings located?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

How does AMATS plan on continuing to ensure representative participation in its outreach efforts?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	.
PUBLIC PARTICIPATION			
Please describe AMATS's efforts to engage new/diverse audiences in FFY23.		☐Sufficient ☐Tech. Deficiency	

		☐Sub. Deficiency	
If AMATS received requests for alternative formats or languages, what steps are taken in order to accommodate members of the public with Limited English Proficiency?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Please attach any Public Participation Plans for projects commenced during FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

INCORPORATION OF TITLE VI ELEMENTS			
List the efforts taken to ensure that populations protected by the Title VI Nondiscrimination Program are included in the development of the STIP, Long Range Statewide Transportation Plan, and other AMATS functions.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
EQUITABLE PROVISIONS OF SERVICES AND FACILITIES			

What activities and/or studies were conducted in FFY23 that provided data relative to minority persons, neighborhoods, income levels, physical environment and/or travel habits? Please list each activity or study and include a brief statement about the activity or study and how it will be incorporated into the AMATS process.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
ADDRESSING PUBLIC CONCERNS			
List the ways that comments are received by the public.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

What is done with the comments that are received?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How are comments responded to?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

TRAINING			
What Title VI Training did AMATS staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What Title VI Training would AMATS staff like to see in FFY24?			
COMPLAINTS			
Were any civil rights complaints received as a result of AMAT's planning process; e.g., public involvement activities, lack of coordination with local governments/community councils, contracting opportunities for planning studies or corridor studies? If so, how many? Summarize each complaint and the status, with actions proposed and taken.	.	☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING (FAST PLANNING)

DIVISION INFORMATION			
Title VI Program Liaison	Olivia Lunsford	Title	FAST Planning
Region	Northern Region	Phone	907-308-3805
Which years have you served as Title VI Liaison?	2022 ☐ 2023 ☐ 2024 ☐	Email	Olivia.lunsford@fastplanning.us
PUBLIC MEETINGS		COMPLIANCE	COMMENTS FROM CRO
Please attach a list of public meetings held by FAST Planning during FFY23, along with the number of attendees and any demographic data collected.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What efforts did FAST Planning staff use to promote diverse (ethnicity, age, sex, income, ability level) public participation?		☐Sufficient ☐Tech. Deficiency	

		☐Sub. Deficiency	
How were these populations represented in the in the citizen participation process?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Describe the mechanisms used to identify which communities were represented at the public meetings, hearings, and online outreach.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What efforts were made to ensure meetings were accessible to persons with disabilities? Where were the meetings located?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How does FAST Planning plan on continuing to ensure representative participation in its outreach efforts?		☐Sufficient ☐Tech. Deficiency	

		☐Sub. Deficiency	
PUBLIC PARTICIPATION			
Please describe FAST Planning efforts to engage new/diverse audiences in FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
If FAST received requests for alternative formats or languages, what steps are taken in order to accommodate members of the public with Limited English Proficiency?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Please attach any Public Participation Plans for projects commenced during FFY23.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
INCORPORATION OF TITLE VI ELEMENTS			

List the efforts taken to ensure that populations protected by the Title VI Nondiscrimination Program are included in the development of the STIP, Long Range Statewide Transportation Plan, and other FAST Planning functions.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How are Title VI considerations addressed through stakeholder involvement mechanisms?			
EQUITABLE PROVISIONS OF SERVICES AND FACILITIES			
What activities and/or studies were conducted in FFY23 that provided data relative to minority persons, neighborhoods, income levels, physical environment and/or travel habits? Please list each activity or study and include a brief statement about the activity or study and how it will be incorporated into the FAST-Planning process.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Describe what projects, if any, were affected by Title VI or Environmental Justice issues? Can you receive TTY		☐Sufficient	

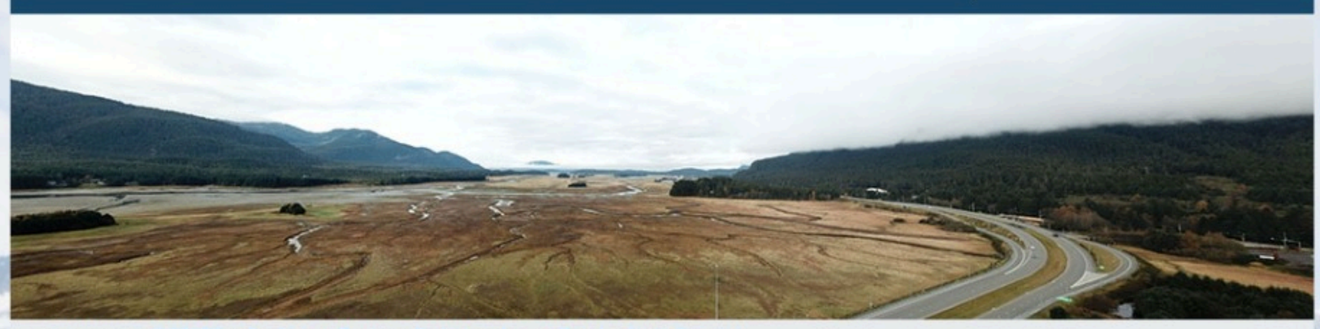
calls? Can you accommodate non-English speakers?		☐Tech. Deficiency ☐Sub. Deficiency	
ADDRESSING PUBLIC CONCERNS			
List the ways that comments are received by the public.		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What is done with the comments that are received?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
How are comments responded to?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	

PROGRAM MANUALS AND DIRECTIVES			
Are there any program manuals or directives that govern your program area currently under review?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
Are those manuals and/or directives compliant with the Title VI Program?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
TRAINING			
What Title VI Training did FAST Planning staff receive in FFY23?		☐Sufficient ☐Tech. Deficiency ☐Sub. Deficiency	
What Title VI Training would FAST Planning staff like to see in FFY24?	.	☐Sufficient ☐Tech. Deficiency	

		☐Sub. Deficiency	
COMPLAINTS			
Were any civil rights complaints received as a result of AMAT's planning process; e.g., public involvement activities, lack of coordination with local governments/community councils, contracting opportunities for planning studies or corridor studies? If so, how many? Summarize each complaint and the status, with actions proposed and taken.		☐Sufficiency ☐Tech. Deficiency ☐Sub. Deficiency	

4. Project Website, Email, and Social Media

Note: Social Media posts are found in Section 9 as respective meeting notices.



Project # SFHWY00299 / Federal # 0003259

Juneau Douglas North Crossing PEL Study

What's New!

- JDNC Advisory Committee Update (September 2024)
- **Level 2 Screening GIS Maps**: Click here to view the maps.
- **Fieldwork Reports**: View the reports from the fieldwork completed last fall on the Documents Page.
- To supplement the level 2 screening process, the study team has met with agencies and organization. Visit the Meetings page.
- Click here to download the Detailed Alternatives.
- **StoryMap:** Click here to view the PEL study background, purpose and need, preliminary alternatives and brief descriptions, screening process, and schedule.
- Visit the Documents Page to view Baseline Data Maps and Technical Memos, Cross Sections, and Recommended Alternative Criteria Memo, Level 1 Screening Memo, Origin Destination Data Memo, and Bridge Volume Forecast Memo, and Level 2 Screening Memo.

PEL Study Overview and Area

The City and Borough of Juneau has partnered with Alaska Department of Transportation and Public Facilities (DOT&PF) to study a possible transportation corridor to connect Juneau with the north end of Douglas Island. A connection has been studied since the 1980s but has not progressed beyond identification and recommendation of preliminary alternative alignments. The previous studies highlighted several reasons for a north crossing:

- Congestion during peak periods on the existing Douglas Island Bridge
- Concerns about safety and emergency response in the event of a bridge closure
- The potential for residential, commercial, industrial and port development at west Douglas Island

DOT&PF has chosen the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island. The PEL process will provide opportunities for public input and involvement. The analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

The study area considers potential crossing locations between Douglas Island and mainland Juneau in the channel area north of the existing Douglas Island Bridge.

Project Overview and Area Map



The environmental review, consultation, 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 April 13, 2023, and executed by FHWA and DOT&PF.

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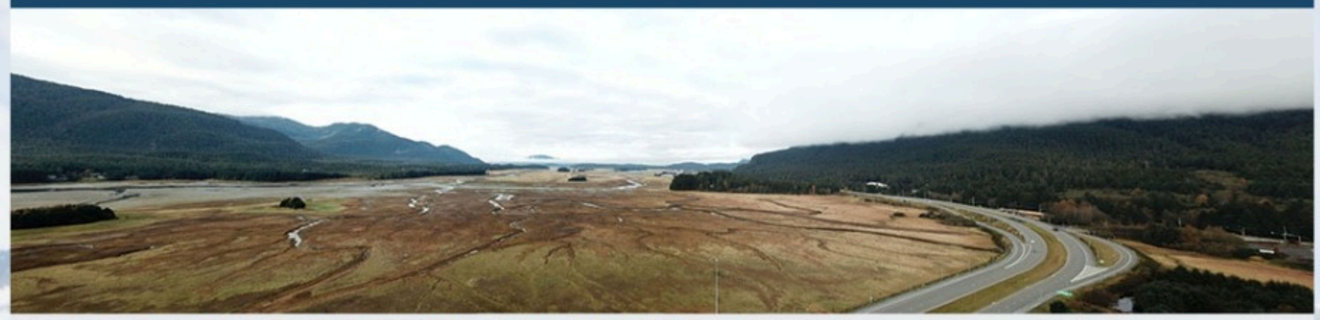

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Juneau Douglas North Crossing PEL Study

What is a PEL Study?

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process.
2. Saves costs and time; focuses expenditures on viable options.

The benefits of stronger linkages between the transportation planning and project development processes can include:

- **Stronger agency and public relationships:** Regulatory and resource agencies are involved early. Collaborative working relationships with the public support more involvement and opportunities.
- **Improved project delivery timelines:** The PEL process can avoid duplication of effort and speed up project delivery.
- **Earlier identification of key environmental resources:** Knowing which resources are present can help alternative selection and save time and money by moving forward alternatives that minimize impacts to environmental resources and the built environment.
- **Better funding and project development:** Engineering team involvement produces more reliable cost estimates and project schedules.
- **Build projects with better outcomes:** Knowledge of agency and community concerns help developers design projects that better serve the community's needs.
- **Flexible approach for development of transportation improvement strategies:** The PEL Study can propose solutions to develop a series of smaller independent, fundable projects that can be implemented over time while fitting within a larger or longer-term context.

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Department of Transportation & Public Facilities
PO Box 112500 (mailing)
3132 Channel Drive
Juneau, Alaska 99811-2500

Contact Info

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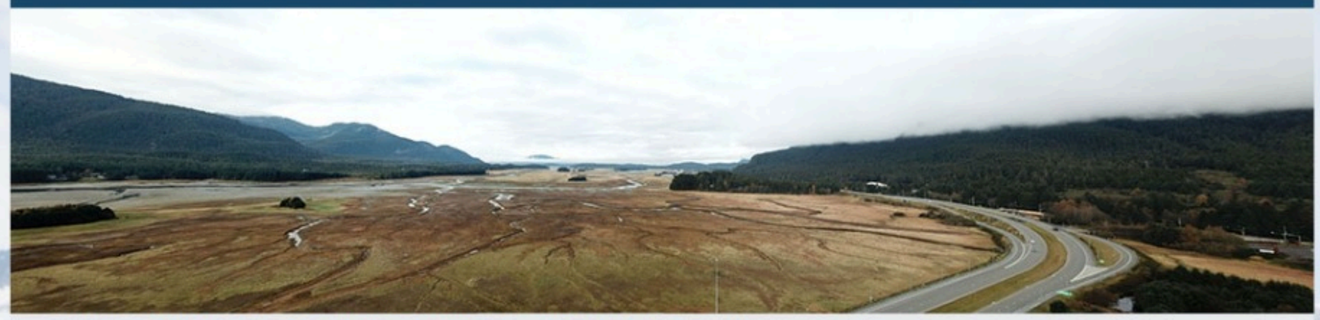

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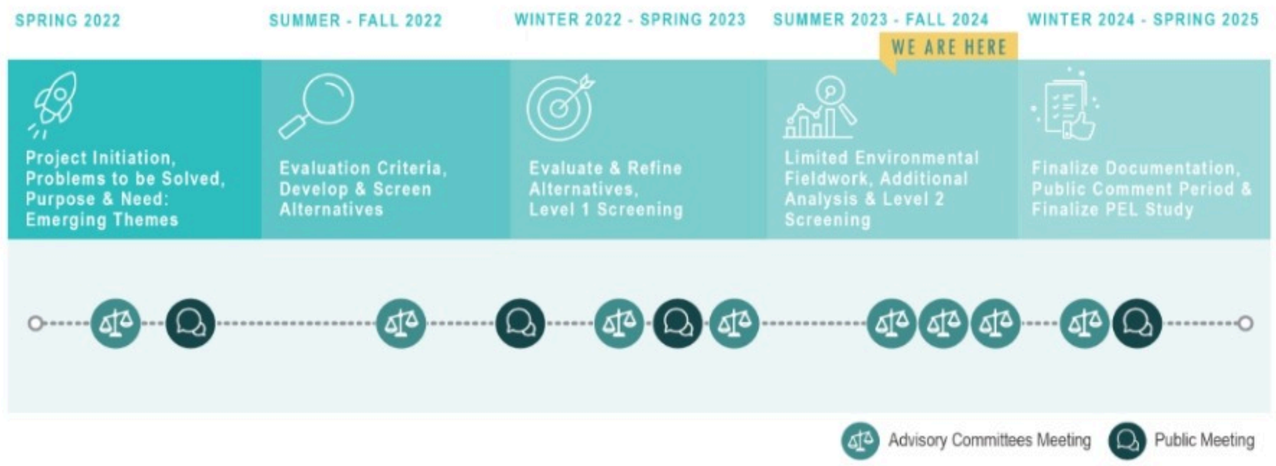
Juneau Douglas North Crossing PEL Study

Schedule



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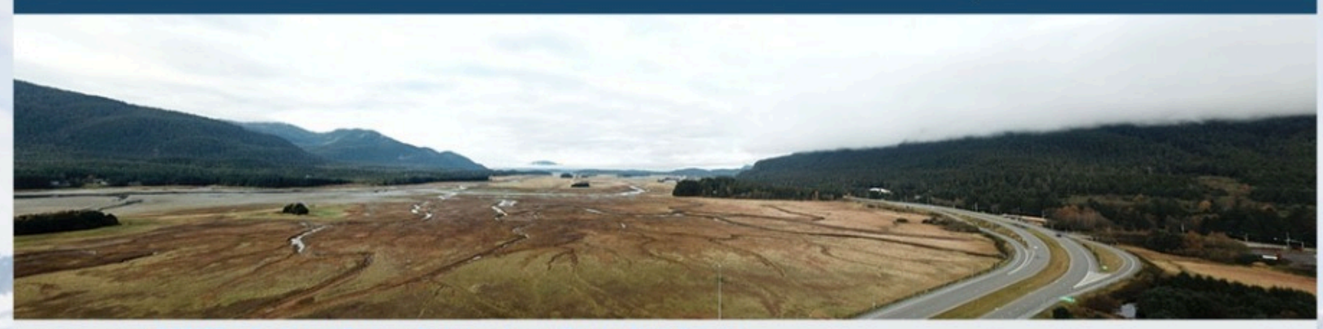

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JUNEAU DOUGLAS North Crossing PEL Study

Juneau Douglas North Crossing PEL Study

Meetings

This page will be updated with more information about meetings and events as the PEL Study advances. Meetings will be either virtual or in person.

Date	Meeting
March 4, 2025	**Joint Technical and Stakeholder Advisory Committee Meeting No. 7 - Virtual** Presentation | Summary | Recording | City and Borough of Juneau Letter
October 17, 2024	**Joint Technical and Stakeholder Advisory Committee Meeting No. 6 - Virtual** Presentation | Summary | Recording
March 19, 2024	**Presentation to the Alaska Department of Fish & Game** Meeting Summary
March 11, 2024	**Presentation to the City and Borough of Juneau Assembly Public Works & Facilities Committee** Presentation | Meeting Summary
March 7, 2024	**Joint Technical and Stakeholder Advisory Committee Meeting No. 5 – In Person** Presentation | Meeting Summary
March 7, 2024	**Joint Technical and Stakeholder Advisory Committee Meeting No. 5 – Virtual** Presentation|Meeting Recording | Meeting Summary
January 11, 2024	**Presentation to the JNU Airport Board** Presentation | Meeting Summary
September 13, 2023	**Joint Technical and Stakeholder Advisory Committee Meeting No. 4** Agenda | Presentation | Meeting Summary
March 6, 2023	**Joint Technical and Stakeholder Advisory Committee Meeting No. 3** Agenda | Presentation | Meeting Summary
December 12, 2022	**Public Open House No. 2** Juneau Arts & Culture Center, 350 Whittier St, Juneau, Alaska Postcard | Meeting Materials | Meeting Summary
November 17, 2022	**Stakeholder Advisory Committee Meeting No. 2** Meeting Agenda | Presentation | Meeting Summary
November 17, 2022	**Technical Advisory Committee Meeting No. 2** Meeting Agenda | Presentation | Meeting Summary
November 17, 2022	**Meeting with Mendenhall Wetlands Study Group** Meeting Summary
October 26, 2022	**Meeting with Bonnie Brae Neighborhood Association** Presentation | Meeting Summary
September 27, 2022	**Meeting with North Douglas Neighborhood Association** Presentation | Meeting Summary
September 17, 2022	**Pop-up Listening Sessions** Discover Eaglecrest Day, Eaglecrest Ski Area Safeway, 3033 Vintage Boulevard, Juneau, Alaska Presentation Boards | Fact Sheet | FAQ| Summary
July 19, 2022	**Alternatives Development Workshop** Agenda | Presentation | Meeting Summary
May 11, 2022	**Virtual Open House No. 1** Postcard | Presentation Video | Meeting Summary
April 27, 2022	**Stakeholder Advisory Committee Meeting No. 1** Agenda | Presentation | Meeting Summary
April 25, 2022	**Technical Advisory Committee Meeting No. 1** Agenda | Presentation | Meeting Summary

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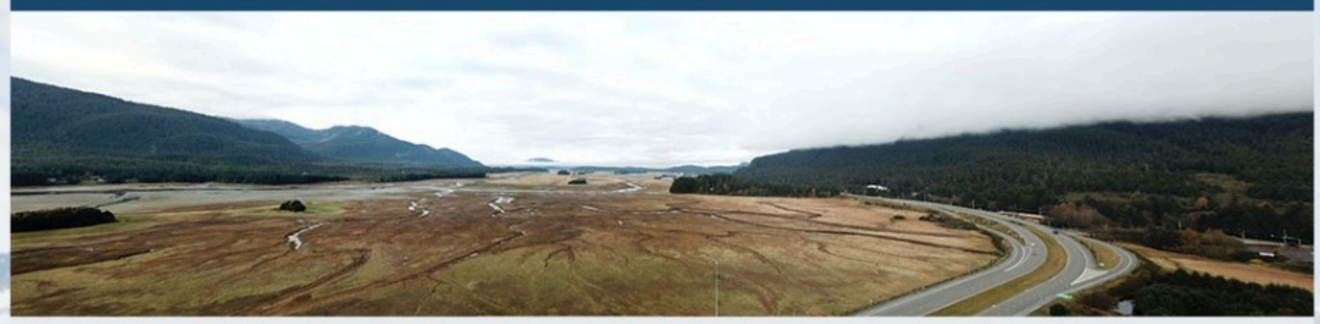

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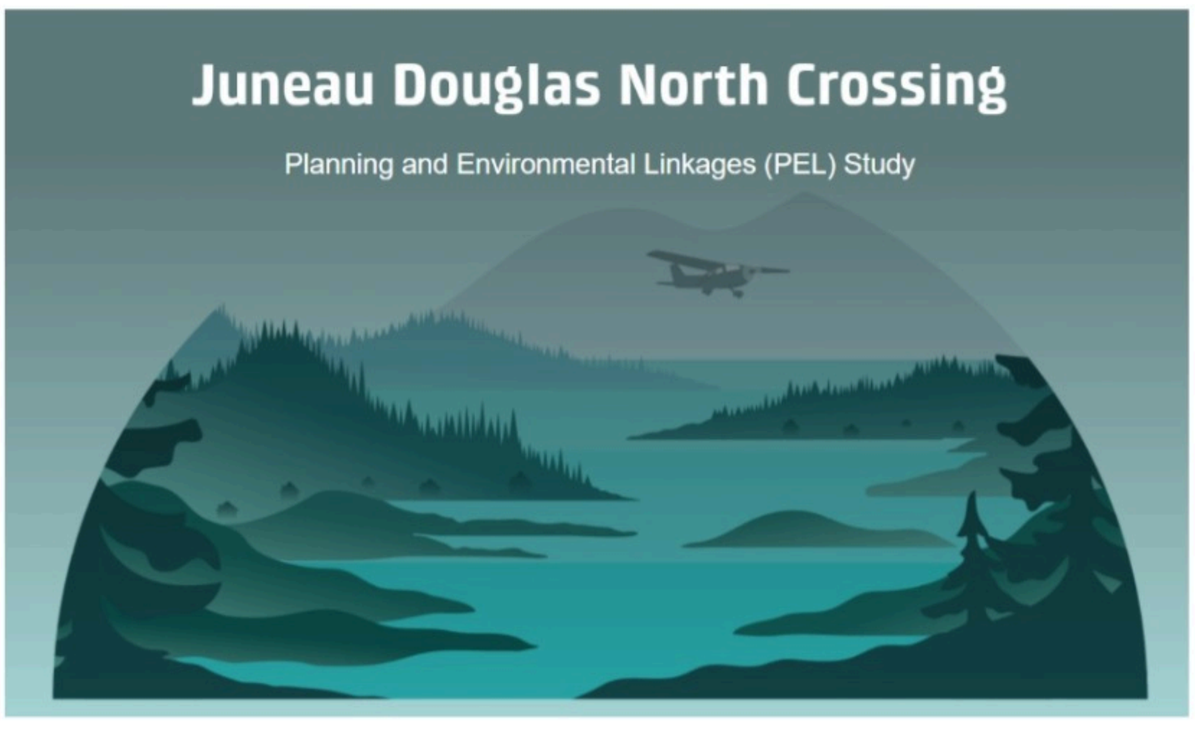
JUNEAU DOUGLAS
North Crossing PEL Study

Juneau Douglas North Crossing PEL Study

Open House #2

Click here to view the Open House #2 information.

Click below to view the StoryMap of the Preliminary Alternatives and descriptions. The survey closed on February 3, 2023.



Past Open House Materials

Open House Date	Materials
May 11, 2022	Presentation Video | Meeting Summary

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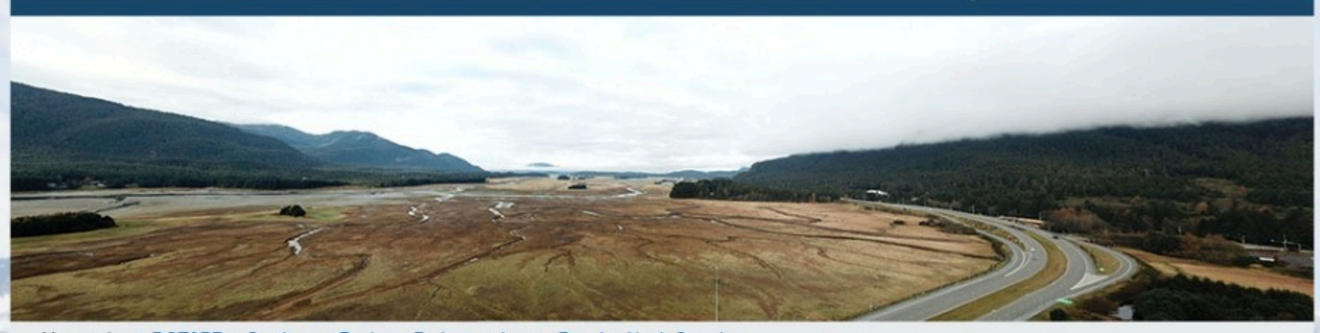

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JUNEAU DOUGLAS North Crossing PEL Study

Juneau Douglas North Crossing PEL Study

Project Documents and Links

Project Documents

- Level 2 Screening Memo (February 2025)
- Wetland Delineation and Functional Assessment (July 2024)
- JDNC Advisory Committee Update (September 2024)
- Bridge Volume to Capacity Memorandum (April 2022)
- Geophysics Data Summary Memorandum (June 2024)
- Bridge Volume Forecast Memo (February 2024)
- Tier 1 Eelgrass Delineation Report (February 2024)
- Alaska Department of Fish and Game Fish Stream Surveys (January 2024)
- Bird and Habitat Surveys Report (January 2024)
- Intertidal Habitat Survey Report (December 2023)
- Detailed Alternatives (August 2023)
- Level 1 Screening Memo
- Origin Destination Data Memo (May 2023)
- Recommended Alternative Selection Criteria Memo (June 2023)
- Click here to download the Preliminary Alternatives (PDF format).
- Environmental Setting Memo (December 2022)
- PEL Study Purpose and Need (Updated November 2022)
- PEL Study Fact Sheet (December 2022)
- PEL Frequently Asked Questions (December 2022)
- Potential Crossing Ideas

Baseline Data

Aviation	• Airport Approaches • Aviation and Navigation Data Summary
Contaminated Sites	• Contaminated Sites • Contaminated Sites Technical Memo
Crash Rates	• Crash Rates • Crash Types • Crashes Technical Memo
Floodplains	• Floodplains • Floodplains Data Summary
Geological and Geotechnical	• Geological and Geotechnical • Geological and Geotechnical Data Summary
Hydrology and Water Quality	• Hydrology and Water Quality • Hydrology and Water Quality Data Summary
Land Use and Ownership	• Comprehensive Plan • Zoning • Ownership • Land Use Memo
Major Utilities	• Major Utilities • Major Utilities Summary
Native Allotments	• Native Allotments • Native Allotments Data Summary
Navigable Waterways	• Navigable Waterways • Navigable Waters Memo
Parks and Recreation	• Parks and Recreation
Social Groups	• Demographics • Schools • Transit • Social Groups Memo
Transportation Network	• Functional Classification • Key Planned Projects • Non-Motorized Facilities • Transit Routes and Stops • Transportation Network Memo
Wildlife and Fish	• Essential Fish Habitat • Streams Used by Anadromous Fish • Species Habitat • Habitat Areas for Upland Species • Wildlife and Fish Memo
Wetlands and Waterways	• Wetlands and Waterways • Wetlands and Waterways Data Summary

Cross Sections

- Douglas Bridge Cross Sections
- Typical Crossing Approach
- Typical Crossing Bridge Deck
- Typical Crossing Interior

Previous Studies & Other Data

- Summary of Previous Studies, Reports, and Findings

Project Links

- DOT&PF Planning and Environmental Linkages (PEL) Guidebook

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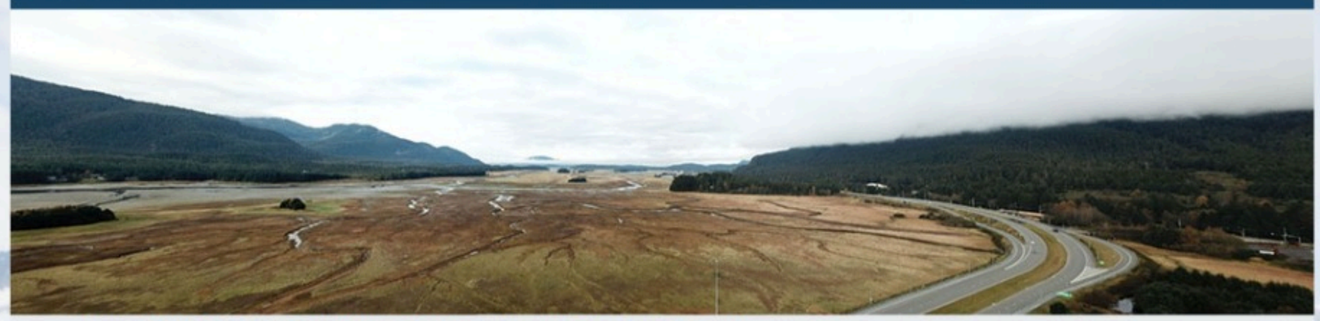

Project # SFHWY00299 / Federal # 0003259

Juneau Douglas North Crossing PEL Study

Contact Us

In addition to the Public Open House meetings, the study team will accept comments throughout the PEL study process. The earlier input is received, the easier it is for the study team to incorporate into the alternatives, analysis, and recommendations. Email your comments to the team at JDNorthCrossing@dowl.com or call DOWL - Public Involvement at (907) 562-2000.

Project Team

DOT&PF – Southcoast Region

- Greg Lockwood, Project Manager
- Jill Melcher, Project Planner
- Alex Lawrence, Project Planner
- Christy Gentemann, Environmental Analyst

City and Borough of Juneau (CBJ)

- Bridget LaPenter, Project Manager
- Irene Gallion, Senior Planner

DOWL

- Steve Noble, P.E., Project Manager
- Renee Whitesell, PTP, PEL Study Lead
- Rachel Steer, Public Involvement Lead
- Morgan McCammon, Public Involvement Support

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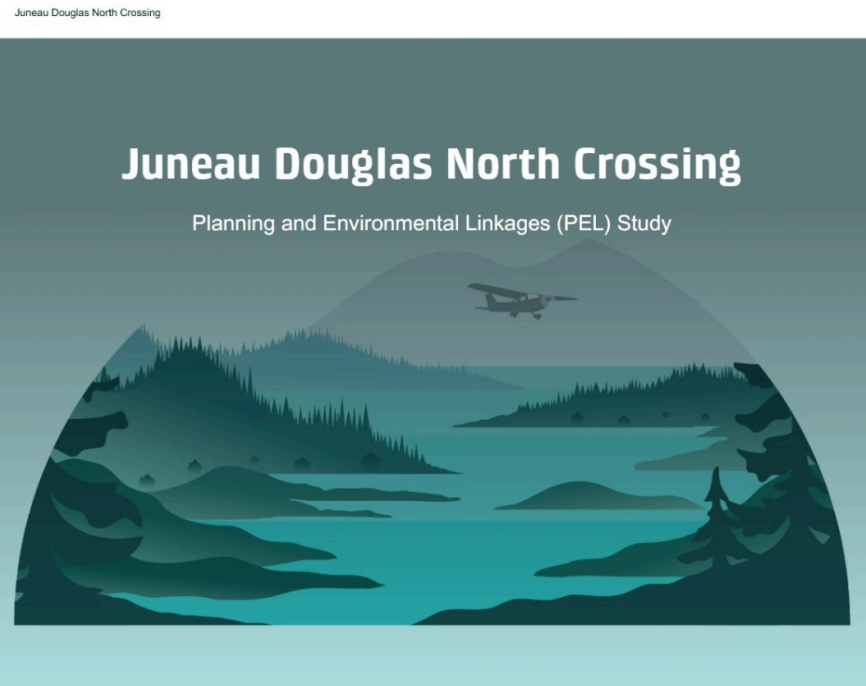
5. Project StoryMap

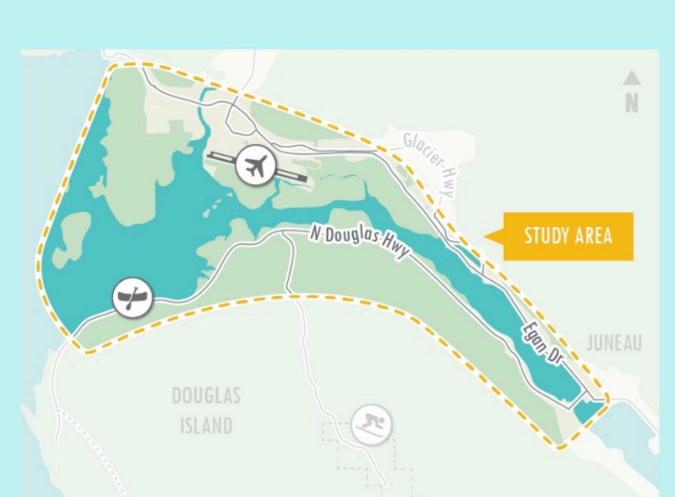
Juneau Douglas North Crossing

Planning and Environmental Linkages (PEL) Study



Welcome

Welcome to the Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study. The study is led by the Alaska Department of Transportation and Public Facilities (DOT&PF), together with the City and Borough of Juneau (CBJ). The consultant team is led by DOWL, and the study is funded with Federal Highway Administration funds and a CBJ match.



The area inside the yellow dashed line on this map represents the PEL study area. It was chosen to encompass the area where prior studies and community outreach identified potential north crossing locations.



Background/ History

A north crossing has been studied since the 1980s but has not progressed. Previous studies highlighted several reasons for a north crossing:

- Congestion during peak periods on the existing Douglas Island Bridge
- Concerns about safety and emergency response in the event of a bridge closure
- Potential for residential, commercial, industrial, and port development on Douglas Island

PEL Benefits

DOT&PF has chosen the PEL Study process to identify and evaluate a purpose and need for a north crossing between Juneau and Douglas Island. PEL studies integrate transportation planning and environmental analysis in a collaborative way. The PEL process relies on regular engagement with agencies, stakeholders, tribes, and the public to receive feedback and build consensus. Planning analyses and products from a PEL Study can be carried forward into the National Environmental Policy Act, or NEPA, or other environmental review processes. The goal is to save cost, streamline the delivery timeline of future projects, and focus expenditures on viable options.

Purpose & Need

As part of the first open house in May 2022, the project team requested input on emerging themes. These themes were used to guide development of the purpose and need statement.

Purpose

The purpose of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau. The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

Need

An improved connection to Douglas Island should address the following needs:

- Alternate access and transportation infrastructure resiliency
  Decrease traffic pressure on Douglas Island Bridge and its intersections

The identified alternative(s) should also strive to meet these additional goals:

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
  Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
  Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
  Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

Preliminary Alternatives

In July 2022, the project team hosted an Alternatives Development Workshop where members of the Technical and Stakeholder Advisory Committees and the project team worked together to identify potential north crossing locations within the study area.

Crowd-sourced Crossing Ideas: These are the north crossing ideas heard from public comments, at the workshop in July, and presented at the September Listening Sessions.

During the pre-screening process, the crowd-sourced alternatives were advanced as independent alternatives, combined, or eliminated. Alternatives that were within a relatively similar geographic location were combined. Alternatives that were "fatally flawed" or not feasible based on available data were eliminated.

The alternatives shown below are those that moved past the pre-screening process and are considered the Preliminary Alternatives that will move into Level 1 Screening.

Mendenhall Peninsula

This alternative connects to Glacier Highway and a suitable location on Douglas Island. Impacts to existing residential homeowners, bridge grade changes, and Juneau International Airport flight paths will be key considerations. Additionally, this alternative may include a new road connection on Mendenhall Peninsula. This option will have other potential environmental impacts and will likely have high construction costs due to the length of the bridge, potential environmental factors for bridge design, and the amount of roadway needed for connections.

North Airport

This alternative connects Douglas Island and Juneau, just north of the Juneau International Airport. This alternative is proposed as a tunnel and will explore alignment options that reduce impacts to residential properties on Douglas Island. While this alternative eliminates impacts to the airport, there may be temporary impacts during construction. Impacts to wetlands, the Mendenhall Wetlands State Game Refuge, and to anadromous streams, such as Nevenile Creek and the Mendenhall River, are possible. This alternative is expected to have higher costs when compared to other Preliminary Alternatives, due to the construction of a tunnel, and the anticipated amount of wetland mitigation and remediation.

Sunny Point Area

This alternative connects Douglas Island to the Sunny Point area. This alternative allows for a central connection between Douglas Island and Juneau and provides an opportunity to connect to Douglas Island on property owned by CBJ. It will likely result in impacts to wetlands, the Mendenhall Wetlands State Game Refuge, and to anadromous streams. It crosses conservation lands owned by the Southeast Alaska Land Trust. This alternative will need to navigate around these conserved properties where possible and/or consider possible options to mitigate for any impacts.

Vanderbilt

This alternative connects Douglas Island to the Vanderbilt Hill Road intersection and provides a central connection to Douglas Island and Juneau. This alternative may provide an opportunity to connect to property owned by CBJ on Douglas Island. It will likely result in impacts to wetlands, the Mendenhall Wetlands State Game Refuge, and anadromous streams.

Twin Lakes

This alternative is located closer to the Douglas Island Bridge. It will likely result in impacts to wetlands, the Mendenhall Wetlands State Game Refuge, and Nelson Creek. There is space on both sides of the connection to tie into to both Egan Drive and North Douglas Highway.

Salmon Creek

This alternative is near the Douglas Island Bridge. It will likely result in impacts to Fallis Creek and Salmon Creek, both anadromous streams, and may require right-of-way acquisition on both sides of the connection.

Eagle Creek

This alternative also located near the existing Douglas Island Bridge. It may result in impacts to Eagle Creek, an anadromous stream, and may result in minimal wetland impacts. The connection to Egan Drive likely provides enough room within the existing ROW, but the connection to Douglas Island may require some right-of-way acquisition. This alternative is located within a known avalanche zone, on the Juneau side of the connection.

Downtown

This alternative is located next to Douglas Island Bridge and connections for both the existing bridge and the new bridge will need to be evaluated. This alternative may result in impacts to Kowee Creek, an anadromous stream, and an existing boat harbor.

Bench Road for consideration

A bench road is being considered as an additional element that may benefit Douglas Island.

Screening Process

Three phases of alternative screening are planned to help evaluate the alternatives, with the goal of identifying one or more recommended alternatives. The first phase, pre-screening, was conducted to develop the preliminary alternatives presented above.

Level 1 screening is a two-step process that will be completed with minimal additional data collection. The first step will consider whether the alternative meets the purpose and need. An alternative that fails to meet the purpose and need will be removed from further consideration. The second step will consider a range of qualitative evaluation criteria. The alternatives remaining will be the detailed alternatives.

Level 2 screening will evaluate the detailed alternatives using a broad range of criteria. The screening results will consider the estimated cost and impacts to enable a comparison and ranking of the detailed alternatives. The result will be the identification of one or more recommended alternatives.

Schedule

Recommendations from the PEL Study process will be presented at a future public meeting. Please sign up for our project mailing list to receive updates on future meeting dates.

Next Steps

After the completion of the PEL Study, several steps need to happen before a North Crossing could be constructed.

Federal funding has been earmarked to continue the work after the completion of the PEL Study. Following the allocation of this federal funding through the Statewide Transportation Improvement Program, preliminary engineering and environmental evaluation under the National Environmental Policy Act (NEPA), engineering design, and right-of-way (ROW) acquisition would occur prior to a construction project.

These steps are expected to take several years and will provide numerous opportunities for the public to participate and make comments on any project that might move forward after the PEL Study.

Key Contacts:

DOT&PF - Southcoast Region

- Greg Lockwood, P.E., Project Manager
- Jill Melcher, Project Planner

City and Borough of Juneau (CBJ)

- Bridget LaPenter, Project Manager
- Irene Gallion, Senior Planner

DOWL

- Steve Noble, P.E., Project Manager
- Renee Whitesell, PTP, PEL Study Lead

Project Email: JDNorthCrossing@dowl.com

Website: www.jdnorthcrossing.com

6. Project Postcards and Newsletters

State Project No. SFHWY00299
Federal Project No. 0003259

NEWSLETTER
FALL 2022

WHAT'S NEW!

The project team is in the early stages of identifying potential crossing locations to connect Juneau with North Douglas Island.

Here are the ideas for crossing locations we have heard so far:



Last month, the study team held two well attended Pop-up Open Houses at Discover Eaglecrest Day and Safeway in Juneau. Community members met with the study team to learn about the study, current progress, share potential crossing location ideas, and to make comments.

If you couldn't make it to the pop-up open houses, click **here** to view the presentation materials, meeting summary, or to submit your comments.

UPCOMING MEETINGS

Join us at Open House No. 2

Monday, December 12, 2022
4:00 pm – 6:00 pm
Juneau Arts & Culture Center, 350 Whittier St, Juneau, Alaska

Come and learn about the PEL Study progress, preliminary crossing alternatives, and alternative screening and evaluation process.

PROJECT DESCRIPTION

The Alaska Department of Transportation and Public Facilities (DOT&PF) has partnered with the City and Borough of Juneau to study a possible transportation corridor to connect Juneau with Douglas Island north of the current bridge, using the Planning and Environmental Linkages (PEL) process.



You can submit comments any time via:

- Project website **www.jdnorthcrossing.com**
- Project email **JDNorthCrossing@dowl.com**

Visit the **website** to join the email list, make a comment, and to learn more about this effort.

The environmental review, consultation, 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.
It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability, regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, Federal Motor Carrier Safety Administration and State of Alaska funds. To file a complaint, go to: https://dot.alaska.gov/cvlrts/complaint.shtml For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-770-8973.

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State Project No. SFHWY00299
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NEWSLETTER
SPRING 2023

WHAT'S NEW!

Over the winter and spring, the study team applied the Level 1 Screening criteria to the preliminary alternatives shared at the December 2022 Public Open House. The Level 1 Screening provided information on how well an alternative satisfied the purpose and need, addressed the additional goals, and complied with specific regulatory requirements. Early engineering and analysis were performed to confirm whether the preliminary alternatives were technically feasible, practical, implementable, and reasonable. For additional details, please see the Purpose and Need Statement, Recommended Alternative Screening Criteria Memo, and Level 1 Screening Memo located on the project website, www.jdnorthcrossing.com, Documents tab.

The remaining alternatives, as shown below, will move forward into more detailed Level 2 Screening as part of the PEL Study process.



WHAT'S NEXT!

Level 2 Screening of the alternatives includes engineering and environmental analysis to enable a more detailed evaluation of the impacts and benefits. This screening process begins by refining the alternatives to address constraints, minimize impacts, improve constructability, and estimate construction costs. Level 2 Screening will then be applied to identify which detailed alternative(s) will be recommended to be included in the future environmental documentation effort. We plan to share these recommended alternatives for comment and feedback later in 2023 at the third and final public open house meeting for the PEL Study. There will be additional opportunities for public involvement during the environmental process of any potential future project.

UPCOMING MEETINGS

Public Open House No. 3 - Later in 2023

Join the study team this later this year to review the alternatives recommended to move forward into a future stage and a draft of the PEL Study Report. The specific date is still to be determined.

PROJECT DESCRIPTION

The Alaska Department of Transportation and Public Facilities (DOT&PF) has partnered with the City and Borough of Juneau (CBJ) to study a possible transportation corridor to connect Juneau with Douglas Island north of the current bridge, using the Planning and Environmental Linkages (PEL) process.



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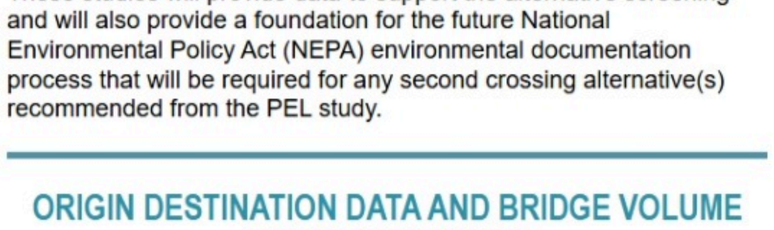
NEWSLETTER
SUMMER 2023

North Crossing PEL Study



WHAT'S NEW!

Since kicking off the Planning and Environmental Linkages (PEL) Study in early 2022 to study a possible transportation corridor to connect Juneau with the north end of Douglas Island, the project team has evaluated preliminary alternatives and applied screening to identify which alternatives should move forward for more detailed development.

We shared the results of the preliminary alternative screening in early 2023, and several agencies, organizations, and members of the public suggested that the evaluation would benefit from additional environmental analyses to better understand environmental conditions and the potential impacts of the alternatives being considered. Based on these comments, the study team has added some limited fieldwork to the PEL study. The additional data gathered will inform the preliminary alternative screening and detailed alternative development and evaluation. The proposed fieldwork includes:

- Wetland delineation and functional assessment
- Eelgrass survey
- Intertidal habitat mapping
- Migratory bird survey and upland bird habitat mapping

These studies will provide data to support the alternative screening and will also provide a foundation for the future National Environmental Policy Act (NEPA) environmental documentation process that will be required for any second crossing alternative(s) recommended from the PEL study.

ORIGIN DESTINATION DATA AND BRIDGE VOLUME FORECAST MEMOS

The Origin Destination Data Memo and Bridge Volume Forecast Memo are available on the website Documents page: https://www.jdnorthcrossing.com//documents.html. These memos provide information on forecasted traffic volumes for each alternative. These forecasts were used as a part of Level 1 Screening and will continue to be used to inform Level 2 Screening.

NEW PROJECT MANAGER

Please welcome the new Department of Transportation and Public Facilities (DOT&PF) Project Manager, Greg Lockwood, PE.

Greg will be a familiar face as he has been the Project Engineer for this PEL Study. Marie Heidemann will continue to be involved in the project on the planning side.

WHAT'S NEXT

After the 2023 fieldwork is complete, further engineering and environmental analysis will continue on the remaining alternatives, shown below. This will include refining the alternatives to address constraints, minimizing impacts, improving constructability, and estimating construction costs. Screening will then be applied to identify which detailed alternative(s) will be recommended to be included in the future environmental documentation effort. We plan to share these recommended alternatives for comment and feedback later in 2023 at the third and final public open house meeting for the PEL Study. There will be additional opportunities for public involvement during the environmental process of any potential future project.

Draft 2024-2027 STIP

The City and Borough of Juneau (CBJ) secured a RAISE Grant for $16.5 million, which is included in the draft 2024-2027 Statewide Transportation Improvement Program (STIP), ID 34146. The funding will be used to complete design and document development of the Juneau Douglas North Crossing, increasing access between Douglas Island and Juneau. For more information and to comment on the draft 2024-2027 STIP, please visit the website at https://publicinput.com/stip/. Comments are due by September 3, 2023.

UPCOMING MEETINGS

Public Open House No. 3 - Winter 2023/2024

Join the study team for the final Open House No. 3 to review the alternatives recommended and the draft PEL Study Report. The meeting date is still to be determined.

PROJECT DESCRIPTION

The Alaska Department of Transportation and Public Facilities (DOT&PF) has partnered with the City and Borough of Juneau (CBJ) to study a possible transportation corridor to connect Juneau with Douglas Island north of the current bridge, using the Planning and Environmental Linkages (PEL) process.



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For individuals requiring assistant, contact Public Involvement (907) 562-2000. For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-770-8973.

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7. Project Printed Materials

1. What is the Juneau Douglas North Crossing PEL Study?

The City and Borough of Juneau (CBJ) has partnered with Alaska Department of Transportation and Public Facilities (DOT&PF) to study the potential for a transportation corridor to connect Juneau with the north end of Douglas Island.

DOT&PF has chosen the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island. The PEL process will provide opportunities for public input and involvement. The analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

2. What is a Planning and Environmental Linkages (PEL) Process?

A PEL Process is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process.
2. Saves cost and time; focuses expenditures on viable options.

3. What are the benefits of a PEL Process?

The benefits of stronger linkages between the transportation planning and project development processes can include:

- **Stronger agency and public relationships:** Regulatory and resource agencies are involved early. Collaborative working relationships with the public support more involvement and opportunities.
- **Improved project delivery timelines:** The PEL process can avoid duplication of effort and speed up project delivery.
- **Earlier identification of key environmental resources:** Knowing which resources are present can help alternative selection and save time and money by moving forward alternatives that minimize impacts to environmental resources and the built environment.
- **Better funding and project development:** Engineering team involvement produces more reliable cost estimates and project schedules.
- **Build projects with better outcomes:** Knowledge of agency and community concerns help developers design projects that better serve the community's needs.
- **Flexible approach for development of transportation improvement strategies:** The PEL Study can propose solutions to develop a series of smaller independent, fundable projects that can be implemented over time while fitting within a larger or longer-term context.

4. There have been studies in this area for over 40 years. What happened to those studies and why do a new one?

A north crossing between Juneau and Douglas Island has been the subject of numerous studies and analyses since the early 1980s, with multiple alternatives being evaluated and recommended. However, none have advanced beyond preliminary analysis.

Douglas Island Bridge accommodates over 14,000 vehicles per day. Delay is apparent during morning and evening peak periods also impacting intersection operations on either side of the bridge. When road closures are needed for maintenance or in an emergency, there are limited alternative accesses available between Douglas Island and Juneau. Active transportation facilities for pedestrians and bicyclists are only provided on one side of the bridge.

Land to accommodate future population development in Juneau is constrained by topography and local geological conditions. Land on the west side of Douglas Island is viewed as promising areas for future development. Studies indicate that the design and congestion of the existing highway, and the distance between developable lands on Douglas Island and the existing Juneau Douglas bridge, have been impediments to development.

5. What is the study area?

The study area considers potential crossing locations between Douglas Island and Juneau in the area north of the existing Douglas Island Bridge. The study area is shown below:



6. What issues will the study address?

The study will consider:

- Purpose and need for a north crossing between Juneau and Douglas Island
- Range of alternative locations for a north crossing

- Transportation improvements needed to support a north crossing on Douglas Island and mainland Juneau
- Impacts to environmental resources, particularly recreational areas, wetlands and waterways, and the Mendenhall Wetlands State Game Refuge
- Impacts to neighborhoods and residents
- Financial Strategies to fund a potential crossing

Issues will continue to be added as the PEL study progresses.

7. What is the Purpose and Need of this study?

The **purpose** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau. The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

An improved connection to Douglas Island should address the following **needs**:

Alternate access and transportation infrastructure resilience

The community has expressed concerns regarding the lack of an alternate access during emergencies and the City and Borough of Juneau (CBJ) has identified the issue in the 2013 Comprehensive Plan. In the event of the Douglas Island Bridge or another single route travel corridor in the area (North Douglas Highway or Egan Drive) being inaccessible or out of service, emergency response would be delayed, and residents cut off from the access to workplace and critical resources.

Decrease traffic pressure on Douglas Island Bridge and its intersections

The traveling public is currently experiencing delays and congestion on the Douglas Island Bridge and its intersections during the peak travel times. Analyses indicate that the intersections operate at or over capacity during peak travel times and will continue to deteriorate based on estimated future traffic counts.

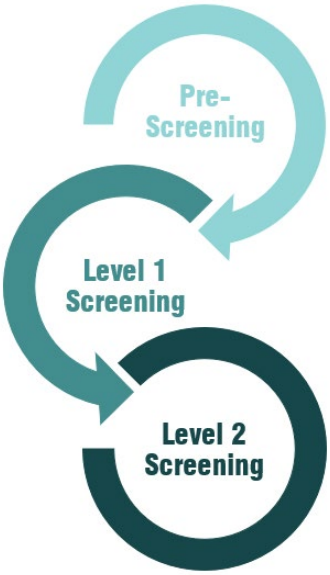
The identified alternative(s) should also strive to meet these **additional goals**:

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect the public health and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

8. How is this PEL Study being funded?

This is a federally funded project led by the Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the City and Borough of Juneau (CBJ).

9. What is the Alternative Screening Process?



- Elimination of alternatives that are not feasible based on professional judgement and available data
- Assessing alternatives based on location and buildability
- Merge similar alternatives as variants

PRE-SCREENING RESULT: Preliminary alternatives

- Elimination of alternatives that do not meet P&N
- Elimination of alternatives that do not meet specific regulatory requirements
- Early engineering and environmental evaluation to identify alternatives that are technically feasible, practical, implementable, and reasonable

LEVEL 1 SCREENING RESULT: Detailed alternatives

- Screening remaining alternatives using a broad range of qualitative and quantitative criteria
- Compare and rank the detailed alternatives

LEVEL 2 SCREENING RESULT: Recommended alternative(s) and project(s)

10. How and when will public input be considered?

Public input will influence PEL process and the recommendations of the PEL Study. This study outlines three (3) Public Open House meetings:

- Open House No. 1 occurred on Wednesday, May 11, 2022, virtually
- Listening Sessions at Discover Eaglecrest Day and Safeway occurred on Saturday, September 17, 2022
- Open House No. 2 on Monday, December 12, 2022, 4:00-6:00 p.m. at the Juneau Arts and Culture Center (JACC)
- Open House No. 3 will be held in Spring 2023

In addition to the Public Open House meetings, the study team will accept comments throughout the PEL study process. The earlier input is received, the easier it is for the study team to incorporate it into the alternatives, analysis, and recommendations. Email your comments to the team at JDNorthCrossing@dowl.com.

11. How can I find out more about and be involved in the PEL Study?

- Visit the PEL study website: www.JDNorthCrossing.com
- Sign up to receive study update emails from the website
- Contact the PEL study team: JDNorthCrossing@dowl.com
- Participate in Public Meetings

The environmental review, consultation, 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.

State Project No. SFHWY00299
Federal Project No. 0003259

December 2022

PEL STUDY FACT SHEET

JUNEAU DOUGLAS
North Crossing PEL Study

Study Area

The study area is between Juneau and Douglas Island in the area north of the existing Douglas Island Bridge.



Study Overview

The City and Borough of Juneau has partnered with Alaska Department of Transportation and Public Facilities (DOT&PF) to study a possible transportation corridor to connect Juneau with the north end of Douglas Island. A connection has been studied since the 1980s but has not progressed beyond identification and recommendation of preliminary alternative alignments. The previous studies highlighted several reasons for a north crossing:

- Congestion during peak periods on the existing Douglas Island Bridge
- Concerns about safety and emergency response in the event of a bridge closure
- The potential for residential, commercial, industrial, and port development at west Douglas Island

DOT&PF has chosen the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island. The PEL process will provide opportunities for public input and involvement. The analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

PEL Study Schedule

SPRING 2022	SUMMER / FALL 2022	WINTER 2022 / 2023	SPRING 2023
Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes	**Evaluation Criteria, Develop & Screen Alternatives**	**Evaluate, Refine, & Select Alternatives**	**Finalize Documentation**
Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes	Identify Crossing Alternatives and Develop Screening Criteria	Preferred Alternatives, Screening, Draft PEL Study	Public Comment Period *(30 days)* and Finalize PEL Study

WE ARE HERE

- Public Meeting #1
- Advisory Committees Meeting #1
- Advisory Committees Workshop
- Pop-Up Listening Sessions
- Public Meeting #2
- Advisory Committees Meeting #2
- Advisory Committees Meeting #3
- Advisory Committees Meeting #4
- Public Meeting #3

WHAT IS A PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY AND WHAT ARE THE BENEFITS?

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process.
2. Saves cost and time; focuses expenditures on viable options.

The benefits of stronger linkages between the transportation planning and project development processes can include:

- **Stronger agency and public relationships:** Regulatory and resource agencies are involved early. Collaborative working relationships with the public support more involvement and opportunities.
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- **Earlier identification of key environmental resources:** Knowing which resources are present can help alternative selection and save time and money by moving forward alternatives that minimize impacts to environmental resources and the built environment.
- **Better funding and project development:** Engineering team involvement produces more reliable cost estimates and project schedules.
- **Build projects with better outcomes:** Knowledge of agency and community concerns help developers design projects that better serve the community's needs.
- **Flexible approach for development of transportation improvement strategies:** The PEL Study can propose solutions to develop a series of smaller independent, fundable projects that can be implemented over time while fitting within a larger or longer-term context.

How can I get involved?

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- Visit the PEL study website at: www.JDNorthCrossing.com
- Sign up on our website to receive updates
- Participate in Public Meetings (information available on the website)

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Points of Contact

Email the PEL Study team at JDNorthCrossing@dowl.com

Marie Heidemann
DOT&PF Project Manager
(907) 465-4477

Nina Keller
DOWL PEL Assistant Project Manager
(907) 562-2000

Irene Gallion
CBJ Liaison
(907) 586-0753

For the latest updates and additional information about the study, visit:

www.JDNorthCrossing.com

8. Technical and Stakeholder Advisory Committees Meetings and Workshops

MEETINGS	WHEN	ITEMS	Page
All		Technical Advisory Committee Contacts List Stakeholder Advisory Committee Contacts List	177
1	4/25/2022 and 4/27/2022	Technical Advisory Committee Presentation Technical Advisory Committee Summary Stakeholder Advisory Committee Presentation Stakeholder Advisory Committee Summary Questions for Breakout Room Moderators	179
Workshop	7/19/2022	Joint Advisory Committees Workshop Agenda Roll Plots Joint Advisory Committees Workshop Presentation Joint Advisory Committees Workshop Summary Comments Draft Purpose & Need Statement Joint Advisory Committees Workshop Sign-In Sheet	221
2	11/17/2022	Technical Advisory Committee Presentation Technical Advisory Committee Summary Stakeholder Advisory Committee Presentation Stakeholder Advisory Committee Summary	271
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Organization	Division	Name	Job Title/Role
AK DOT&PF DES	Bridge Design	Leslie Daugherty	Engineer
Alaska Department of Environmental Conservation	Division of Air Quality	Adeyemi Alimi	Environmental Program Specialist
Alaska Department of Fish and Game	Division of Habitat	Kate Kanouse	F&G Habitat Manager
Alaska Department of Fish and Game	Division of Wildlife Conservation	Roy Churchwell	Area Biologist
Alaska Department of Natural Resources	Office of History and Archaeology	Elyse Applegate	
City and Borough of Juneau	Parks & Recreation	George Schaaf	Director
City and Borough of Juneau	Airport	Patty Wahto	Airport Manager
National Marine Fisheries Service	Protected Resource Division	David Gann	Marine Mammal Specialist
National Marine Fisheries Service	Habitat Conservation Division	Linda Shaw	Invasive Species Coordinator
U.S. Army Corps of Engineers	Alaska District	Jennifer Mercer	
U.S. Army Corps of Engineers	Alaska District, Regulatory Division	Randy Vigil	Project Manager
Southeast Alaska Land Trust		Margaret Custer	Executive Director
Alaska Department of Environmental Conservation	Division of Water	Jim Rypkema	Environmental Program Manager
U.S. Coast Guard	Seventeenth Coast Guard District	Clint Scott	Commander
U.S. Environmental Protection Agency	Alaska Region 10		
Alaska Airlines	Flight Operations	Cody Hargreaves or Lynae Craig	
Delta Airlines	Airspace & Procedures	Chris Hill	
Alaska Department of Fish and Game	Division of Sport Fish	Dan Teske	Juneau Area Management Biologist
AK DOT&PF	Prelim Design & Environmental	Nathan Purves	
USFWS		Nichole Bjornlie	
USFWS		Sarah Markegard	
USFWS		Carol Mahara	
DNR/Parks		Preston Kroes	
Alaska Department of Natural Resources	Division of Mining, Land and Water	Mason Auger	Natural Resource Specialist
Alaska Department of Fish and Game	Division of Wildlife Conservation	Sue Rodman	Statewide Lands and Refug

Organization	Name	Job Title/Role
Alaska Marine Lines	Adam S. Anderson	Southeast Regional Manager
Bonnie Brae Neighborhood Association	Teri Tibbett	Chair
Douglas Advisory Board	Teri Tibbett	Chair
CBJ – School District	Kristen Bartlett	Juneau School District Chief of Staff
CBJ Police Department		
Fritz Cove Neighborhood Association	Cody Salter	
Goldbelt, Inc.	Steven Sahlender	Vice President, Alaska Operations
Greater Juneau Chamber of Commerce	Craig Dahl	Executive Director
Juneau Audubon Society	Wintson Smith	Board Member
North Douglas Neighborhood Association	Michael Stanley	
Southeast Alaska Land Trust	Margaret Custer	Executive Director
Southeast Alaska Watershed Coalition	Rebecca Bellmore	Science Director
State Senate	Jesse Kiehl	Senator
State House	Sara Hannan	Representative
AK State Troopers	Tim Despain	Public Affairs
Central Council of Tlingit and Haida Indian Tribes of Alaska	Royal Hill & Stephanie Banua	Tribal Development Department
Douglas Indian Association	Kamal Lindoff	Transportation Director
Juneau Economic Development Council	Brian Holst	Executive Director
Sealaska	Matt Carle	
Sealaska Heritage Institute	Chuck Smythe	
Southeast Conference	Robert Venables	Executive Director
Mendenhall Wetlands Study Group (MWSG)	Ron Somerville	
Territorial Sportsmen	Ryan Beason	President
Juneau Assembly	Wade Bryson	
Juneau Assembly	Christine Woll	
Juneau Assembly	Greg Smith	
Resident	Brenda Taylor	
Resident	Margo Waring	
Juneau Freewheelers (Juneau Mountain Bike Alliance)		
Ducks Unlimited	Dave Weber	
Trout Unlimited	Jonathan Heifetz	
Access Alaska Coalition	Dave Hanna	
CCFR	Dan Jager	Fire Marshall
Goldbelt, Inc.	Skiba Wuoti	

TECHNICAL ADVISORY COMMITTEE

MEETING #1

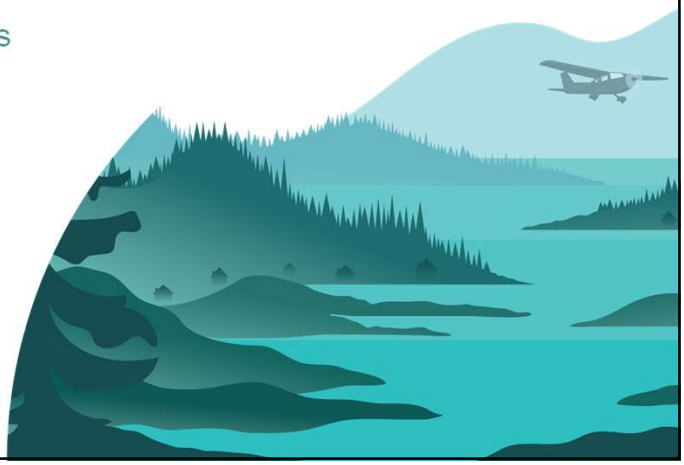
April 25, 2022

The environmental review, consultation, 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.

1

AGENDA

- Welcome and Introductions
- PEL Study Process
- Schedule
- Study Area and Existing Conditions
- Purpose and Need Statement
  - Breakout Rooms
  - Feedback/Group Discussion
- Partnering Agreement
- Wrap up and Next Steps



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PLANNING AND ENVIRONMENTAL LINKAGES (PEL)

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process

2. Saves cost and time; focuses expenditures on viable options

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PRELIMINARY SCHEDULE



4

BACKGROUND &
EXISTING CONDITIONS

5

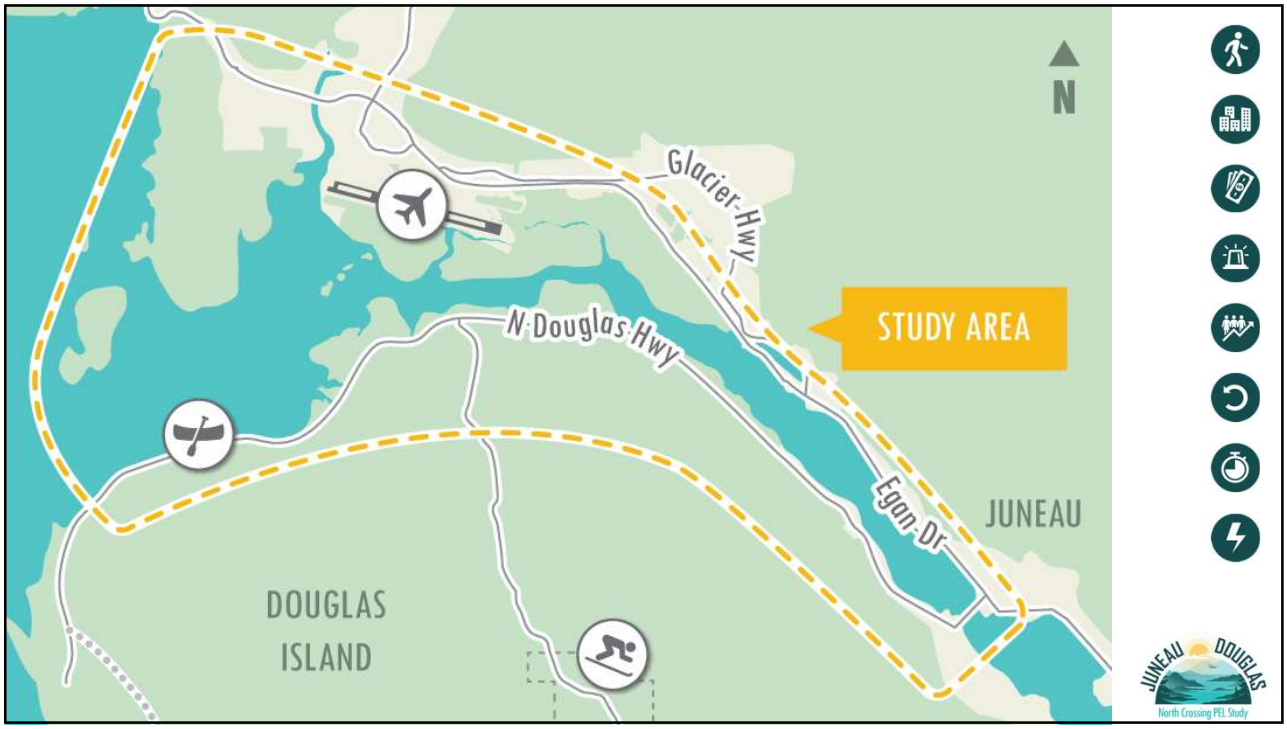


6

EMERGING THEMES FOR PURPOSE & NEED

- Economic Impact
- Developable Land
- Emergency Response
- Redundancy
- Travel Time and Congestion
- Population
- Active Transportation Facilities and Recreation
- Utilities

7



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WHY DO WE NEED A NEW STUDY?

A connection has been studied since the 1980s but has not progressed beyond identification and recommendation of preliminary alternative alignments.

The previous studies highlighted several reasons for a north crossing:

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- Concerns about safety and emergency response in the event of a bridge closure
- Potential for residential, commercial, industrial and port development on Douglas Island

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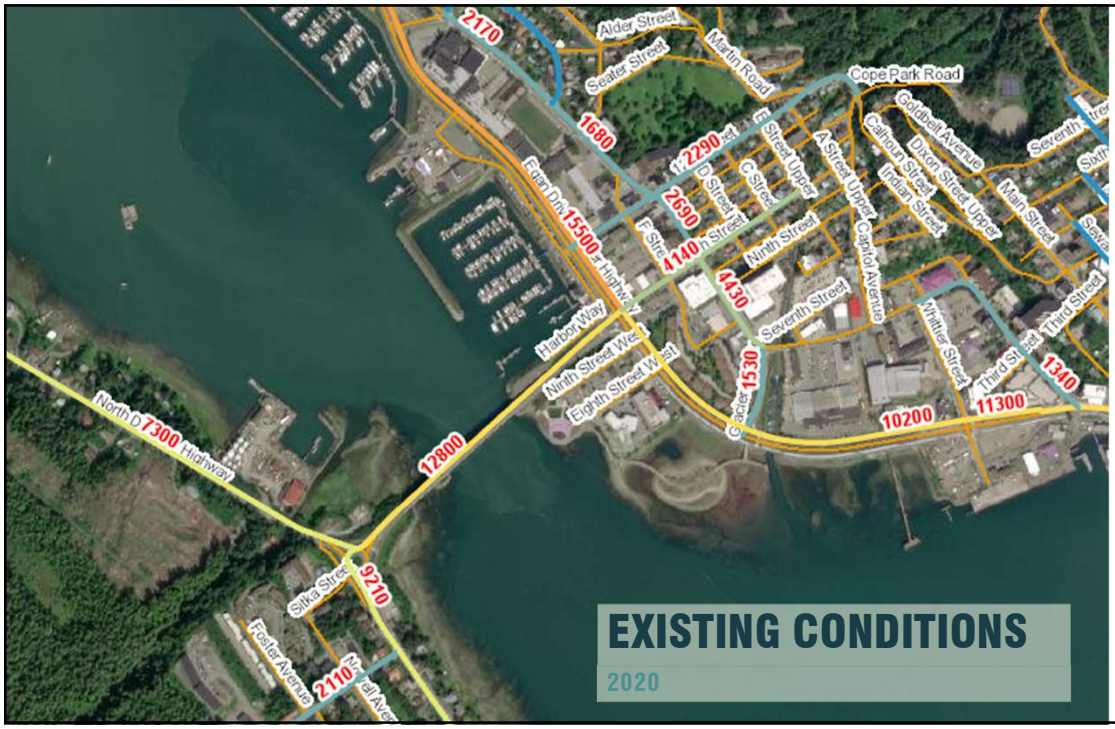

EXISTING CONDITIONS

2020

10



11

EXISTING CONDITIONS

LAND

- Developable land is constrained by topography and local geological conditions.
- Land on the north and west side of Douglas Island is viewed as promising areas for future development.
- Travel time to and from North Douglas has been an impediment to development.

JUNEAU DOUGLAS
North Crossing PEL Study

12

POPULATION OBSERVATIONS

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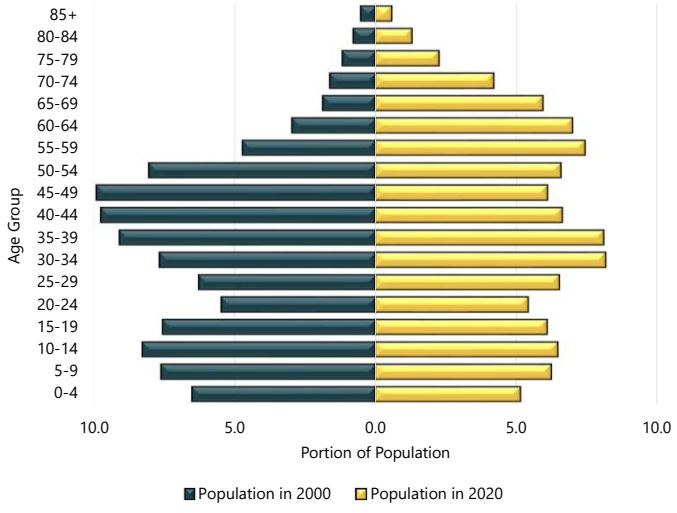
JUNEAU POPULATION DISTRIBUTION

OLDER, MORE EVENLY DISTRIBUTED

- Compared to 20 years ago Juneau's population has:
  - Higher proportion of those over age 55 and those between 25 and 34
  - Lower proportions of those 24 and under and those between 35 and 54
- More even distribution among age ranges
- Presuming current trends, the future population will be "more silver" and less youthful



Source: Economic Forecast Discussion, Setting Pre-Forecast Parameters, April 5, 2022 (Jonathan King Advisors)

14

POPULATION CHANGES 2000-2020

MORE SENIORS, FEWER CHILDREN

Age Group	Population 2000	Population 2020	Change
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Reproductive Age (20-44)	11,753	11,085	-668
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Total Population	30,711	31,833	1,172
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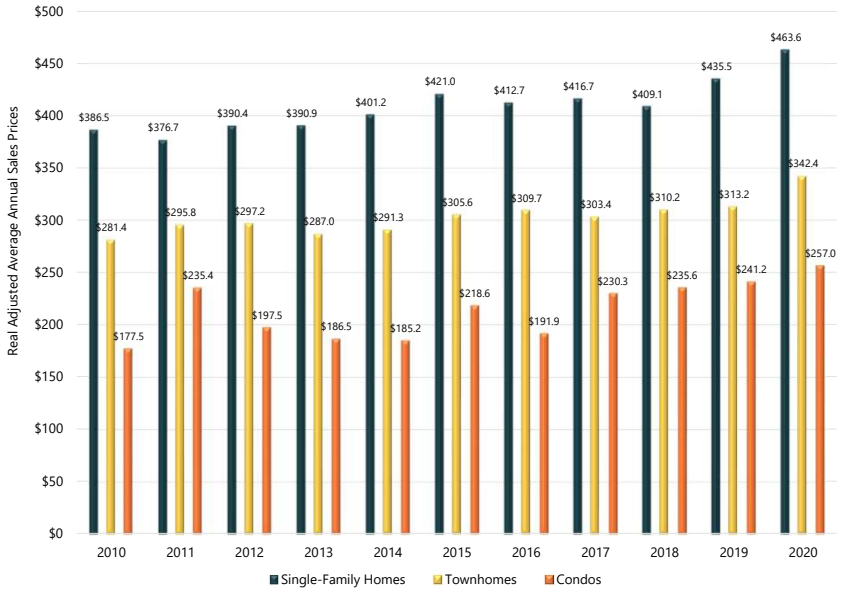
REAL SINGLE-FAMILY, TOWNHOME, CONDO PRICES

UP, BUT MOSTLY IN 2019-2020

- In real terms:
  - Single-family home prices rose 20 percent
  - Townhome prices rose 22 percent
  - Condo prices rose 45 percent



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16

EMERGING THEMES FOR PURPOSE AND NEED

17

WHAT IS THE PURPOSE AND NEED?

- **Purpose:** Why the project is being proposed and the positive outcomes intended
- **Need:** The key problems to be addressed and explanation of underlying causes of those problems

18

WHY IS PURPOSE AND NEED IMPORTANT?

- Helps identify a reasonable range of project alternatives
- Creates a shared understanding of the transportation problems, objectives, and possible solutions
- Defines project scope, guides development and evaluation of alternatives
- Helps streamline environmental analysis and identify solutions
- Justifies impacts and funding

19

EMERGING THEMES FOR PURPOSE & NEED

- **Economic Impact**
- **Developable Land**
- **Emergency Response**
- **Redundancy**
- **Travel Time and Congestion**
- **Population**
- **Active Transportation Facilities and Recreation**
- **Utilities**

20

MODERATED BREAKOUT ROOMS (20 MINUTES)

Emerging Themes Discussion:

1. Which are the most important issues to you?
2. Why?
3. Are we missing anything?

Assign a Team Captain for each room to report back

21

BREAK OUT ROOM
REPORT BACK

22

SUMMARY – ROOM 1

Discussion:

- Fish Creek Park
- Boat Launch
- Value of local resources
- Protection of wildlife
- Agreement on P&N has been a challenge in the past
- Traffic congestion not necessarily rising to point of a need
- Could there be a side-by-side option?
- Wetlands preservation
- ND concerns about speed of the road – especially for active transportation users
- Air quality conformity

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SUMMARY – ROOM 2

Discussion:

- Many of the same as group 1
- Wildlife especially waterfowl
- Great deer habitat
- Resource rich area
- Use of shotguns for hunting could be a conflict with new development
- Conservation values
- Preservation of flight procedures
- Interested and happy to participate
- Specificity is difficult without identified alternatives
- Access to lands and TNF lands
- Cultural and Arch. Impacts
- T&S from DOT – congestion leads to safety concerns, emergency response

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SUMMARY – ROOM 3

Discussion:

- Preservation of flight procedures, height of structures,
- Local perspective is that access is decent, shoulders available,
- Demonstrated need for development questions
- People who live there don't want development
- Infrastructure that would need to accompany development, i.e., schools, utilities, land use/zoning need to define housing density
- Which goes first – development
- CBJ – development constraints – existing highway and infrastructure does not facilitate higher density development
- Demand for the project is about accessing existing infrastructure

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PARTNERING AGREEMENT

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BENEFITS OF A PARTNERING AGREEMENT

- Agreement on what we want to accomplish
- Understanding of critical needs and issues
- Enhancing dialogue and information sharing
- Creating a platform for collaborative exchange
- Maintaining consistency and bridge staff changes
- Streamlining the process

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TECHNICAL ADVISORY COMMITTEE SCHEDULE

Meeting #	Focus	Indicative Date
1	PEL Study overview, PEL Study process, roles of participants, purpose and need statement, partnering agreement	April 25, 2022
Workshop	Range of alternatives, alternatives screening process, screening criteria	July 2022
2	Preliminary alternative screening results and detailed alternative screening criteria	Fall/Winter 2022
3	Detailed alternative screening results and recommended alternatives	Winter/Spring 2023

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Project Contacts:

Marie Heidemann, DOT&PF Project Manager
(907) 465-4477
Steve Noble, DOWL Project Manager
(907) 562-2000
Renee Whitesell, DOWL PEL Study Lead
(907) 562-2000

Project Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

THANK YOU

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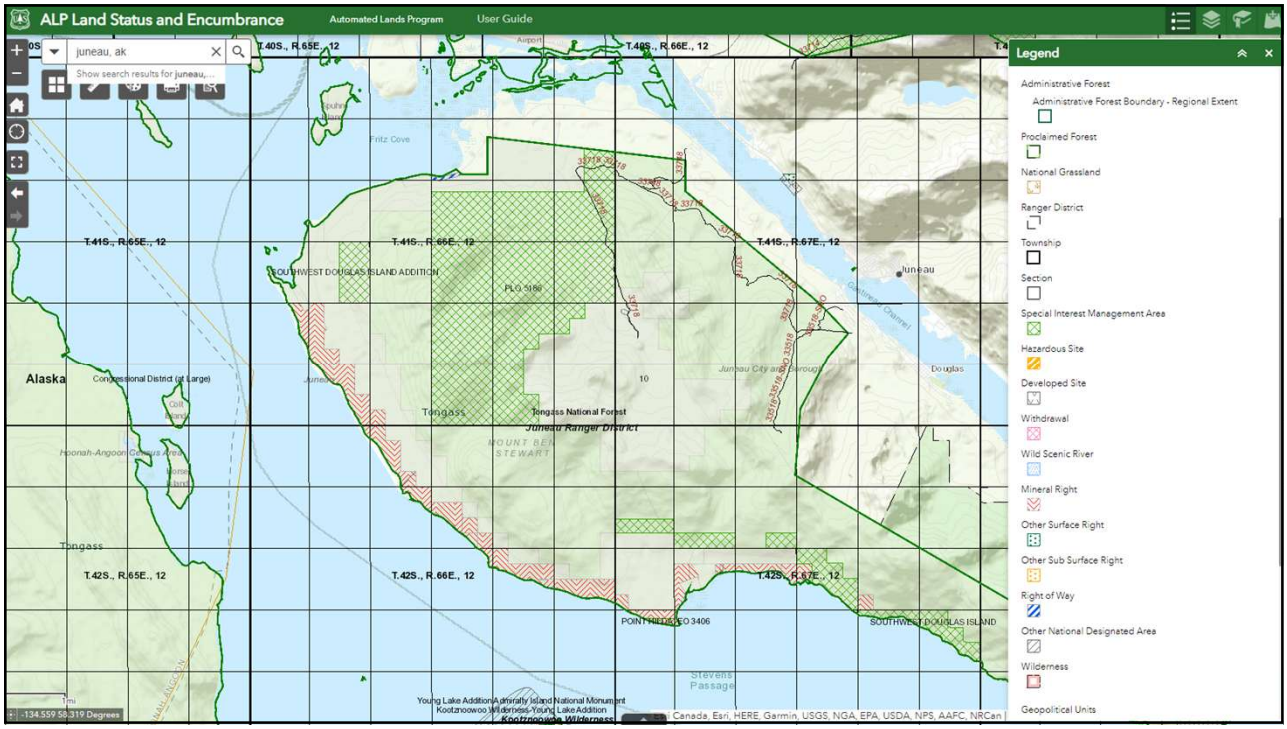

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TECHNICAL ADVISORY COMMITTEE MEETING No. 1

April 25, 2022, 11:30 am – 1:00 pm, via Teams

Meeting Objective

- Introduce the study, technical stakeholders, and the PEL study process.
- Discuss the study vision, review background materials and other data, and discuss the emerging themes that will form the purpose and need statement.

Attendees

Marie Heidemann, Department of Transportation and Public Facilities (DOT&PF)
Christy Gentemann, Department of Transportation and Public Facilities (DOT&PF)
Joanne Schmidt, Department of Transportation and Public Facilities (DOT&PF)
Emily Haynes, Department of Transportation and Public Facilities (DOT&PF)
Greg Lockwood, Department of Transportation and Public Facilities (DOT&PF)
Leslie Daugherty, Department of Transportation and Public Facilities (DOT&PF)
Chrissy McNally, Department of Transportation and Public Facilities (DOT&PF)
Nathan Purves, Department of Transportation and Public Facilities (DOT&PF)
Irene Gallion, City and Borough of Juneau (CBJ)
Katie Koester, City and Borough of Juneau (CBJ)
Alec Venechuk, City and Borough of Juneau (CBJ)
John Bohan, City and Borough of Juneau (CBJ)
George Schaaf, City and Borough of Juneau (CBJ)
Liz Ortiz, Alaska Department of Natural Resources (ADNR)
James Rypkema, Alaska Department of Environmental Conservation (ADEC)
Adeyemi Alimi, Alaska Department of Environmental Conservation (ADEC)
Rob Morgenthaler, United States Fish and Wildlife Service (USFWS)
Don MacDougall, United States Fish and Wildlife Service (USFWS)
Sarah Markegard, United States Fish and Wildlife Service (USFWS)
Catherine Yeargan, United States Fish and Wildlife Service (USFWS)
Kate Kanouse, Alaska Department of Fish and Game (ADF&G)
Roy Churchwell, Alaska Department of Fish and Game (ADF&G)
Daniel Teske, Alaska Department of Fish and Game (ADF&G)
Jesse Lindgren, Alaska Department of Fish and Game (ADF&G)
Randy Vigil, United States Army Corps of Engineers (USACE)
Jennifer Mercer, United States Army Corps of Engineers (USACE)
Linda Shaw, National Oceanic and Atmospheric Administration (NOAA)
David Gann, National Oceanic and Atmospheric Administration (NOAA)
Margaret Custer, Southeast Alaska Land Trust

Patty Wahto, Juneau International Airport
Cody Hargreaves, Alaska Airlines
Lynae Craig, Alaska Airlines
Christopher Hill, Delta Airlines
Steve Noble, DOWL
Renee Whitesell, DOWL
Rachel Steer, DOWL
Theresa Dutchuk, DOWL
Nina Keller Horne, DOWL
Emily Anderson, DOWL
Jovie Garcia, DOWL
Morgan McCammon, DOWL
Michael Hornvedt, Parametrix

Summary

Marie Heidemann (DOT&PF Project Manager) and Steve Noble (DOWL Project Manager) welcomed and thanked everyone for attending the meeting.

Marie and Steve provided team introductions, acknowledged the Technical Advisory Committee Meeting members in attendance, and reviewed the agenda outline.

Steve introduced the Planning and Environmental Linkages (PEL) process, reviewed the preliminary schedule (including Virtual Public Meeting/Open House #1), went over the PEL Study background, some of the existing conditions, and a map of the study area. Steve provided an overview of the recent population observations including traffic and housing in the Juneau area. All this data helps inform the PEL study's Purpose and Need (P&N).

Steve explained what a P&N statement is and its importance to the study. He provided an overview of emerging themes which will help develop the P&N for this PEL study.

Emerging Themes Discussion

The TAC members were moved into three (3) moderated break-out rooms facilitated by Nina Keller Horne (DOWL Planning), Theresa Dutchuk (DOWL Environmental), and Michael Horntvedt (Parametrix). A volunteer team captain reported back to the group on the Emerging Themes:

- Which are the most important issues to you?
- Why?
- Are we missing anything? (In terms of potential P&N for this project.)



The following summaries reflect the discussion and opinions shared in the breakout rooms.

Breakout Room 1, Discussion:

- Interest in opportunities for additional non-motorized facilities, especially cross-country skiing.
- Many park properties and conservation lands on Douglas Island – potential for increased access and impacts.
- Will be important for DOT&PF to know if proposed project is within or outside of the PM_{10}[1] maintenance area. Will the Juneau Airport (JNU) need to meet the maintenance area requirements?
- Primary concerns will likely be impacts to migratory birds and eagles. Look at needs for permits as a result of project activities andpotential impacts to non-listed marine mammals (sea otters).
- Bird habitat is important to consider for both for transit and hunting. Would a bridge impact hunting? On both sides of the airport? Wetlands to west of airport is very significant to bird habitat. Concerns about pile driving versus piers, and other crossing options, that could influence wildlife and refuge users.
- Endangered species act consultation on humpback whales and stellar sea lions. Anticipate working with DOT&PF and the USACE. Interested in design and potential mitigation early in the process.
- Adjacent landowner concerns about development impacting use and access. Also, potential for recreation in the area and opening new recreational areas.
- Three or four beach access trails along North Douglas Highway and a boat launch. Fish Creek Park is a consideration. Large park parcel at tip of Mendenhall Peninsula and Spuhn Island.

[1]particulate matter with an aerodynamic diameter less than or equal to 10 micrometers

- Would love to see improvements to Outer Point boat launch.
- Interested to hear more about a Bench Road. Traffic is very loud, a lot of hauling at Eaglecrest. The highway has too much traffic without a shoulder.
- Would be nice to have a second access route.
- One participant highlighted the need to consider Fish Creek Park.
- Consider the value of local resources.
- Consider the protection of wildlife.
- One participant noted that agreement on P&N has been a challenge in the past.
- One participant considered that traffic congestion did not necessarily rise to point of a need.
- A participant enquired whether there could be a side-by-side option?
- Consider wetlands preservation.
- There are concerns about the speed of the road along North Douglas Highway, especially for active transportation users.
- Consider air quality conformity.

Breakout Room 2, Discussion:

- Many of the same issues were raised as Breakout Room 1 (refer to summary).
- Consider wildlife, especially waterfowl.
- The project area contains great deer habitat.
- The area under consideration is a resource rich area.
- New development could conflict with existing use of shotguns.
- Consider conservation values in the PEL process.
- Make sure any project recommended from the PEL study preserves flight procedures.
- One participant noted they were interested in the study and happy to participate.
- One participant noted that specificity regarding agency interest is difficult without identified alternatives.
- Consider access to Tongass National Forest (TNF) lands.
- Consider cultural and archaeological impacts.
- One participant noted that congestion leads to safety and emergency response concerns.

Breakout Room 3, Discussion:

- One participant highlighted the need to consider preservation of flight procedures, particularly when determining the height of structures.
- One participant commented that a local perspective is that access is decent, and shoulders should be available.
- Several participants questioned whether there was a demonstrated need for development
- People who live on North Douglas do not want development.
- Infrastructure should accompany development, i.e., schools, utilities, land use and zoning, is needed to define/support housing density.
- Consider which goes first – development of a north crossing or steps for housing development.
- CBJ has development constraints – existing highway and infrastructure does not facilitate higher density development.

- The demand for the project should be about accessing existing infrastructure.

Steve captured the discussion live in the presentation, and mentioned the Partnering Agreement benefits, schedule of upcoming workshop, and meetings. He concluded the meeting by thanking the members for their participation and requested any additional input be sent to the project team. He reiterated the project contacts, project website, and project email.

Action Items/Next Steps

Project team:
- Post meeting materials to project website
- Distribute online survey to committee members for additional comments on the emerging themes discussion

Committee members:
- Provide any additional input using online survey
- Participate in the Virtual Public Meeting #1 on May 11, 2022, and upcoming committee meetings
- Monitor email for future project updates

STAKEHOLDER ADVISORY COMMITTEE

MEETING #1

April 27, 2022

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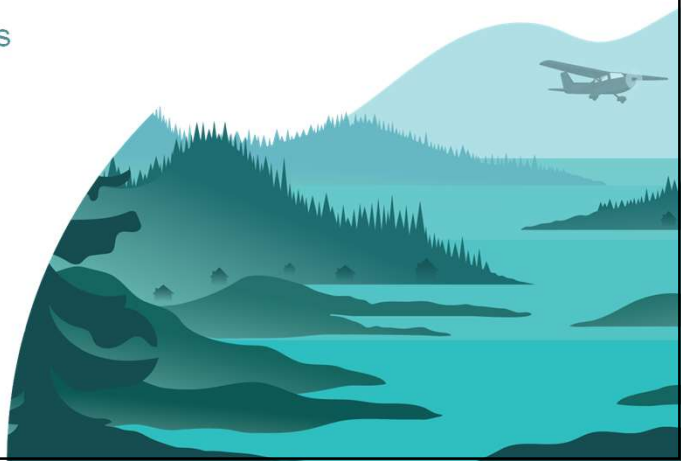

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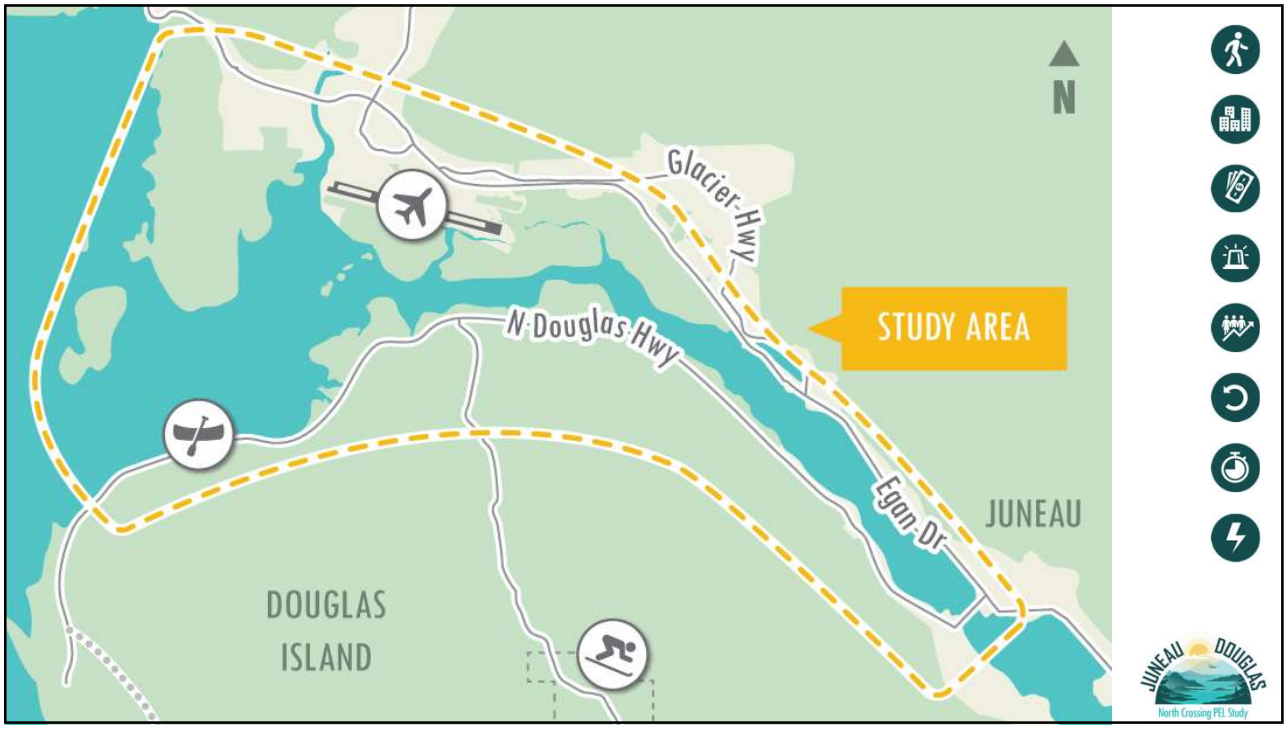

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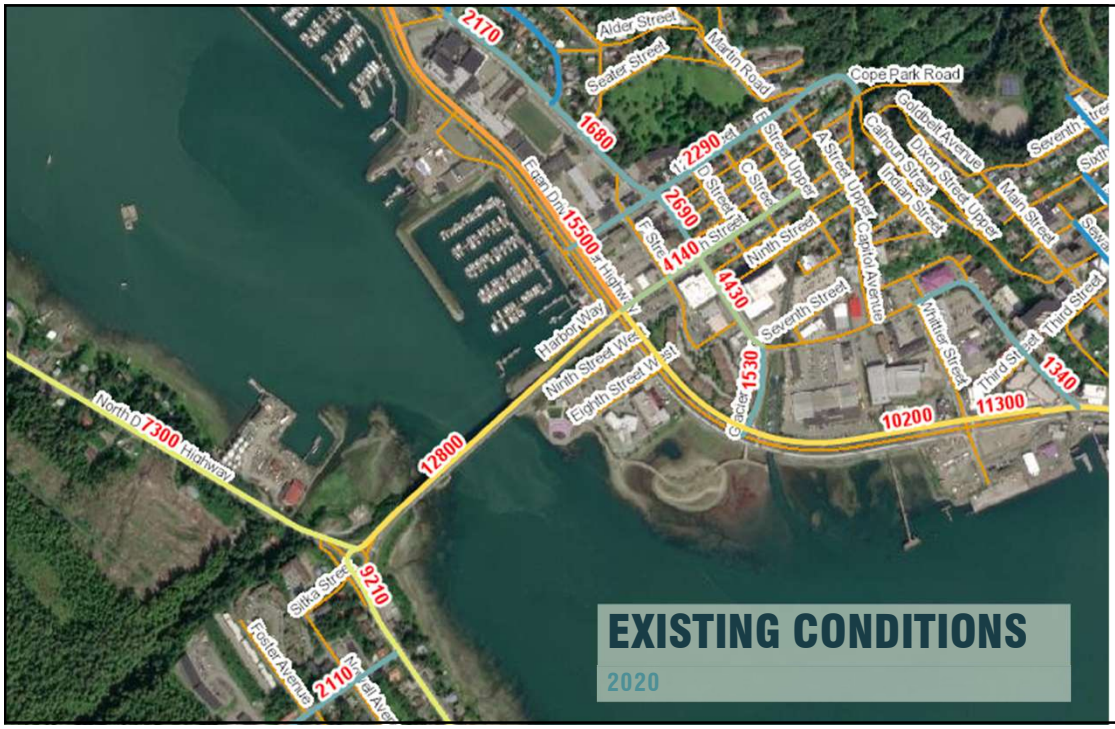

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JUNEAU DOUGLAS
North Crossing PEL Study

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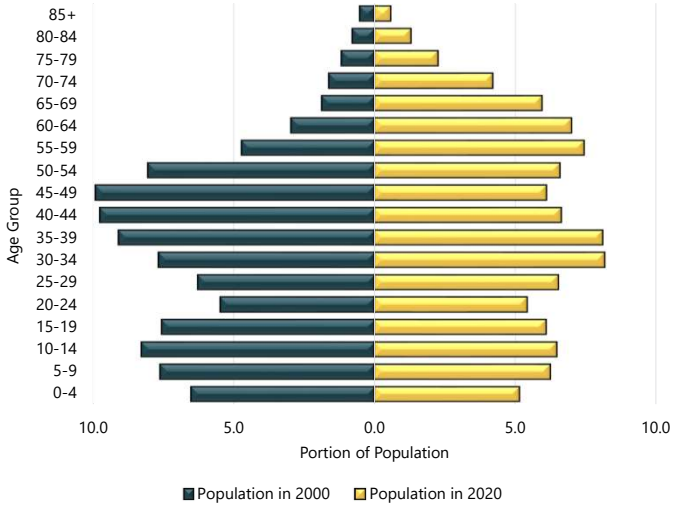

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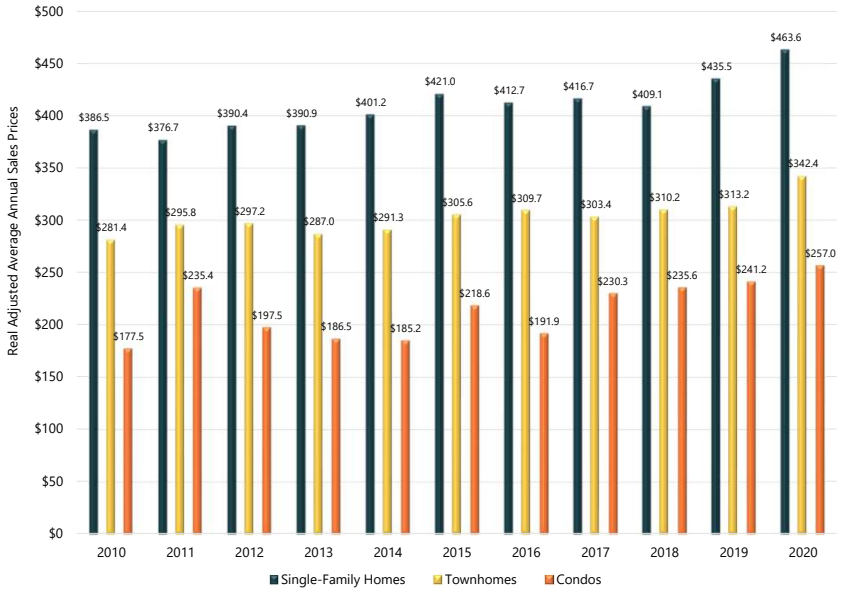

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REPORT BACK

22

SUMMARY – ROOM 1

- Most participants agreed all emerging themes are important, but emphasis on **travel time and congestion, developable land, and utilities in a cost-effective way.**
- Build it and they (population and utilities) will come.
- Developable land and population: It depends on what time of housing. It may or may not help with the current housing crunch if they are not affordable.
- Trucks hauling rock going all the way to North Douglas will be a very expensive proposal to handle trucking cost which will inhibits development.
- Emphasis on location of crossing. The community has expressed a multitude of pros and cons.

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SUMMARY – ROOM 2

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SUMMARY – ROOM 3

- Most likely crossing was super close to downtown and was voted down
- Not as much value when it is so close to the existing bridge
- Safety and lack of redundancy
- Tourism – ways to spread out the traffic and congestion
- Development of north Douglas would be more realistic
- SAWC and SALT – wetland mitigation-in lieu
- Concerns about impacts to wetlands, wildlife and fish habitat
- NDNA – very active, survey was completed and a strong mix of opinions, needed to be more planning, particularly with regard to traffic and where it would connect to the existing highway
- Sub area planning, boat launch,
- UAA research on Wildlife conservation, Audubon society,
- What does a second crossing mean?
- Concerns about traffic and congestion
- Well planned out infrastructure
- Assessment of why the previous alternatives did not progress –
- Long term benefits of the crossing because the cost could be prohibitive
- Concrete assessment of the road needs on the other side of the island (west)
- Geophysical hazards could impact access
- School access to instructional opportunities

JUNEAU DOUGLAS
North Crossing PEL Study

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COMMITTEE CHARTER

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BENEFITS OF A COMMITTEE CHARTER

- Review materials and information provided about the study
- Discuss the study with your organization or agency
- Discuss issues and rationale for decisions with your organization or agency and bring input from them to the meetings
- Act in an advisory capacity to the PEL Study team

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STAKEHOLDER ADVISORY COMMITTEE SCHEDULE

Meeting #	Focus	Indicative Date
1	PEL Study overview, PEL Study process, roles of participants, purpose and need statement, committee charter	April 27, 2022
Workshop	Range of alternatives, alternatives screening process, screening criteria	July 2022
2	Preliminary alternative screening results and detailed alternative screening criteria	Fall/Winter 2022
3	Detailed alternative screening results and recommended alternatives	Winter/Spring 2023

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Project Contacts:

Marie Heidemann, DOT&PF Project Manager
(907) 465-4477
Steve Noble, DOWL Project Manager
(907) 562-2000
Renee Whitesell, DOWL PEL Study Lead
(907) 562-2000

Project Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

THANK YOU

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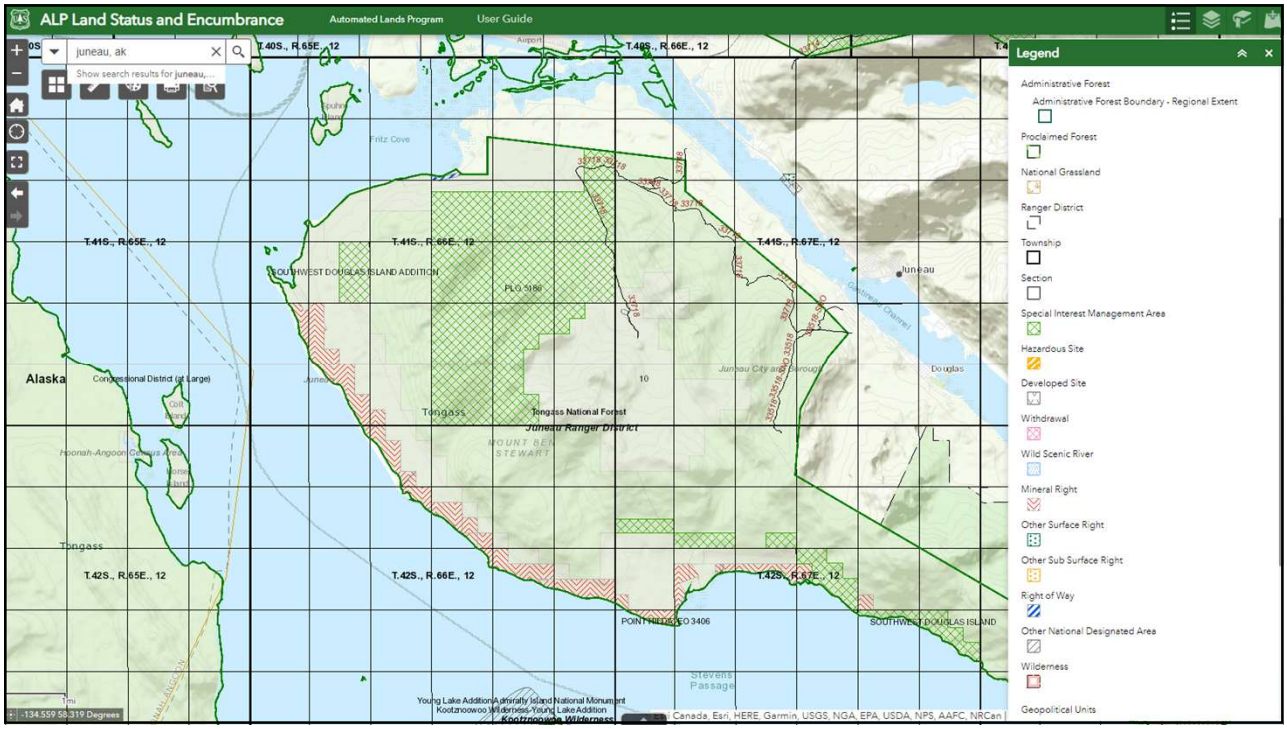

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STAKEHOLDER ADVISORY COMMITTEE MEETING No. 1

April 27, 2022, 11:30 am – 1:00 pm, via Teams

Meeting Objectives

- Introduce the study, stakeholders, and the PEL study process.
- Discuss the study vision, review background materials and other data, and discuss the emerging themes that will form the purpose and need statement.

Attendees

Marie Heidemann, Department of Transportation and Public Facilities (DOT&PF)
Christy Gentemann, Department of Transportation and Public Facilities (DOT&PF)
Joanne Schmidt, Department of Transportation and Public Facilities (DOT&PF)
Chrissy McNally, Department of Transportation and Public Facilities (DOT&PF)
Greg Lockwood, Department of Transportation and Public Facilities (DOT&PF)
Irene Gallion, City and Borough of Juneau (CBJ)
John Bohan, City and Borough of Juneau (CBJ)
Katie Koester, City and Borough of Juneau (CBJ)
Adam Anderson, Alaska Marine Lines
Edric Carrillo, Senator Kiehl's Office
Kamal Lindhoff, Douglas Indian Association
Steven Sahlender, Goldbelt
E. Cody Salter, Fritz Cove Neighborhood Association (FCNA)
Rebecca Bellmore, Southeast Alaska Watershed Coalition (SAWC)
Winston Smith, Audubon Society
Kristin Bartlett, City and Borough of Juneau School District (CBJSD)
Wade Bryson, Juneau Assemblymember
Christine Woll, Juneau Assemblymember
Mike Stanley, North Douglas Neighborhood Association (NDNA)
Teri Tibbett, Douglas Advisory Board and Bonnie Brae Neighborhood Association (BBNA)
Brian Holst, Juneau Economic Development Council (JEDC)
Daniel King, Juneau Economic Development Council (JEDC)
Brenda Taylor, Community Member
Ryan Beason, Territorial Sportsmen
Robert Venables, Southeast Conference
Laura Martinson, Community Member
Ron Summerville, Mendenhall Wetlands Study Group (MWSG)
Greg Green, Community Member
Margaret Custer, Southeast Alaska Land Trust

Steve Noble, DOWL
Theresa Dutchuk, DOWL
Nina Keller Horne, DOWL
Jovie Garcia, DOWL
Morgan McCammon, DOWL
Michael Hornvedt, Parametrix

Summary

Marie Heidemann (DOT&PF Project Manager) and Steve Noble (DOWL Project Manager) welcomed and thanked everyone for attending the meeting. Marie and Steve provided team introductions, asked the Stakeholder Advisory Committee members to introduce themselves, and reviewed the agenda.

Steve introduced the Planning and Environmental Linkages (PEL) process, reviewed the preliminary schedule (including Open House No. 1), PEL study background, existing conditions, and a map of the study area. He also provided an overview of the recent population observations including traffic and housing in the Juneau area and explained that this information helps inform the PEL study's Purpose and Need (P&N).

Steve explained what a P&N statement is and its importance to the study. He provided an overview of emerging themes for this PEL Study's P&N.

Emerging Themes Discussion

After the presentation, the meeting participants were moved into three (3) moderated breakout group facilitated by Nina Keller Horne (DOWL Planning), Theresa Dutchuk (DOWL Environmental), and Steve. A volunteer team captain reported back to the group on the Emerging Themes:

- Which are the most important issues to you?
- Why?
- Are we missing anything? (In terms on potential P&N for this project.)



The following summaries reflect the discussion and opinions shared in the breakout groups.

Breakout Group 1, Discussion:

- All themes have equal priority, but the main focus is on developable land and utilities. It will be expensive for those who want to live there.
- Would like to see a cost-effective way to address emergency response time, congestion, and redundancy to lessen economic impact.
- Redundancy:
  - A ferry is unlikely to return to provide an alternative crossing between Douglas Island and Juneau, so redundancy is very important.
  - Only having one crossing between Juneau and Douglas Island has the potential to cause delays responding to medical emergencies.

- Developable Land and Utilities:
  - Potentially developable land is available at west Douglas, past the three-mile road. There have been regular discussions with CBJ about extending the road, but development of this land is considered challenging and expensive due to utilities that only extend to the boat ramp.
  - There is a view that as soon as the road is built, people will move there and develop the land.
  - There are no recent plans for developing the area.
  - Find a way to share the high cost of getting water and sewer to west Douglas.
  - Electricity is likely to be the least expensive utility to extend to north and west Douglas.
- Recreation:
  - Eaglecrest is worth the long drive.
  - North Douglas has plenty of recreation trails.
  - Fish Creek and Sandy Beach are both very popular, especially for families.
- Population and Areas for Future Development:
  - North and west Douglas are good options for housing. The area has great views and opportunities for growth, but it depends on what type of housing.
  - It may or may not help with the current housing crunch if new developments are not affordable.
  - Land is likely to be high value at north and west Douglas, and development potentially frees up other housing in Juneau. There was a proposal for a golf course on west Douglas, which would be beneficial for recreation, but this has not moved forward.
- Travel Time and Congestion:
  - There is a morning traffic peak, another at lunch, and from 4:00-6:00 pm.
  - If construction projects are occurring, it is “a nightmare” often backing up past the high school and federal building.
  - Hauling rock to north Douglas is likely to be expensive, which could impact the viability of development.
  - The crossing will help with congestion. It is important to consider where a crossing would tie into the road system on the Juneau side. One participant considered a location near the airport would work best for connection between Eaglecrest and locations surrounding Costco.
  - It is very difficult to leave North Douglas when there is a constant flow of traffic, which appears to be caused by confusion at the roundabout. It will be worse if commercial traffic increases at peak travel times.
- Location of Crossing:
  - Opinions vary widely on a preferred location for a north crossing.
- Emergency Response:
  - Whenever the bridge is struck, it highlights the lack of alternatives in the case of an emergency.
- Eaglecrest Ski Area:
  - A gondola is being installed to attract more skiers and expand to include summer operations. North Douglas Road is already congested so a second crossing would alleviate traffic congestion.

Breakout Group 2, Discussion:

- Recreation Opportunities:
  - Access to recreation opportunities on North Douglas is of concern now.
  - Consider Eaglecrest's future plans for summer activities, increased tourism to Douglas Island.
  - Hunting and fishing are popular activites in the state game refuge. Concerns were raised with a north crossing impacting those activities.
- Redundancy and Safety Impacts:
  - The team was urged to consider safety concerns with only one crossing.
  - Consider hospital access in case of existing bridge closure.
- Environmental Impacts:
  - The team should evaluate mitigation sites surrounding the refuge within the study area, and make sure recommended alternatives forwarded accommodate those obligations.
  - The location and impacts of a crossing are top priorities for the community.
  - Consider in-kind mitigation for the Juneau airport expansion as it is in the study area.
  - Consider climate change impacts.
  - Consider surface water and wetlands impacts.
- Impacts to Residents and Neighborhoods:
  - The team was urged to consider neighborhood impacts when developing alternatives.
- Future Development:
  - Developable land on North Douglas and access to the area are a challenge.
  - Long-term economic development should be a consideration for any north crossing.
  - The team should consider construction timing to use federal funds made recently available.
- Participants were not aligned on congestion and travel time being conderied a problem in the area.
  - One participant noted that travel time does not seem to be an issue between North Douglas and downtown.
  - Another participant was concerned with congestion and access to North Douglas.
- Concerns were voiced about the process, level of transparency, and inclusion.
- Some participants noted that there are few affordable housing options available in Juneau.
- A crossing at Vanderbilt Hill was the preferred option last time there was a study, however, it may not meet all the needs of this study.

Breakout Group 3, Discussion:

- Environmental Impacts:
  - Southeast Alaska Watershed Coalition and Southeast Alaska Land Trust noted the need to consider wetland mitigation-in lieu of a second crossing.
  - Concerns were raised about impacts to wetlands, wildlife, and fish habitat.
  - The University of Alaska Fairbanks has been undertaking research on wildlife conservation, in conjunction with the Audubon Society.

- Future Development:
  - Development at North Douglas will be more likely to proceed if there is a second crossing.
  - Infrastructure investments need to be well planned and integrate with other infrastructure and land uses in the area.
  - Participants requested an assessment of the road needs on the west side of Douglas Island.
  - The location of a second crossing should consider access to educational facilities.
  - The implications for a north crossing on the boat launch need to be considered.
- Crossing Locations:
  - In previous studies, the recommended crossing location was close to downtown and was consequently not pursued.
  - A north crossing is less desirable close to the existing bridge.
  - One participant sought clarification on what is meant by a north crossing.
  - Geophysical hazards could impact access.
  - Planning should consider the traffic impacts of a north crossing, and where it would connect to the existing highway.
- Traffic and Congestion:
  - A north crossing could distribute traffic and reduce congestion more effectively.
  - Concerns were raised about traffic and congestion.
- North crossing would address safety concerns and lack of redundancy.
- North crossing would support tourism.
- North Douglas Considerations:
  - North Douglas Neighborhood Association's representative noted they are very active. A survey has previously been completed on the need for a second crossing, which showed a strong mix of opinions and a view that more planning was needed to support development in the area and the location selection for a north crossing.
  - A subarea planning approach should be considered.
- Participants sought an assessment of why the previous alternatives did not progress.
- Participants voiced concerns that the long-term benefits of a crossing may not be realized because the cost could be prohibitive.

Steve provided a summary of the schedule of upcoming meetings, including the Alternatives Development Workshop. Marie and Steve concluded the meeting with closing comments and thanked the members for their participation.

Action Items/Next Steps

Project team:

- Post meeting materials to project website.
- Distribute online survey to committee members for additional comments on the P&N emerging themes discussion.

Committee members:

- Provide any additional feedback using online survey.
- Participate in the Virtual Public Meeting #1 on May 11, 2022, and upcoming Advisory Committee meetings.
- Monitor email for future project updates.

Alternative Development Workshop Agenda

Tuesday July 19, 2022 12:30p.m. – 4:30p.m.

Ballroom 3, Centennial Convention Center, 101 Egan Drive, Juneau

Workshop Purpose:

To collaborate and develop a set of preliminary crossing alternatives for the Juneau Douglas North Crossing. Review project purpose and need, and alternative screening criteria that will guide the project team in screening, evaluation and refinement of crossing alternatives.

Expected Workshop Outcomes:

- List of preliminary alternatives
- Agency and stakeholder input on preliminary alternative development and screening process

Purpose & Need Emerging Themes:

- **Economic Impact**
- **Developable Land**
- **Emergency Response**
- **Redundancy**
- **Travel Time and Congestion**
- **Population**
- **Active Transportation Facilities and Recreation**
- **Utilities**

Agenda:

- **Opening Remarks/Introductions (25 minutes)**
- **Agenda Review/Safety Minute (5 Minutes)**
- **Study Overview (15 minutes)**
    - Past studies
    - PEL process and schedule
    - Existing conditions summary
    - Purpose and need themes
    - Alternative screening criteria
- **Alternative Development Fundamentals (15 minutes)**
    - Capacity, modes, functional classification
    - Bridge cross-section
    - Tie-ins to existing facilities (Douglas Highway, Juneau-side, possible interchange locations)
- **Group Sketch Planning Session (separate working groups) (2 hours)**
    - Potential crossing locations
    - Tie-ins to existing facilities (Juneau, Douglas)
    - Multimodal facilities
    - Additional/support facilities
    - Project definition (independent utility, logical termini)
    - Potential project phasing
- **Group Presentations (1 hour)**
    - Identify/rank most promising alternatives
    - Discussion
    - Q&A



JUNEAU DOUGLAS

North Crossing PEL Study

AUKE BAY

GLACIER HIGHWAY

EGAN DRIVE

JUNEAU INT'L AIRPORT

Lemon Creek

SPUHN ISLAND

FRITZ COVE

GASTINEAU CHANNEL

DOUGLAS HIGHWAY

EGAN DRIVE

DOUGLAS HIGHWAY

DOUGLAS ISLAND

JUNEAU DOUGLAS

North Crossing PEL Study

ALTERNATIVES DEVELOPMENT WORKSHOP

July 19, 2022

1

WELCOME & INTRODUCTIONS

2

PROJECT TEAM

Marie Heidemann Project Manager/Planner **Christy Gentemann** Environmental Analyst **Greg Lockwood** Design Group Chief	**Alec Venechuk** Project Manager **Irene Gallion** Senior Planner	**Steve Noble, PE** Project Manager **Renee Whitesell, PTP** PEL Study Lead

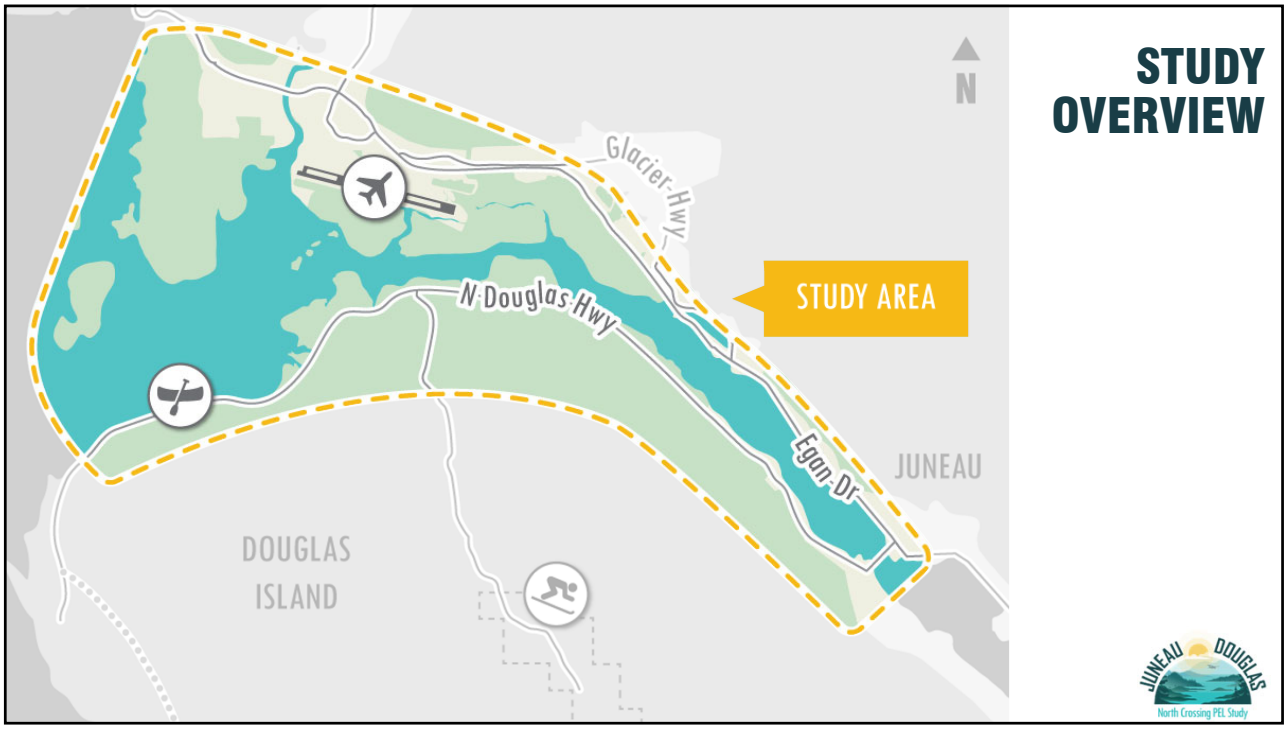
3

AGENDA

- Opening Remarks/Introductions
- Agenda Review/Safety Minute
- Study Overview
- Alternative Development Fundamentals
- Group Sketch Planning Session
- Group Presentations



4


STUDY OVERVIEW
N
Glacier Hwy
N Douglas Hwy
STUDY AREA
Egan Dr
JUNEAU
DOUGLAS ISLAND
JUNEAU DOUGLAS
North Crossing PEL Study

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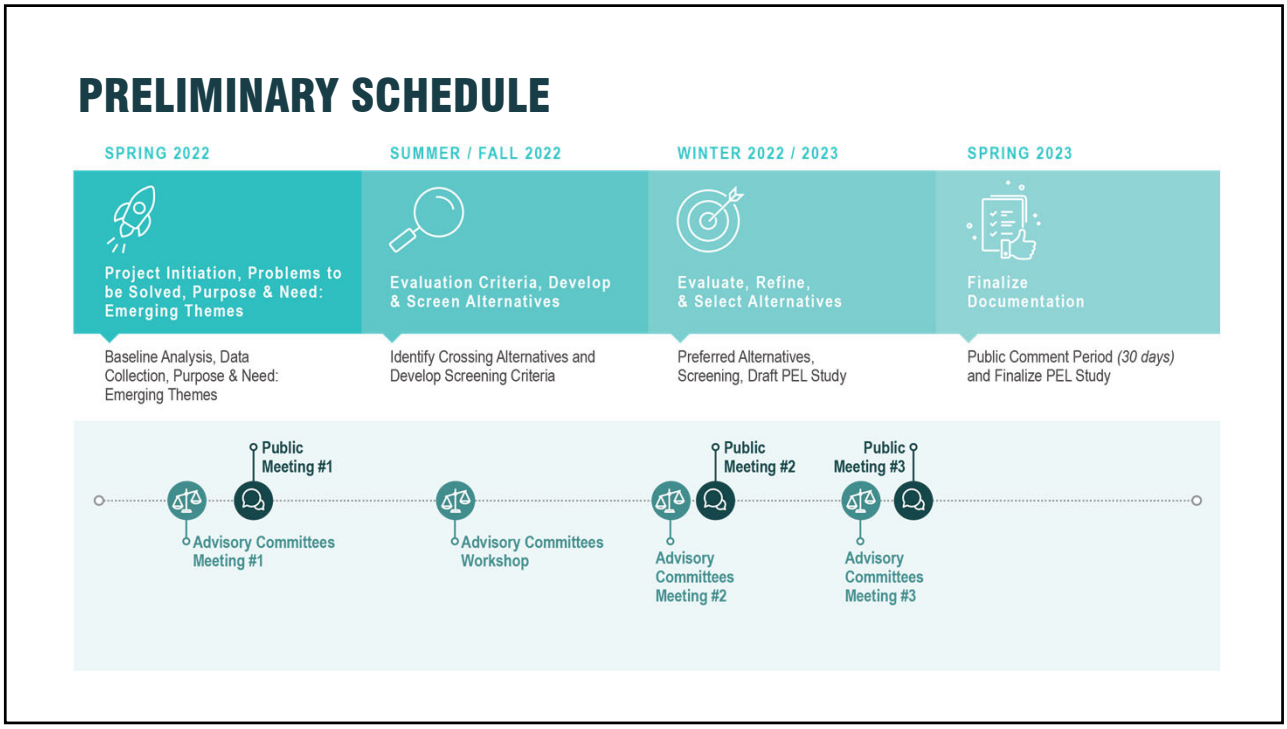
PRELIMINARY SCHEDULE
SPRING 2022
SUMMER / FALL 2022
WINTER 2022 / 2023
SPRING 2023
Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes
Evaluation Criteria, Develop & Screen Alternatives
Evaluate, Refine, & Select Alternatives
Finalize Documentation
Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes
Identify Crossing Alternatives and Develop Screening Criteria
Preferred Alternatives, Screening, Draft PEL Study
Public Comment Period (30 days) and Finalize PEL Study
Public Meeting #1
Advisory Committees Meeting #1
Advisory Committees Workshop
Public Meeting #2
Advisory Committees Meeting #2
Public Meeting #3
Advisory Committees Meeting #3

6

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) PROCESS

Planning and Environmental Linkages is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process
3. Saves cost and time by focusing expenditures on viable options

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PEL BENEFITS

The benefits of stronger linkages between the transportation planning and project development processes can include:

- Stronger agency and public relationships
- Improved project delivery timeframes
- Earlier identification of key environmental resources
- Better funding and project development information
- Build projects with better outcomes
- Flexible approach for development of transportation improvement strategies

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BACKGROUND & HISTORY

- An alternative crossing has been studied since the 1980s
- Reasons for a north crossing:
  - Congestion during peak periods on the existing Douglas Island Bridge
  - Concerns about safety and emergency response in the event of a bridge closure
  - Potential for residential, commercial, industrial and port development on Douglas Island

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EXISTING CONDITIONS

10



EXISTING CONDITIONS

TRAFFIC

Segment Name: Douglas Highway Bridge, 10th St to North Douglas Hwy	Year												
	2002	2003	2004	2005	2006	2007	2008	2014	2015	2018	2019*	2020*	2021*
Volumes Used for updated Projections	13,562	13,781	13,759	13,458	14,157	13,043	13,036	11,524	11,695	14,016	15,556	12,800	13,800

* Traffic Count is estimated

Source: Traffic Counts in Alaska (drakewell.com)

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EXISTING CONDITIONS

DOUGLAS ISLAND BRIDGE

- No alternative access between Douglas Island and Juneau when bridge closures are needed for construction, maintenance, or emergency purposes
- Non-motorized facilities for pedestrians and bicyclists are only present on one side of the bridge



Image source: https://commons.wikimedia.org/wiki/File:Douglas_Bridge.jpg

12

EXISTING CONDITIONS

LAND

- Developable land is constrained by topography and local geological conditions
- Land on the north and west side of Douglas Island is viewed as promising areas for future development
- Travel time to and from North Douglas has been an impediment to development



Image source: DOWL drone

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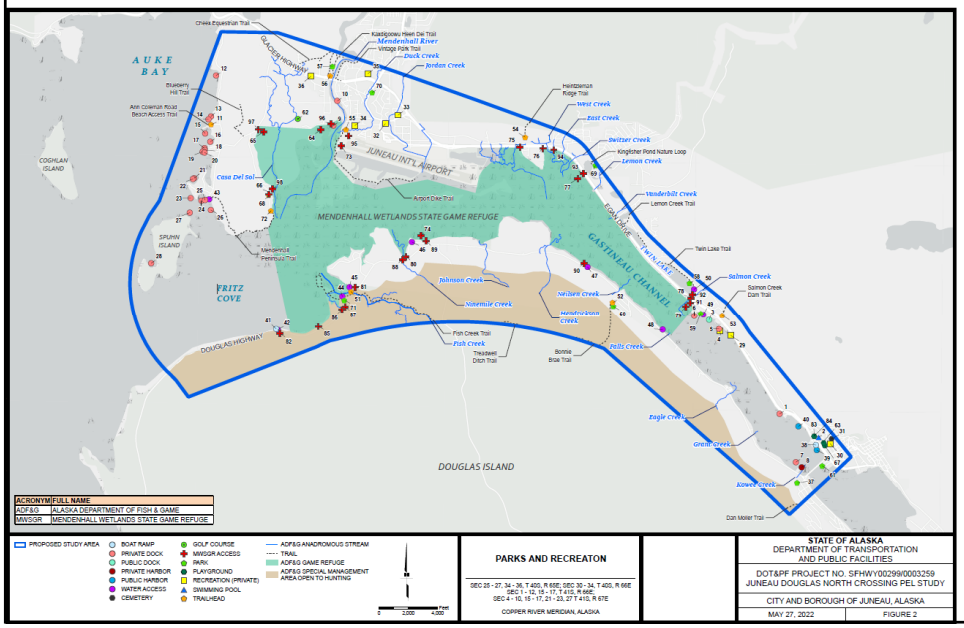
ENVIRONMENTAL SETTING

14

ENVIRONMENTAL SETTING

PARKS AND RECREATION



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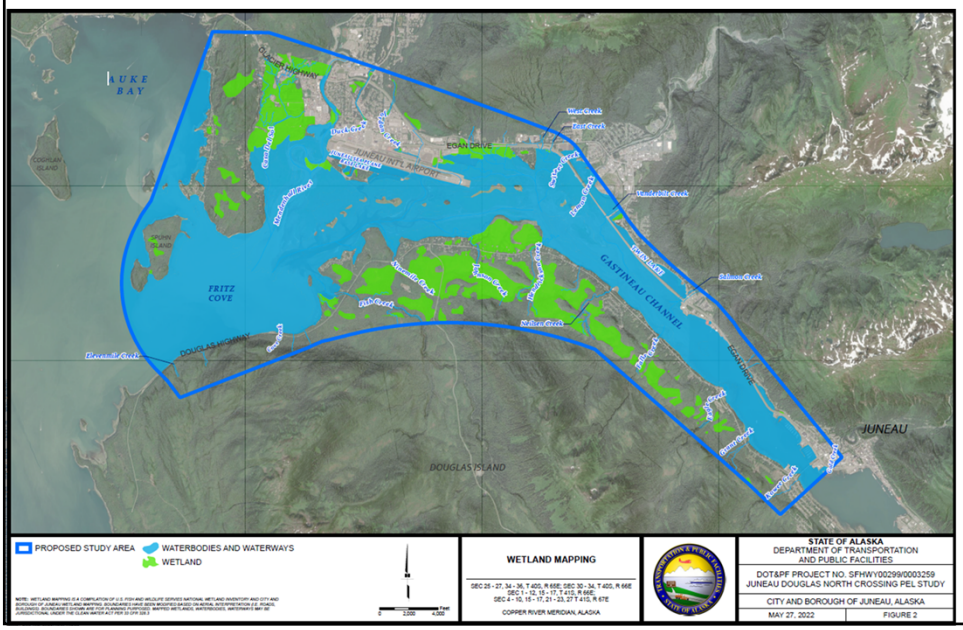
ENVIRONMENTAL SETTING

WETLANDS



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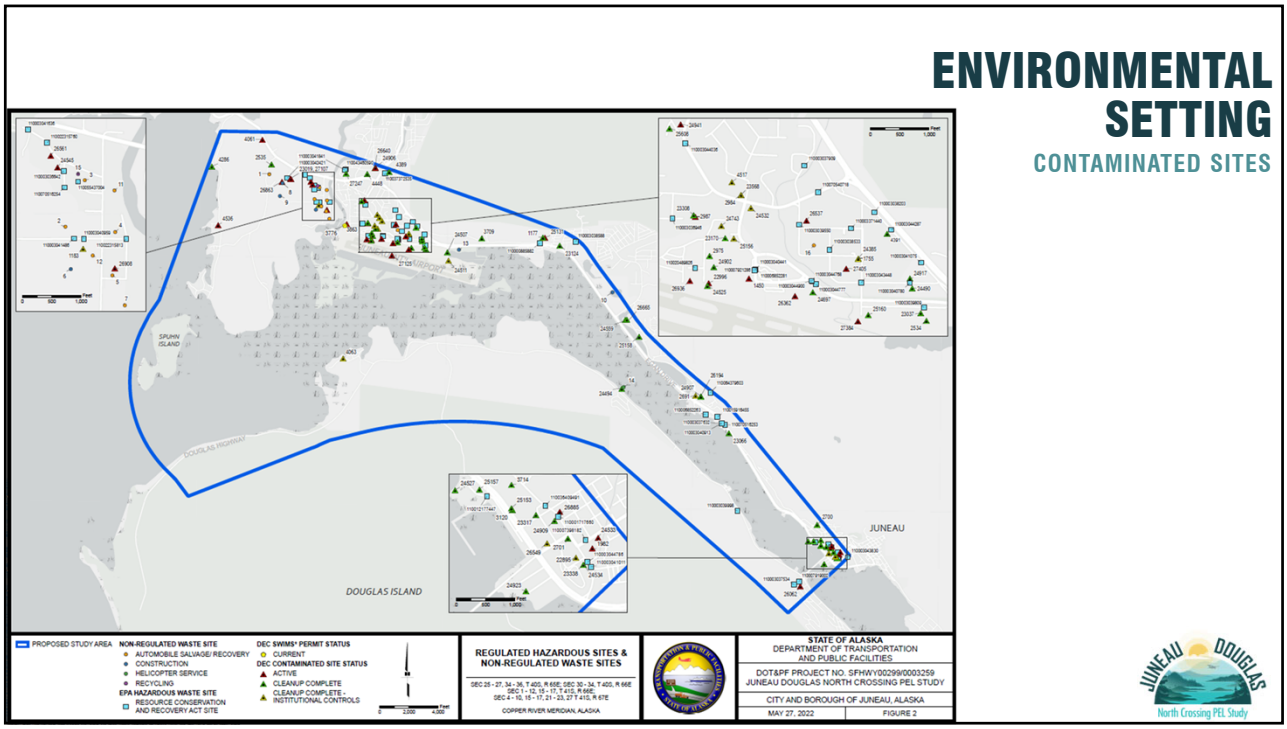

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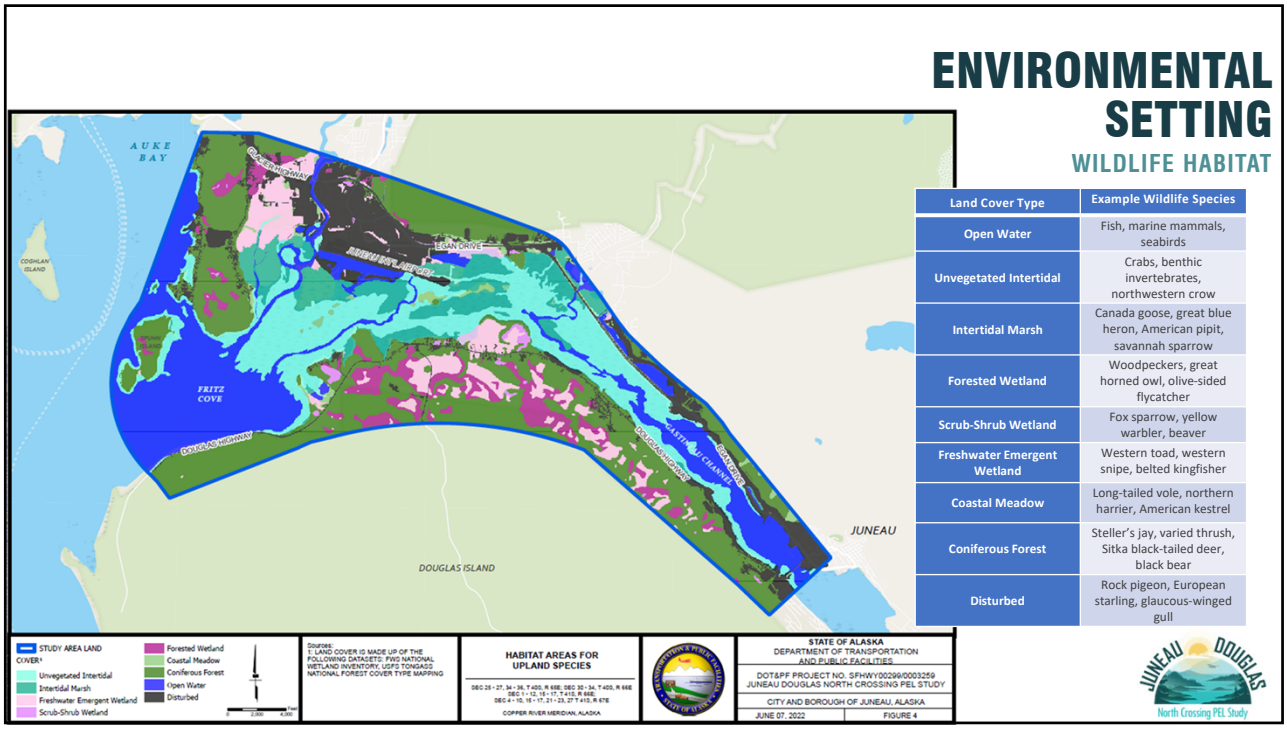

Land Cover Type	Example Wildlife Species
Open Water	Fish, marine mammals, seabirds
Unvegetated Intertidal	Crabs, benthic invertebrates, northwestern crow
Intertidal Marsh	Canada goose, great blue heron, American pipit, savannah sparrow
Forested Wetland	Woodpeckers, great horned owl, olive-sided flycatcher
Scrub-Shrub Wetland	Fox sparrow, yellow warbler, beaver
Freshwater Emergent Wetland	Western toad, western snipe, belted kingfisher
Coastal Meadow	Long-tailed vole, northern harrier, American kestrel
Coniferous Forest	Steller's jay, varied thrush, Sitka black-tailed deer, black bear
Disturbed	Rock pigeon, European starling, glaucous-winged gull

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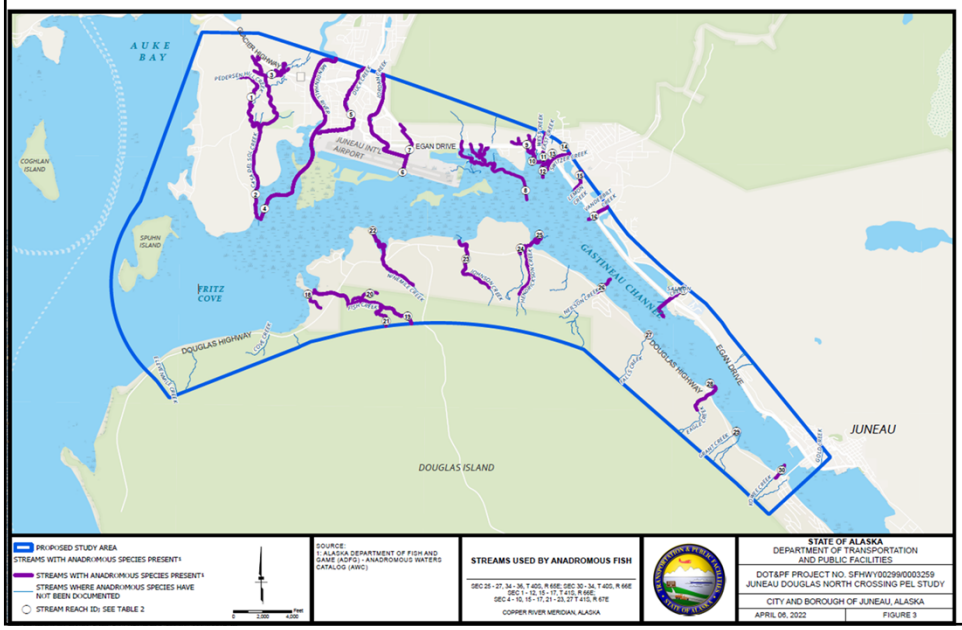
ENVIRONMENTAL SETTING

ANADROMOUS STREAMS



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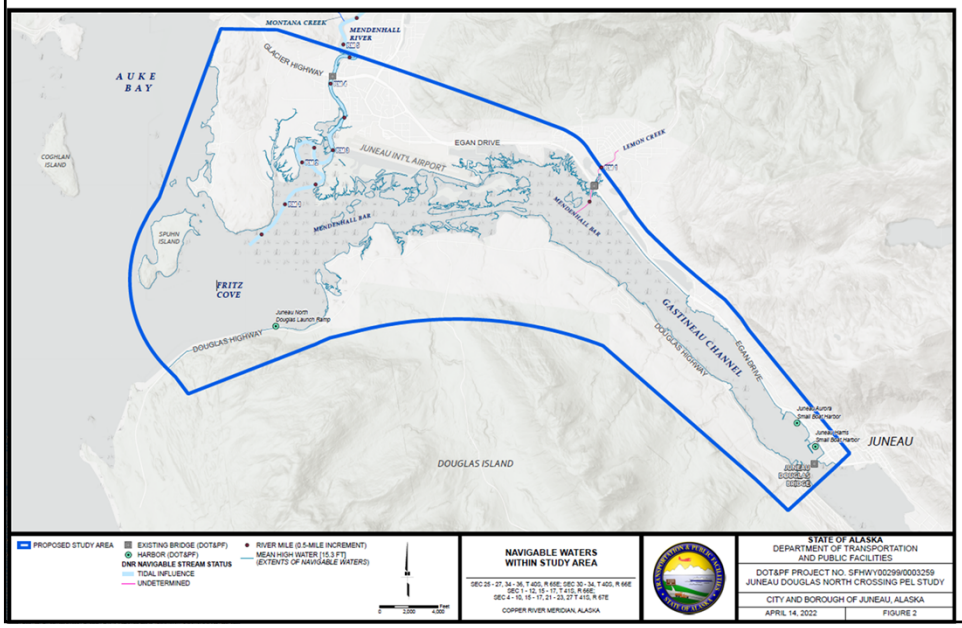
ENVIRONMENTAL SETTING

NAVIGABLE WATERS



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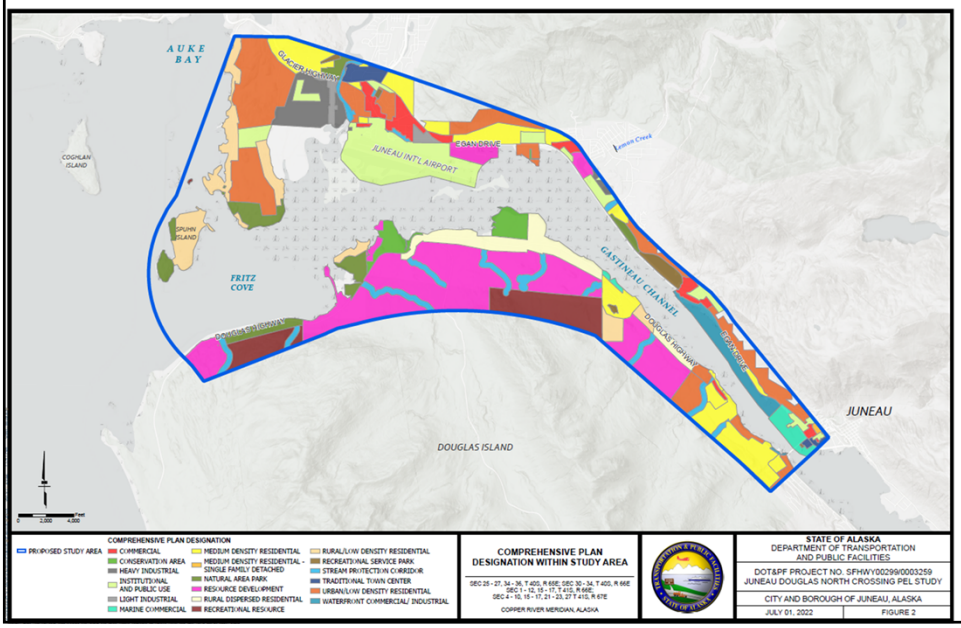
ENVIRONMENTAL SETTING

LAND USE DESIGNATIONS



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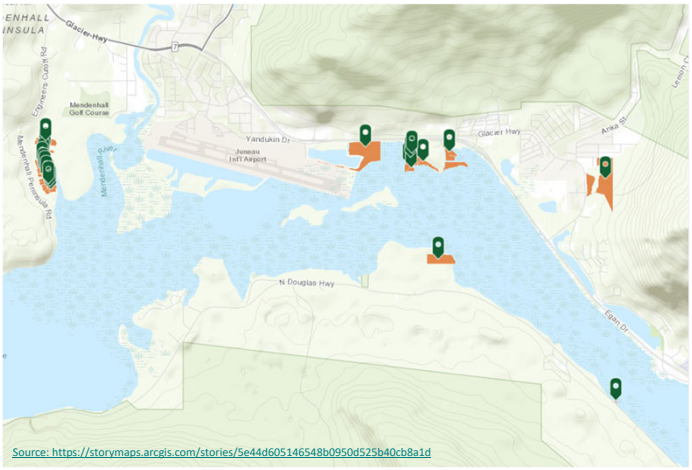
EXISTING CONDITIONS

LAND

- The Southeast Alaska Land Trust owns land within the study area, that is set aside to be conserved
- Some of these properties are mitigation sites



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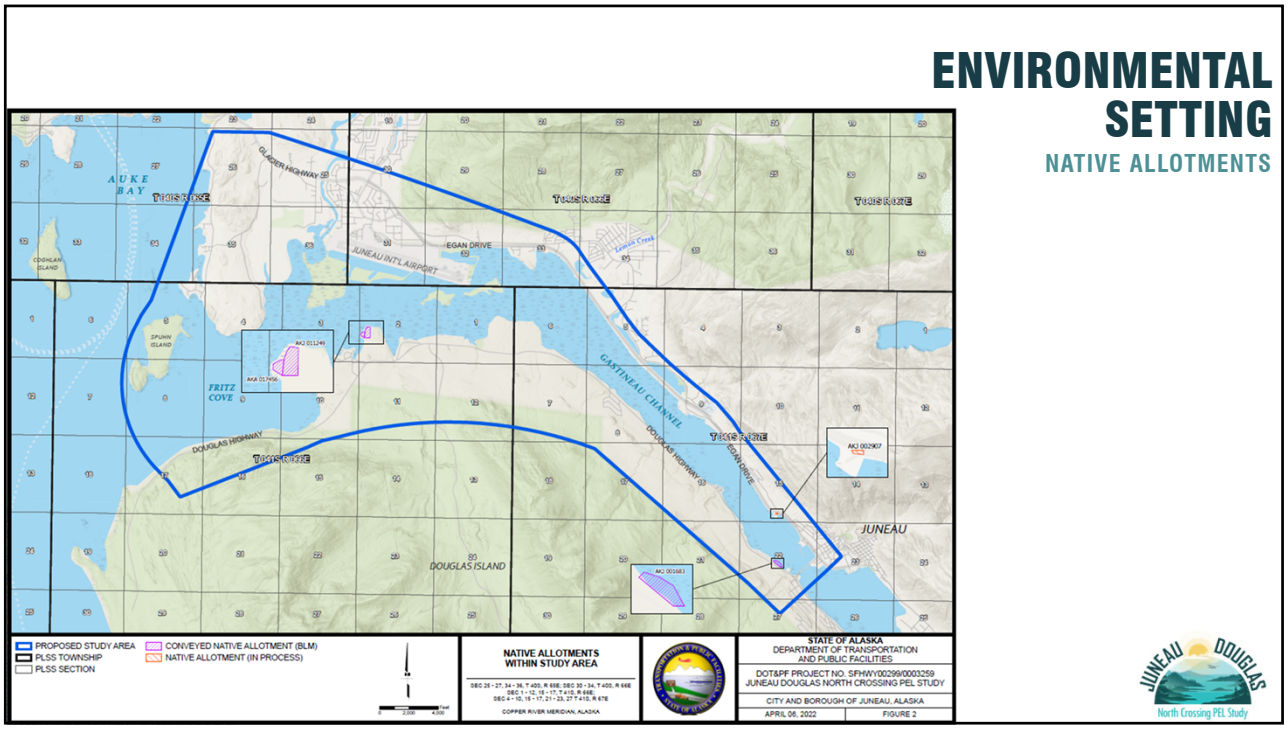
ENVIRONMENTAL SETTING
NATIVE ALLOTMENTS
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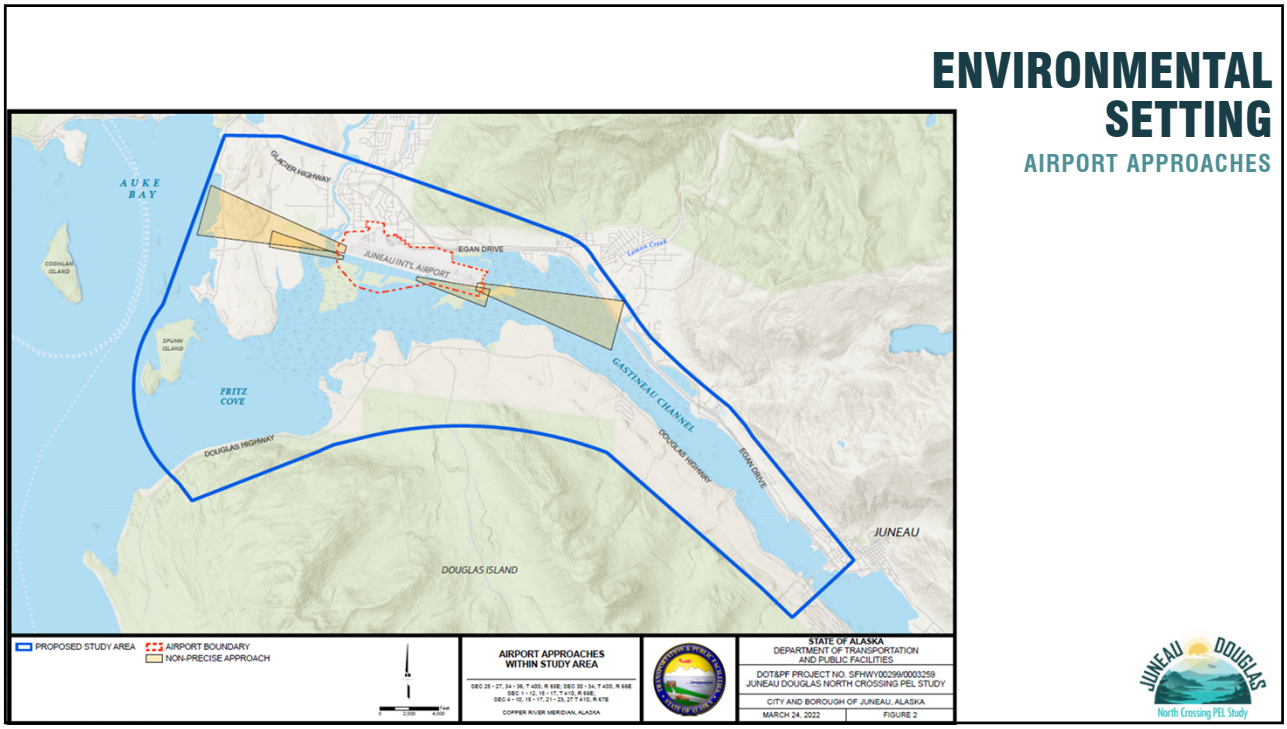
GLACIER HIGHWAY
EGAN DRIVE
JUNEAU INT'L AIRPORT
COGHLAN ISLAND
SPUHN ISLAND
FRITZ COVE
DOUGLAS HIGHWAY
GASTINEAU CHANNEL
JUNEAU
DOUGLAS ISLAND
PROPOSED STUDY AREA
PLSS TOWNSHIP
PLSS SECTION
CONVEYED NATIVE ALLOTMENT (BLM)
NATIVE ALLOTMENT (IN PROCESS)
NATIVE ALLOTMENTS WITHIN STUDY AREA
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DOT&PF PROJECT NO. SFHWY00299/0003259
JUNEAU DOUGLAS NORTH CROSSING PEL STUDY
CITY AND BOROUGH OF JUNEAU, ALASKA
APRIL 06, 2022
FIGURE 2
JUNEAU DOUGLAS
North Crossing PEL Study

23


ENVIRONMENTAL SETTING
AIRPORT APPROACHES
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GLACIER HIGHWAY
EGAN DRIVE
JUNEAU INT'L AIRPORT
COGHLAN ISLAND
SPUHN ISLAND
FRITZ COVE
DOUGLAS HIGHWAY
GASTINEAU CHANNEL
JUNEAU
DOUGLAS ISLAND
PROPOSED STUDY AREA
AIRPORT BOUNDARY
NON-PRECISE APPROACH
AIRPORT APPROACHES WITHIN STUDY AREA
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DOT&PF PROJECT NO. SFHWY00299/0003259
JUNEAU DOUGLAS NORTH CROSSING PEL STUDY
CITY AND BOROUGH OF JUNEAU, ALASKA
MARCH 24, 2022
FIGURE 2
JUNEAU DOUGLAS
North Crossing PEL Study

24

POPULATION OBSERVATIONS

Source: Economic Forecast Discussion, Setting Pre-Forecast Parameters, April 5, 2022 (Jonathan King Advisors)

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RW2

JUNEAU POPULATION CHANGES 2000-2020

MORE SENIORS, FEWER CHILDREN

Age Group	Population 2000	Population 2020	Change
Children (under 19)	9,204	7,619	-1,585
Reproductive Age (20-44)	11,753	11,085	-668
Middle Age (45-59)	6,970	6,402	-568
Seniors (60+)	2,784	6,777	+3,993
Total Population	30,711	31,833	+1,172
Median Age	35.3	38.8	+3.5 years

Source: Economic Forecast Discussion, Setting Pre-Forecast Parameters, April 5, 2022 (Jonathan King Advisors)

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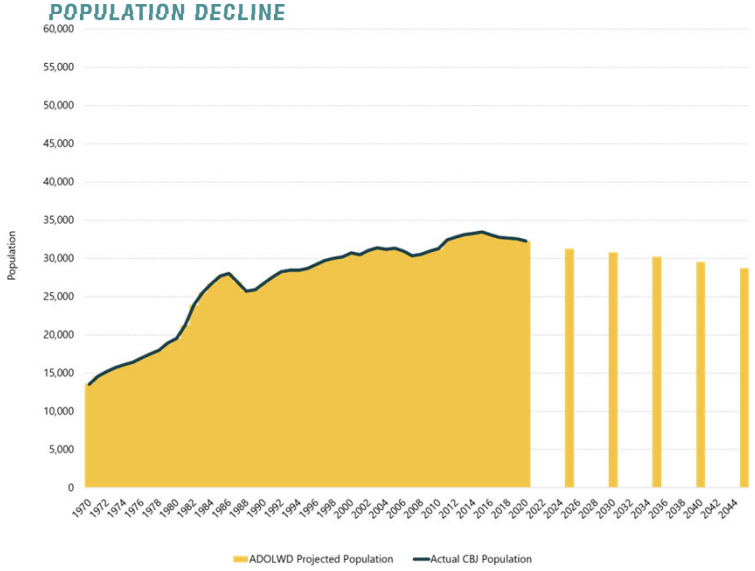
2020 CENSUS DATA UPDATED POPULATION FORECAST

POPULATION DECLINE



Source: Alaska Department of Labor and Workforce Development, 2022

FORECAST THROUGH 2044:

- Based on 202 Census Data
- New projections show Juneau losing population
- Deaths are expected to exceed births starting between 2025 and 2029
- Net migration isn't expected to make up the difference
- Population expected to decline from ~32,500 in 2020 to ~29,000 in 2044

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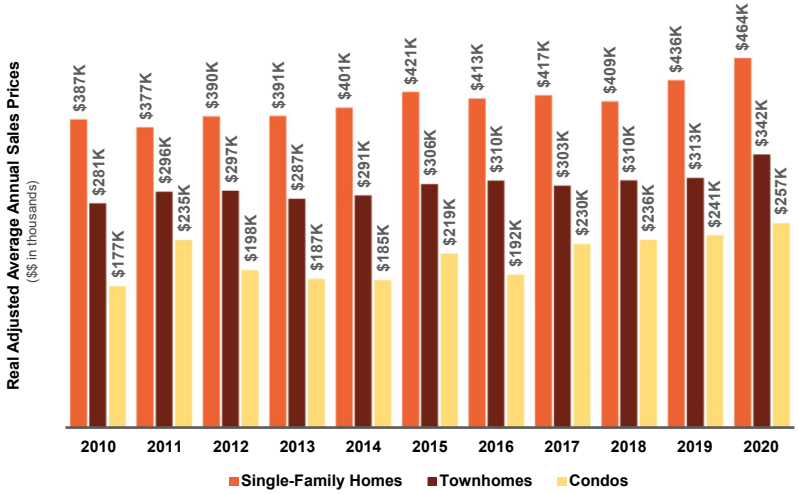
JUNEAU SINGLE-FAMILY, TOWNHOME & CONDO PRICES

UP, BUT MOSTLY IN 2019-2020



IN REAL TERMS:

- Single-family home prices rose 20%
- Townhome prices rose 22%
- Condo prices rose 45%

Source: Economic Forecast Discussion, Setting Pre-Forecast Parameters, April 5, 2022 (Jonathan King Advisors)

28

FLAT, BUT UNAFFORDABLE

- Rents may be flat over time, but the mean rent still requires the mean renter to work more than a 40-hours per week.

Renter Wage	*Juneau City and Borough*	*Anchorage HMFA*
ESTIMATED MEAN RENTER WAGE	$16.06	$19.45
RENT AFFORDABLE AT MEAN RENTER WAGE	$835	$1,011

Work Hours/Week at Mean Renter Wage	*Juneau City and Borough*	*Anchorage HMFA*
ZERO-BEDROOM	45	35
ONE-BEDROOM	54	37
TWO-BEDROOM	68	48
THREE-BEDROOM	97	69
FOUR-BEDROOM	117	84

Source: https://reports.nlihc.org/oor/alaska

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ALL THESE EXISTING CONDITIONS AND OBSERVATIONS HELPED INFORM THE STUDY'S

PURPOSE AND NEED

30

WHAT IS THE PURPOSE AND NEED?



PURPOSE

Why the study is being proposed and the positive outcomes intended



NEED

The key problems to be addressed and explanation of underlying causes of those problems

31

WHY IS PURPOSE AND NEED IMPORTANT?

- Helps identify a reasonable range of alternatives
- Creates a shared understanding of the transportation problems, objectives, and possible solutions
- Defines scope, guides development and evaluation of alternatives
- Helps streamline environmental analysis and identify solutions
- Justifies impacts and funding

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EMERGING THEMES FOR PURPOSE AND NEED

- Economic Impact
- Developable Land
- Emergency Response Times
- Redundancy
- Travel Time and Congestion
- Population
- Active Transportation Facilities and Recreation
- Utilities

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DRAFT PURPOSE AND NEED

The **purpose** of the Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) study is to identify a north crossing corridor that will reduce dependency on the existing North Douglas Highway, improve network connectivity, reduce travel time and emissions, provide redundant access, improve emergency response time, and provide infrastructure consistent with City and Borough of Juneau's planning framework.

The successful solution should address the following **needs**:

- Add roadway capacity and utility infrastructure to support the development of growth areas envisioned on North and West Douglas Island.
- Provide redundancy for public safety and emergency response in the event of traffic disruption on the North Douglas Highway, Douglas Island Bridge, or Egan Drive.
- Create a traffic network with greater connectivity to Egan Drive and Glacier Highway that includes improved motorized and non-motorized access to North Douglas Island and reduces transportation barriers to land development and emergency response.

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DRAFT PURPOSE AND NEED

The identified alternative(s) should also meet these **additional goals**:

- Reduce overall vehicle miles traveled and thereby reduce emissions and improve viability of electric vehicles.
- Improve the quality of life through reduced emissions, improved access, utility infrastructure, and economic development.
- Improve existing natural environmental conditions where possible and avoid/minimize/mitigate adverse impacts to the natural environment.
- Improve access and connection to recreational, cultural, and subsistence resources.
- Enhance and protect public health and safety.
- Satisfy applicable federal, state, and local plans, policies, and regulations.

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ALTERNATIVE SCREENING CRITERIA

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ALTERNATIVE SCREENING CRITERIA

TWO LEVEL PROCESS

- Level 1 - Baseline Purpose and Need Criteria
  - Alternative must score positive in all criteria to advance to Level 2
- Level 2 – Qualitative Criteria
  - Broad Range of Criteria based on additional goals
  - Primarily Qualitative Criteria

Feedback will be sought on screening criteria later this Summer

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LEVEL 1 - BASELINE PURPOSE AND NEED CRITERIA

ALTERNATIVE MUST SCORE POSITIVE IN ALL CRITERIA TO ADVANCE TO LEVEL 2

Need	Criteria
Redundancy & Emergency Response Time	(1)Crash delay (2)Emergency response time (3)Risk due to road/bridge closures
Roadway Capacity and Utility Infrastructure	(1)Infrastructure consistent with CBJs planning framework (2)Reduced Travel Time
Network Connectivity	(1) Reduced transportation barriers (2) Improved motorized access to North Douglas Island (3) Improved non-motorized access to North Douglas Island

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LEVEL 2 – QUALITATIVE CRITERIA

BROAD RANGE OF CRITERIA BASED ON ADDITIONAL GOALS

Goal	Criteria
Active Transportation	(1)Safety
Access to Recreational, Cultural, and Subsistence Resources	(1)Access
Economic Impacts	(1) Follows adopted planning documents (2)Business access
Environmental	(1) Use of 4(f)/6(f) properties (2) ROW impacts (3) Wetland impacts (4) Habitat/Wildlife impacts
Cost	(1) Cost range

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SKETCH PLANNING SESSION

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SKETCH PLANNING

- Identify a transportation corridor(s) to connect North Douglas and Juneau
- Key Corridor Features:
  - Potential termini (start and end points)
  - One lane of traffic in each direction
  - Non-motorized facilities (walking, bicycling, potential shared facility)
  - Roughly 150' wide corridor
  - What the cross section might look like

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SKETCH PLANNING

- "Clean Slate" – opportunity to develop all new alternatives
- Following brainstorming session, identify your best alternatives (~3) and present them during report back. If others present your choices, please tell us and present some other alternatives
- Let us know your preferred typical section (and why)
- Share thoughts on infrastructure needed at tie-ins
- Draft alternatives will be refined to become Preliminary alternatives

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SKETCH PLANNING SESSION

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GROUP REPORT BACK

- Present your best alternatives (~3). If others present your choices, please tell us and present some other alternatives
- Let us know your preferred typical section (and why)
- Share thoughts on infrastructure needed at tie-ins

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WHAT'S NEXT?

UPCOMING OPEN HOUSES

Meeting #	Focus	When
1	▪ Baseline data and existing conditions ▪ Purpose and need	May 11, 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	Summer 2022
3	▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria	Fall/Winter 2022
4	▪ Detailed alternative screening results ▪ Recommended alternatives	Winter/Spring 2023

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WHAT'S NEXT?

UPCOMING OPEN HOUSES

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PROJECT CONTACTS:

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JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

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Alternatives Development Workshop Summary

Tuesday, July 19, 2022, 12:30 pm – 4:30 pm

This planning document may be adopted in a subsequent environmental review process in accordance with 23 U.S.C. 168 Integration of Planning and Environmental Review. This environmental review, consultation, 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.

Workshop Purpose:

To collaborate and develop alignments for a potential north crossing between Juneau and Douglas Island. Provide an overview of the study, the project purpose and need, and the alternative screening criteria development process that will guide the project team in the screening, evaluation, and refinement of alternatives.

Attendees:

Marie Heidemann (DOT&PF)
Steve Noble (DOWL)
Irene Gallion (CBJ)
Renee Whitesell (DOWL)
Nina Keller Horne (DOWL)
Morgan McCammon (DOWL)
Marella Gungob (DOWL)
Morgan McCammon (DOWL)
Theresa Dutchuk (DOWL)
Sean Holland (DOWL)
Michael Horntvedt (Parametrix)
Joanne Schmidt (DOT&PF)
Greg Lockwood (DOT&PF)
Nathan Purves (DOT&PF)
Nick Murray (DOT&PF)
Doug Kolwaite (DOT&PF)
Phil Adams (Juneau Airport)
Jesse Kiehl (State Senate)
Michelle Hale (Juneau Assembly)
Margo Waring (Resident)
Rebecca Bellmore (Southeast Alaska Watershed Coalition)
Brian Holst (Juneau Economic Development Council)
Margaret Custer (Southeast Alaska Land Trust)
Brenda Taylor (Resident)
Molly Zakeski (NOAA)
Mike Stanley (North Douglas Neighborhood Association)
Steven Sahlender (Goldbelt, Inc.)
Craig Dahl (Greater Juneau Chamber of Commerce)
Katie Koester (City and Borough of Juneau)
Rob Morgenthaler (US Forest Service)
Teri Tibbett (Bonnie Brae Neighborhood Association & Douglas Advisory Board)
Robert Venables (Southeast Conference)
Winston Smith (Juneau Audubon Society)
Royal Hill (Central Council Tlingit & Haida Indian Tribes of Alaska)
Roy Churchwell (Alaska Department of Fish & Game)
Stephanie Banua (KIRA Services LLC, subsidiary of Tlingit Haida Tribal Business Corporation)
Greg Smith (Juneau Assembly)
Ron Somerville (Mendenhall Wetlands Study Group)
Ray Thibodeau (Alaska Marine Lines)
Alec Venechuck (CBJ)

Summary:

The Alternatives Development Workshop commenced with a welcome and introductions given by Marie Heidemann, Alaska Department of Transportation and Public Facilities (DOT&PF) Project Manager, and Steve Noble, DOWL Project Manager.

Presentation

After providing an overview of the Planning and Environmental Linkages (PEL) study, the schedule, and the process, the project team covered the following topics:

- **Existing conditions:** An overview of traffic, the existing Douglas Island Bridge, developable land constraints, and baseline environmental information within the study area (parks and recreation facilities, wetlands, contaminated sites, wildlife habitat, anadromous streams, navigable waters, zoning and land use, and airport approaches).
- **Population observations:** An overview of changes over time to Juneau's population, housing prices, and rent.
- **Purpose and Need:** Participants were reminded of the eight themes identified through the review of existing conditions and baseline information. These themes are economic impact, developable land, emergency response time, redundancy, travel time and congestion, population, active transportation facilities, and recreation.
- **Alternative screening criteria:** An overview was provided of the draft screening approach, which proposes to use two levels of screening. The draft Level 1 screening focuses on whether the preliminary alternatives have the potential to meet the purpose and need of the PEL Study, and Level 2 screening will evaluate the detailed alternatives emerging from the Level 1 screening in greater detail using a range of criteria (both qualitative and quantitative). Participants were reminded that further feedback will be sought from the Advisory Committees on the proposed screening approach and criteria.

Following the presentation, participants were separated into four facilitated break-out groups to explore potential north crossing locations and options for pedestrian, bicycle, and vehicular facilities. Figure 1 (page 9) shows all crossing locations (including tunnels) discussed during the break-out sessions. The maps developed by each group are attached to this summary.

Break-out Groups Summaries:

Break-out Group 1

Name	Organization
Renee Whitesell	DOWL, Group 1 Facilitator
Irene Gallion	City and Borough of Juneau (CBJ)
Nathan Purves	DOT&PF
Molly Zakeski	NOAA
Phil Adams	Juneau Airport
Mike Stanley	North Douglas Neighborhood Association
Jesse Kiehl	State Senate
Steven Sahlender	Goldbelt, Inc.
Craig Dahl	Greater Juneau Chamber of Commerce
Royal Hill	Central Council Tlingit & Haida Indian Tribes of Alaska

Break-out Group 1 focused on alternatives west of the Mendenhall River to provide the best circulatory advantage for Juneau residents. The advantages and disadvantages of a bridge versus a tunnel and how each potentially impacts the environment and wildlife were discussed.

- **Mendenhall Peninsula to North Douglas:** Consideration for the north crossing was given to the area around Glacier Fire Station; another potential location was near Douglas Harbor. Douglas Harbor would be a deep-water port, creating fewer environmental impacts, including those on known toad habitat.
- **Sherwood Lane or Industrial Boulevard Tunnel:** Two possible locations considered for a tunnel were west of the airport near Sherwood Lane or Industrial Boulevard. As this area is near the airport, the potential for impacts on flight paths were also discussed.
- **East of the Airport Tunnel:** The group explored the idea of a tunnel under the east side of the airport, with similar thoughts about avoiding impacts to the flight paths as on the west side.
- **Sunny Point to CBJ Owned Lands on Douglas Island:** A Florida-style or pile bridge was suggested, crossing from an area near Sunny Point to an area across the Refuge currently owned by CBJ.
- **Salmon Creek to Douglas Highway:** A potential crossing location connecting Salmon Creek to Douglas Highway was discussed. Participants noted this alternative was previously evaluated and discounted, but it is likely a cost-effective crossing location because of the short bridge span and proximity to tie into existing transportation infrastructure.

Crossing Structure Configurations: Crossing configurations were discussed to create a separate bicycle and pedestrian crossing or upgrade the existing bridge to accommodate bicycle usage. The preferred crossing section is two lanes with six-foot shoulders and a ten-foot shared use path to accommodate the traffic, pedestrians, and bicycles. Directional layout (a straight crossing versus a

curved crossing) and carbon emissions were also considered due to these options crossing the Mendenhall Wetlands State Game Refuge (Refuge).

The group discussed other ideas surrounding the various options. The idea of abandoning Gastineau Channel as a navigable waterway and the burden that would have on boats in the area was mentioned. Additionally, the group advocated for sub-area planning to provide better insight into the future development of North Douglas in the future, which would better help to understand the potential use of a north crossing.

Break-out Group 2

Name	Organization
Nina Keller Horne	DOWL, Group 2 Facilitator
Marie Heidemann	DOT&PF
Marella Gungob	DOWL
Rebecca Bellmore	Southeast Alaska Watershed Coalition
Brian Holst	Juneau Economic Development Council
Margaret Custer	Southeast Alaska Land Trust
Michelle Hale	Juneau Assembly
Greg Lockwood	DOT&PF
Brenda Taylor	Mendenhall Peninsula Resident
Margo Waring	Resident

Break-out Group 2 focused on alternative crossing locations believed to reduce overall impacts, on ease of permitting, and emergency response time, seeming to prefer alternatives within Gastineau Channel. Overall the group was split with support/opposition to Mendenahll Peninsula crossings, with some commenting that a crossing too close to the existing bridge would only result in minor improvements to traffic. A member updated the group on failed CBJ ballot initiative proposing funding for a north crossing due to the expense involved. The group also noted the public seemed skeptical of funding a project that would not make a substantial difference. Emergency response time was discussed as a “real need.”

A north crossing that shortens the drive to the Eaglecrest ski area would likely be desirable for the community. A crossing in the vicinity of Fish Creek was considered undesirable due to conservation efforts in the area and it being a popular fishing spot.

During the discussion, a preference was given to a crossing close to the airport. It was discussed how close to the airport a crossing could be located, and options for a tunnel going underneath the airport.

One participant raised concern that access points on both sides of the existing bridge could generate increased traffic volumes on North Douglas Highway and potentially create more conflicts at intersections.

Development at North Douglas for residential purposes was discussed; CBJ has previously not rezoned land for this purpose because the current Douglas Island Bridge is viewed as being at capacity and unable to accommodate additional traffic.

Viewshed impacts for bridge alternatives close to the airport and the Mendenhall Peninsula were discussed. The Airport Dike Trail is heavily used, and a crossing would impact views. A ferry or tunnel were considered to be better options in this area.

Brian Holst and Rebecca Belmore left the workshop early, but the remaining members reviewed the typical sections, preferring a multi-purpose path to serve the growing bicycle community in Juneau.

The group discussed the following alternatives:

- **Sunny Point:** A crossing near Sunny Point would offer better access to the hospital and shorter access to the Mendenhall Valley. A crossing closer to the Mendenhall Valley would not be as beneficial due to the distance to the hospital. There is no Fire Department on North Douglas, and emergency response time is an identified need for a north crossing. The group discussed a curved bridge as an alternative to avoid conservation lands around Sunny Point and also to maintain the necessary distance to the airport runway needed to avoid impacts to flight paths. Even with the curved alignment, there was concern that this alternative would be difficult to permit, lengthening project delivery time.
- **Peninsula - Spuhn Island - North Douglas:** The group discussed concerns regarding impacts to the Refuge and the benefits of a crossing in deeper water, including fewer environmental impacts and permitting obstacles. The group considered the cost of this compared to shorter crossings closer to Sunny Point. Notwithstanding some benefits to wetland impacts and permitting, the group was concerned that a potential crossing in this location would not improve the emergency response time.
- **Industrial Boulevard:** A crossing between Industrial Boulevard and North Douglas might be too close to the river and the airport runway for a bridge but could be a good option for a tunnel.
- **Upgrading Existing Bridge:** The group discussed options to upgrade the existing bridge or to add a pedestrian bridge. Pedestrian bridges are considered costly to maintain so the party responsible for maintenance was discussed.
- **Vanderbilt Hill:** In the past, this option was considered to have fewer environmental impacts but was rejected as being too close to the existing crossing. It was mentioned that the vote for crossing at this location might be different today due to lack of information at that time. A concern was potentially displacing homeowners.
- **Ferry Route:** A ferry was discussed as an option. It would be better around the airport and the Peninsula to avoid viewshed impacts and recreational uses in the area, including the Airport Dike Trail usage, kayaking, and fishing.
- **Tunnel:** The group considered a tunnel to be a great option if economically feasible.
- **Salmon Creek Area:** The group discussed potential crossing locations near the Hospital and Salmon Creek area to points along North Douglas Highway near Neilson Creek (North Douglas Heliport).

Other concerns:

It was mentioned that the team needs to make sure that the public understand the purpose and need of a north crossing.

Preferred crossing locations:

The group looked at all discussed alternatives and preferred a tunnel, a crossing by the hospital, Vanderbilt Hill, or Sunny Point. Some team members liked the Spuhn Island alternative but did not believe it would improve emergency response times.

Other topics discussed included access capacity on North Douglas highway, consideration of isostatic rebound and uplift, limits of the study area, the cost of a tunnel, the process of right-of-way (ROW), traffic, previous concerns for Sunny Point, and waterfront access on the peninsula.

Break-out Group 3

Name	Organization
Theresa Dutchuk	DOWL, Group 3 Facilitator
Morgan McCammon	DOWL
Katie Koester	City and Borough of Juneau
Nick Murray	DOT&PF
Rob Morgenthaler	US Forest Service
Teri Tibbett	Bonnie Brae Neighborhood Association & Douglas Advisory Board
Robert Venables	Southeast Conference
Winston Smith	Juneau Audubon Society

Break-out Group 3 focused on feasibly of options based on perceived cost, environmental impacts, and viability. Some group members had actively participated in prior processes and did not want to yield another failed attempt. Group 3 presented three alternatives and offered suggestions for configuration of a crossing structure:

- **Salmon Creek:** This alternative would cross the Gastineau Channel near Salmon Creek nearly straight west to a point on Douglas Island. This potential crossing would avoid the Refuge and impacts to a nearby barge location. It would have the potential to meet the project purpose and need by providing redundant access to Douglas Island, being located near the existing populations of Juneau and Douglas, and potentially shorten travel time to North and west Douglas Island. This option was viewed as a shorter, potentially cheaper, crossing as it could be built with more causeway than bridge structure.
- **Mendenhall Peninsula to Fish Creek:** This alternative would cross from the Mendenhall Peninsula to a point near Fish Creek. This option was viewed as requiring supplemental infrastructure development due to constraints of the current roads (narrow with housing directly adjacent) on Mendenhall Peninsula and navigation concerns with large watercraft needing access to the port on the Mendenhall River, requiring a new road through CBJ lands down the middle of the Peninsula and a high bridge structure. This option was therefore viewed as costly and likely to lead to opposition. It would likely reduce travel time more than options closer to the existing bridge.

- **Lemon Creek/Vanderbilt/Sunny Point:** This crossing alternative would start at Lemon Creek or Vanderbilt Road to tie into existing intersections at Egan Drive and cross to avoid impacts to the airport with a causeway and bridge combination structure. This alternative would have greater impacts to the Refuge, leading to the likelihood of greater opposition.

Crossing Structure Configuration: The group indicated the Douglas Island bridge is too narrow for vehicles, bicycles, and pedestrians together. The group suggested the new structure have one lane of vehicle traffic in each direction, ten-foot shoulders on each side for bicycles, a multi-use path on at least one side of the structure, and potentially separating bicycles and pedestrians on different sides of the structure.

The group discussed other topics including whether the study boundaries were broad enough to encompass all potential alternatives, the cost of a tunnel, and the idea of a tunnel under downtown for freight traffic.

Break-out Group 4

Name	Organization
Sean Holland	DOWL, Group 4 Facilitator
Michael Horntvedt	Parametrix
Joanne Schmidt	DOT&PF
Doug Kolwaite	DOT&PF
Alec Venechuk	CBJ
Roy Churchwell	Alaska Department of Fish & Game
Stephanie Banua	KIRA Services LLC (a subsidiary of Tlingit Haida Tribal Business Corporation)
Greg Smith	Juneau Assembly
Ron Somerville	Mendenhall Wetlands Study Group
Ray Thibodeau	Alaska Marine Lines

Break-out Group 4 reviewed the study area and each member identified their preferred crossing location. The following locations were identified:

- **Mendenhall Peninsula to North Douglas Island**: This crossing was preferred because of no impacts to the wetlands, a quicker route to North Douglas, andbecause it could create economic development opportunities to a tribe. It was suggested that many people avoid North Douglas because it is so far away from existing population centers. If more people use this new access point, it would reduce traffic traveling through downtown Juneau and Douglas.
- **Mendenhall Peninsula/Industrial Boulevard:** A shorter route adjacent to the Mendenhall Peninsula/Industrial Boulevard was another preferred crossing location. The shortest distance in this area would have the lowest cost because it could be built with fill instead of a bridge structure (or a shorter bridge) and is the best grade to tie into existing roads.

- **Vanderbilt Hill Road Intersection:** This crossing was preferred because of the existing traffic infrastructure with a signalized intersection at Egan Drive. The shortest span would have the least impact on water fluctuation and bird activity in the Refuge. The Refuge is a popular recreational area for birding and hiking near the interchange and airport area. Evaluation of environmental impacts is needed and should be shared publicly to assist with building consensus on a potential north crossing in this location. Regardless of location, any crossing within the Refuge would potentially impact duck hunting activities.
- **Span Near Existing Bridge:** The short span close to downtown Juneau past the hospital was mentioned. This alternative is likely to have the least impacts to people and wetlands. Also suggested were improvements to the existing bridge and added capacity as a participant considered it at maximum capacity for level of service (LOS).
- **Gastineau Channel Area Concerns:** This area was discussed; however, primary concerns are the navigability of the channel and any impacts to shipping. Land closer to the Industrial Boulevard termini would be favorable. Also, areas past Sunny Point would impact fewer property owners.

Other comments included that the Federal Highway Administration (FHWA) does not support the "build it and they will come" philosophy, access for Emergency Medical Services (EMS) is an issue, and a participant had not heard many complaints about traffic delays on the existing bridge.

Draft Crossing Locations

The following figure shows all crossing locations the groups discussed during the break-out session.

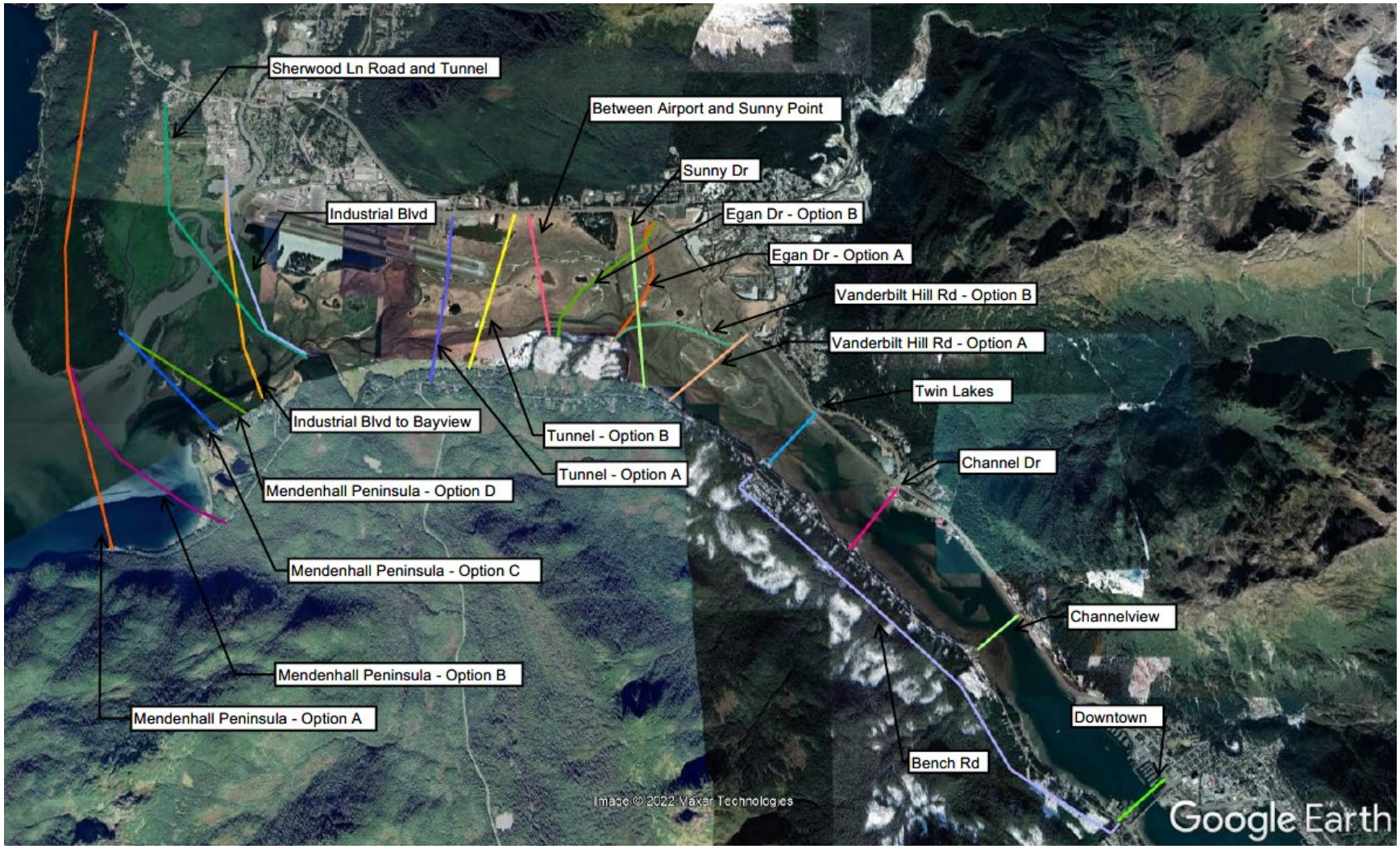


Figure 1: Draft Crossing Alternatives

Q&A at the end of the workshop

Q: What is the plan for public engagement?

A: Steve reviewed the public involvement schedule.

Q: Will the public meeting be in person?

A: Yes.

Q: Will the presentation be available?

A: The meeting notes will be posted on the project website, and the presentation will be sent via email.

Q: Is Big Data being used for the study?

A: Yes, the team is using mobile phone data to identify existing traffic patterns and estimate future traffic needs.

Q: Will advantages and disadvantages of each alternative be made available?

A: That will be something we look at presenting at the next meeting or sooner.

Comments:

More public outreach was suggested.

With any crossing, it would be important to minimize impacts to residents.

AUKE BAY

SPUHN ISLAND

FRITZ COVE

DOUGLAS ISLAND

GLACIER HIGHWAY

JUNEAU INT'L AIRPORT

EGAN DRIVE

DOUGLAS HIGHWAY

Lemon Creek

GASTINEAU CHANNEL

Fish Creek

Cove Creek

JUNEAU DOUGLAS

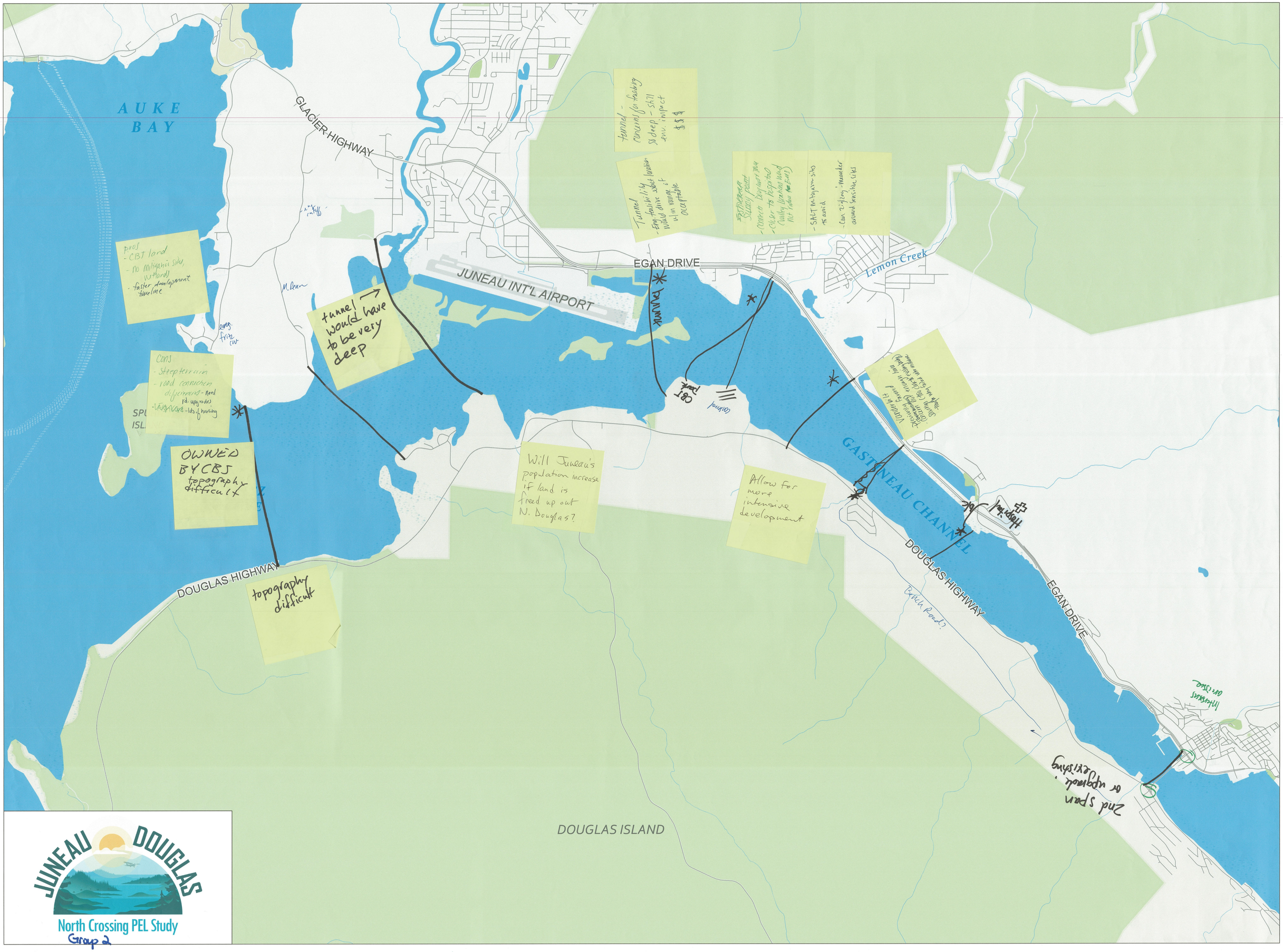
North Crossing PEL Study

Group 1

JUNEAU DOUGLAS

North Crossing PEL Study

Group 2


AUKE BAY
GLACIER HIGHWAY
JUNEAU INT'L AIRPORT
EGAN DRIVE
Lemon Creek
GASTINEAU CHANNEL
DOUGLAS HIGHWAY
DOUGLAS ISLAND
pros
- CBJ land
- no mitigation sites, wetlands
- faster development timeline
tunnel would have to be very deep
Cons
- Steep terrain
- road connection differences - need rd. upgrades
- lots of housing
OWNED BY CBJ topography difficult
topography difficult
Will Juneau's population increase if land is freed up out N. Douglas?
Allow for more intensive development
tunnel - concerns for fastening
$ deep - still env. impact
$$$
- Tunnel
- Eng. feasibility would drive exact location w/in range of acceptable
- SALT mitigation sites to avoid
- Can zigzag - meander around sensitive sites
Vandervelt
Hospital
Bench Road?
2nd span or upgrade existing
Interstate overlook
JUNEAU DOUGLAS
North Crossing PEL Study
Group 2

AUKE BAY

GLACIER HIGHWAY

EGAN DRIVE

JUNEAU INT'L AIRPORT

Lemon Creek

Mendenhall Peninsula

SPUHN ISLAND

FRITZ COVE

GASTINEAU CHANNEL

SALMON CREEK

DOUGLAS HIGHWAY

EGAN DRIVE

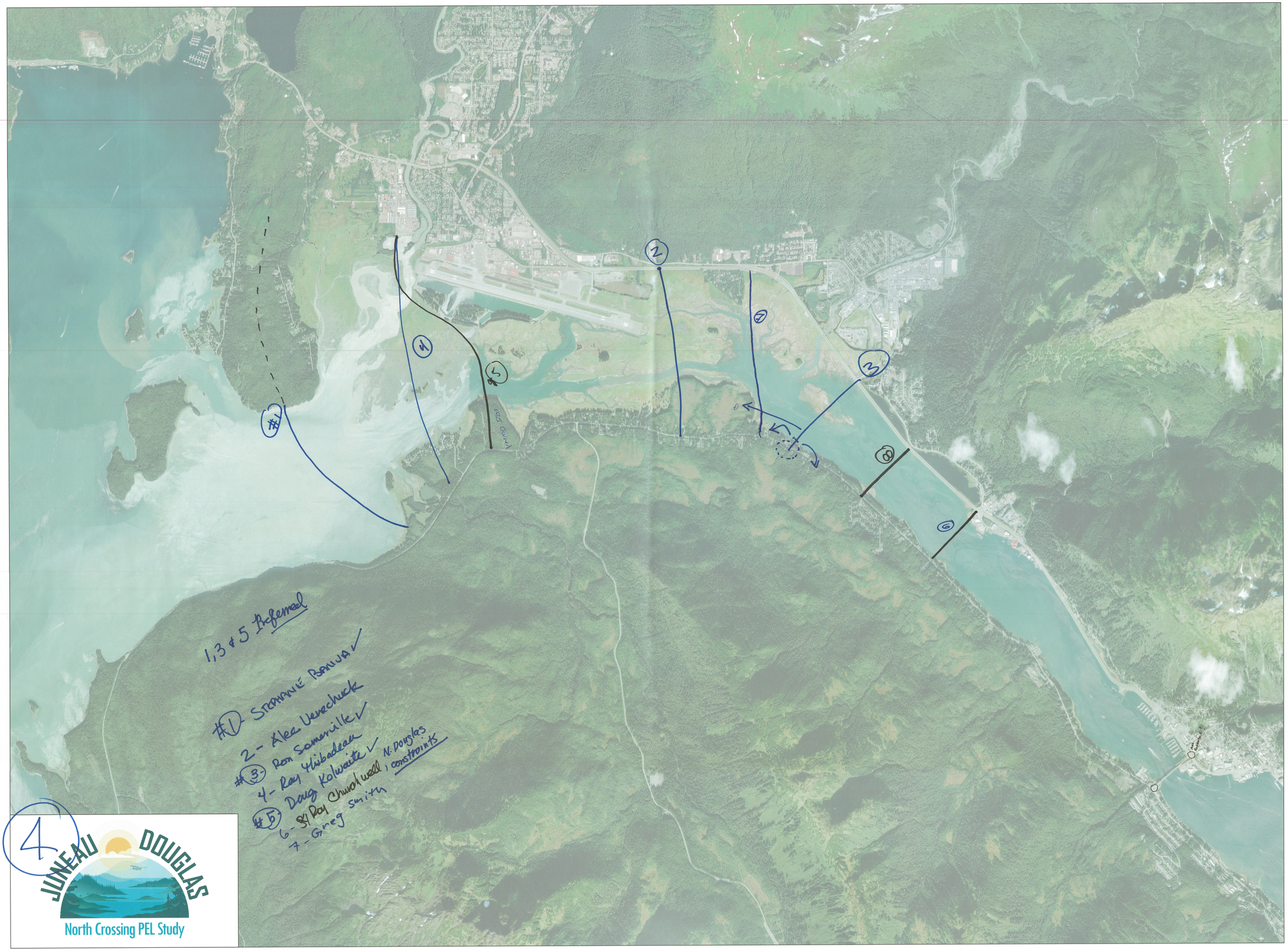
OUTER POINT

DOUGLAS ISLAND

JUNEAU DOUGLAS

North Crossing PEL Study

Group 3



1,3 & 5 Preferred
#1 - Stephanie Banua ✓
2 - Alec Venechuck
#3 - Ron Somerville ✓
4 - Ray Thibadeau
#5 - Doug Kolwaite ✓
6 - Ray Churchwell, N. Douglas constraints
7 - Greg Smith
4
JUNEAU DOUGLAS
North Crossing PEL Study

Juneau Douglas North Crossing PEL Study Purpose & Need Statement

Introduction

The City and Borough of Juneau (CBJ) has partnered with the State of Alaska Department of Transportation and Public Facilities (DOT&PF) to study a possible transportation corridor to connect mainland Juneau with the north end or east end of Douglas Island. Since the 1980s, a connection has been studied but not progressed beyond identification and recommendation of preliminary alternative alignments.

DOT&PF chose the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island. The PEL process will provide opportunities for public input and involvement. The analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

The study area considers potential crossing locations between Douglas Island and mainland Juneau in the channel area north of the existing Douglas Island Bridge.

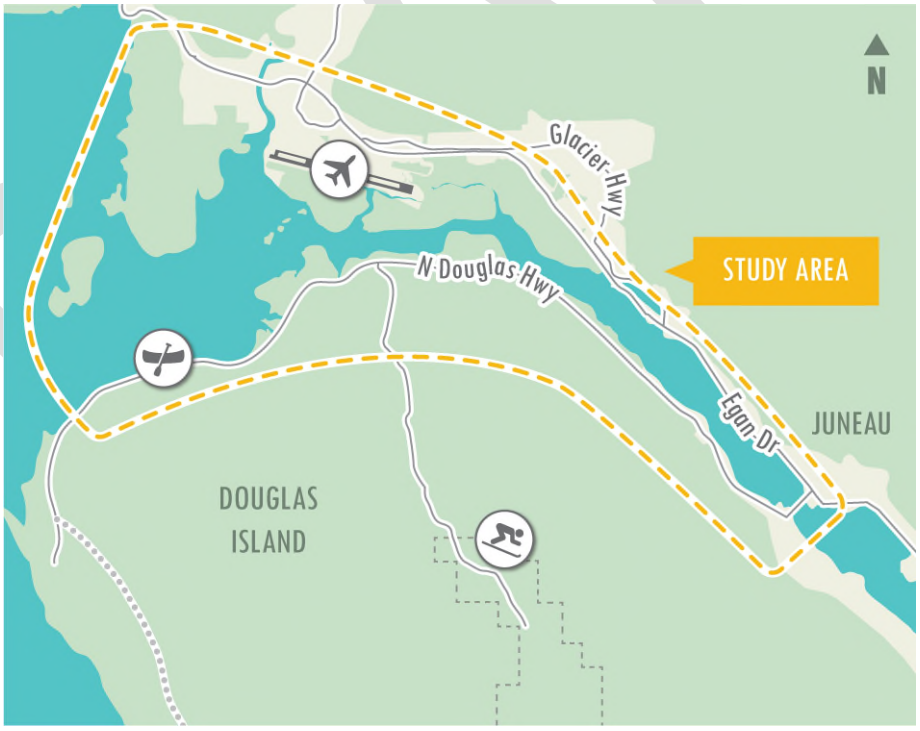


Figure 1: Study Area

This document presents a draft purpose and need for the Juneau Douglas North Crossing PEL Study. Contributions by project participants, including the Technical Advisory and Stakeholder Advisory Committees and the public, helped identify the study purpose and need themes, and problems to be solved. The purpose and need statement leverages the themes discussed and baseline social, environmental, and economic data into a clear statement of what the study is intended to do, and why the study of a second crossing may or may not be / is or is not needed. After the PEL study is complete, one or more projects may advance for more environmental review and engineering design through the NEPA process.

What is a Purpose and Need Statement?

One of the first steps in the PEL process is to develop a purpose and need statement, which can serve as a vision for future project(s) and supply the basis for developing criteria for comparing and evaluating alternatives, developing a range of alternatives, and selecting a recommended alternative(s). The purpose and need statement must clearly and concisely describe the transportation problem(s) and other needs without offering a specific solution. Instead, it supplies information to help identify solutions to identified problem(s). The "purpose" states why DOT&PF is proposing the study and outlines the positive outcomes they hope to achieve by proposing solutions through the PEL process. The "need" describes the key problem(s) the PEL process is addressing and explains the underlying causes of those problems.

The project's Purpose and Need Statement was developed using guidance provided in the following:

- Alaska Environmental Procedures Manual (Section 5.3.1)
- Alaska Highway Preconstruction Manual (Section 430.3)
- Federal Highway Administration (FHWA) Technical Advisory T6640.8A
- American Association of State Highway and Transportation Officials (AASHTO) Practitioner's Handbook – Defining the Purpose and Need and Determining the Range of Alternatives for Transportation Projects

When transitioning to a NEPA review process, the purpose and need statement must also meet the requirements of 23 CFR 1502.13 for Environmental Impact Statements. These requirements include consultation of appropriate federal and state resource agencies, tribes, and the public during the development of the purpose and need statement, so it can be used to inform the development of alternatives and the PEL study recommendations. The purpose and need statement is dynamic and may evolve as new information is obtained during the project development process, including ongoing input from project stakeholders and the public.

DRAFT

Public and Agency Involvement

Public and agency involvement is critical to developing a successful purpose and need statement. This includes involving the PEL study's technical and stakeholder advisory committees, as well as the public, tribes, businesses, services, non-profit, community and neighborhood organizations. Public and agency involvement for the purpose and need, as well as other aspects of the study, follows relevant planning regulations[1] and includes:

- Establishing continuous public and agency involvement opportunities throughout the process that provide timely information about issues and decision-making processes
- Providing opportunities for public review and comment at key decision-making points
- Holding advisory and public meetings that give reasonable access to information and adequate time for review and comment
- Considering and responding to comments and input received
- Periodically reviewing the effectiveness of procedures and strategies to ensure a full and open process
- Considering the opinions, actions, and relevant information from other parties
- Cooperating with stakeholders and involved parties to work together to achieve a common goal
- Supplying timely public notices

Virtual Technical Advisory and Stakeholder Advisory Committee meetings and a Virtual Public Open House meeting introduced the PEL process, shared background information and gave committee members and the public opportunities to comment on existing conditions. All meetings sought input on issues and concerns, as well as emerging themes to be captured in the study's purpose and need statement. The themes state the key problems experienced by residents and observations on issues within the study area. The emerging themes are:

- Economic Impact
- Emergency Response
- Travel Time and Congestion
- Active Transportation Facilities and Recreation
- Developable Land
- Redundancy
- Population
- Utilities
- Environmental Impacts
- Neighborhood Impacts

[1] 23 CFR 450.210 and 450.316; DOT&PF 2021 (Section 303 Public and Agency Involvement Requirements)

DRAFT

Purpose

The purpose of the Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) study is to identify a potential north crossing corridor that could reduce dependency on the existing North Douglas Highway, improve network connectivity, reduce travel time and emissions, provide redundant access, improve emergency response time, and provide infrastructure consistent with City and Borough of Juneau's planning framework.

Need

A successful solution should address the following needs:

- Add roadway capacity and utility infrastructure to support the development of growth areas envisioned on North and West Douglas Island.
- Provide redundancy and reduce travel times for public safety and emergency response in the event of traffic disruption on the North Douglas Highway, Douglas Island Bridge, or Egan Drive.
- Create a traffic network with greater connectivity to Egan Drive and Glacier Highway that includes improved motorized and non-motorized access to North Douglas Island and reduces transportation barriers to land development and emergency response.

The identified alternative(s) should also meet these additional goals:

- Reduce overall vehicle miles traveled and thereby reduce emissions and improve viability of electric vehicles.
- Improve the quality of life through reduced emissions, improved access, utility infrastructure, and economic development.
- Improve existing natural environmental conditions where possible and avoid/minimize/mitigate adverse impacts to the natural environment.
- Improve access and connection to recreational, cultural, and subsistence resources.
- Enhance and protect public health and safety.
- Satisfy applicable federal, state, and local plans, policies, and regulations.
- Consideration of impacts to neighborhoods and residents from each of the proposed alternatives.

DRAFT

SIGN IN SHEET
Alternatives Development Workshop
Tuesday, July 19, 2022

PRINT NAME	ORGANIZATION	EMAIL ADDRESS
Morgan McCammon	DOWL	[redacted]
Marella Gungob	DOWL	
Renee Whitesell	DOWL	
Michael Hoenveld	Parametrix	
Nina Keller Horne	DOWL	
Theresa Dutchuk	DOWL	
Sean Holland	DOWL	
Marie Heidemann	DOT + PF	
Steve Nobel	DOWL	
Royal Hill	CCTHITA	
Katie Koester	CBJ	
Phil Adams	CBJ - Airport	
Ron Somerville	TSI	
Nathan Purves	DOT	
Rob Marshall	US Forest Service	
Michelle Hale	CBJ Assembly	
NICHOLAS MURRAY	DOT + PF	
Brian Holst	JEDC	
Ray Thibodeau	AMC	
Barbara Greenberg	SE Conference	

SIGN IN SHEET
Alternatives Development Workshop
Tuesday, July 19, 2022

North Crossing PEL Study

PRINT NAME	ORGANIZATION	EMAIL ADDRESS
MICHAEL STANLEY	NORTH DOUGLAS NEIGHBORHOOD ASSOCIATION	[redacted]
Winston Smith	Juneau Audubon	
STEPHANIE BANUT	KIRA / TSIT	
Greg Lockwood	DOT & PF	
IRENE GALLION	CBJ	
Margaret Cissna	SEALT	
Brenda Taylor	~~unofficial rep~~ resident of Mendenhall Peninsula	
CRAIG DAHL	Juneau Chamber	
Rebecca Bellmore	SE AK Watershed Coalition	
ALEC VENECHUK	CBJ	
Greg Smith	CBJ Assembly	
Doug Kolwaite	DOT & PF	
Molly Zaleski	NOAA Fisheries	
JESSE KIEHL	Legislature.	
Teri Tibbett	Douglas Advisory Board	
Steve Sahlender	Gold Belt	
Joanne Schmidt	DOT	
Margo Waring	self	

SIGN IN SHEET
Alternatives Development Workshop
Tuesday, July 19, 2022

PRINT NAME	ORGANIZATION	EMAIL ADDRESS
Roy Churchwell	Alaska Dept. of Fish + Game	[redacted]

TECHNICAL ADVISORY COMMITTEE

MEETING 2

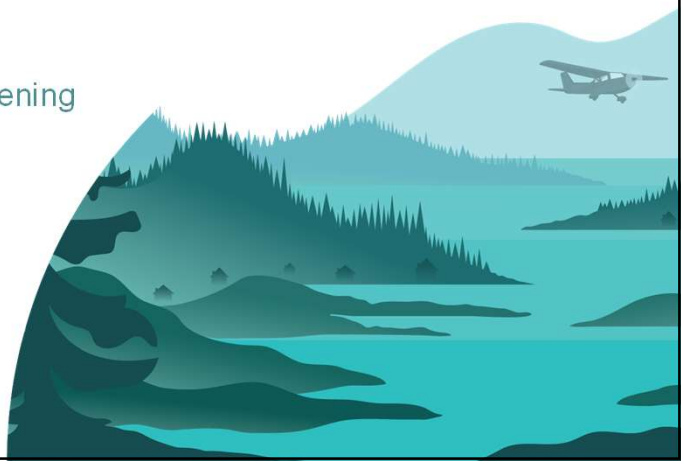
November 17, 2022

The environmental review, consultation, 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.

1

AGENDA

- Welcome and Introductions
- Schedule
- Purpose and Need Statement
- Alternative Development and Screening
- Preliminary Alternatives
- Level 1 and 2 Screening
- Wrap-up and Next Steps



2

PROJECT TEAM

Marie Heidemann Project Manager/Planner **Christy Gentemann** Environmental Analyst **Greg Lockwood** Design Group Chief	**Alec Venechuk** Project Manager **Irene Gallion** Senior Planner	**Steve Noble, PE** Project Manager **Nina Keller** Assistant Project Manager **Renee Whitesell, PTP** PEL Study Lead

3

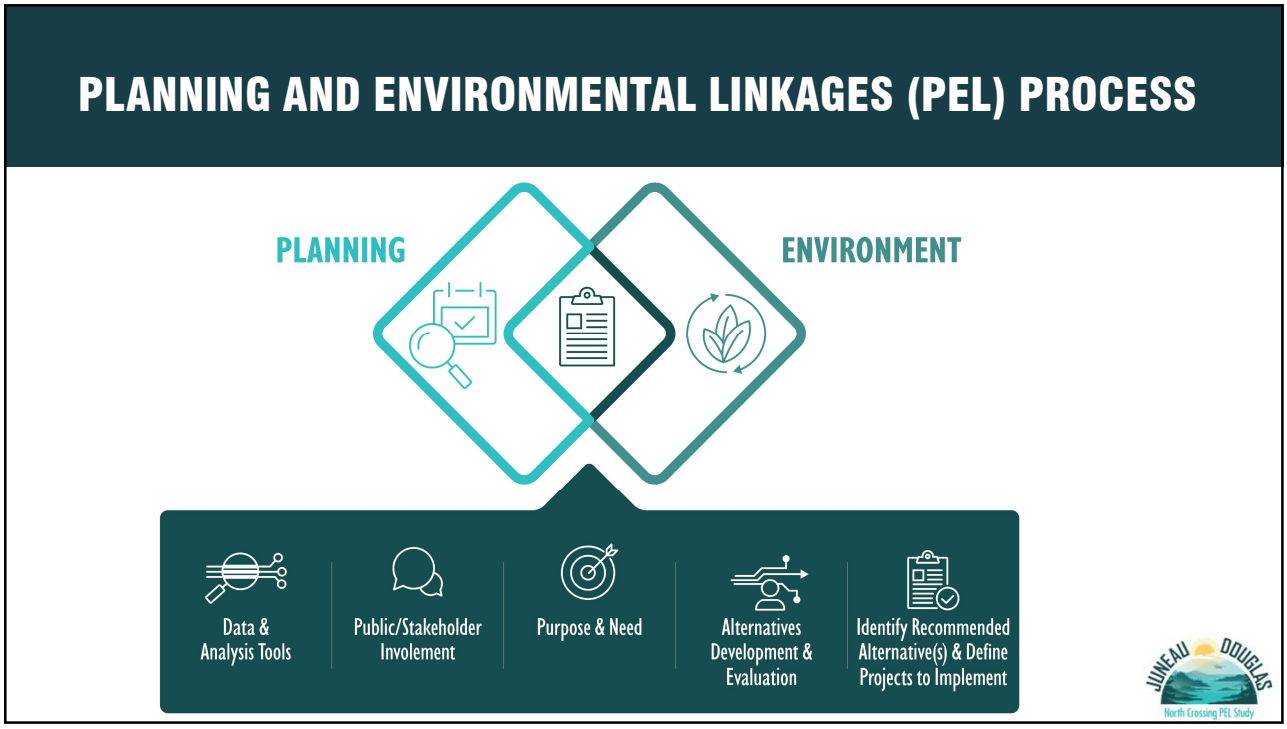
STUDY SCHEDULE



4


N
Glacier Hwy
N Douglas Hwy
STUDY AREA
Egan Dr
JUNEAU
DOUGLAS
ISLAND

5


PLANNING AND ENVIRONMENTAL LINKAGES (PEL) PROCESS
PLANNING
ENVIRONMENT
Data & Analysis Tools
Public/Stakeholder Involement
Purpose & Need
Alternatives Development & Evaluation
Identify Recommended Alternative(s) & Define Projects to Implement
JUNEAU DOUGLAS
North Crossing PEL Study

6

PEL BENEFITS

THE BENEFITS OF STRONGER LINKAGES BETWEEN THE TRANSPORTATION PLANNING AND PROJECT DEVELOPMENT PROCESSES CAN INCLUDE:

- STRONGER AGENCY AND PUBLIC RELATIONSHIPS
- IMPROVED PROJECT DELIVERY TIMEFRAMES
- EARLIER IDENTIFICATION OF KEY ENVIRONMENTAL RESOURCES
- BETTER FUNDING AND PROJECT DEVELOPMENT INFORMATION
- BUILD PROJECTS WITH BETTER OUTCOMES
- FLEXIBLE APPROACH FOR DEVELOPMENT OF TRANSPORTATION IMPROVEMENT STRATEGIES

7

PURPOSE AND NEED STATEMENT

8

PURPOSE AND NEED STATEMENT

Purpose

The **purpose** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau. The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

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PURPOSE AND NEED STATEMENT

*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

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PURPOSE AND NEED STATEMENT

*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

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ALTERNATIVE DEVELOPMENT AND SCREENING

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ALTERNATIVE DEVELOPMENT AND SCREENING PROCESS

1. **Develop the purpose and need statement**
2. **Compile alternatives***
3. **Pre-screening**
4. **Level 1 screening**
5. **Refine and conduct preliminary engineering**
6. **Level 2 screening**
7. **Further refine the recommended alternatives**

*a “no build” alternative is carried forward through the screening process

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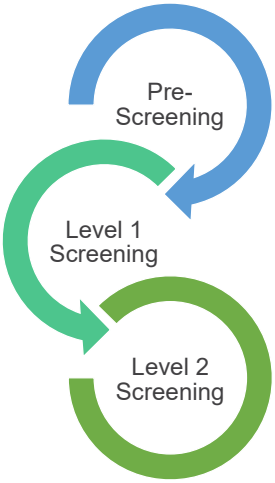
ALTERNATIVE SCREENING OVERVIEW



- Elimination of alternatives that are not feasible based on professional judgement and available data
- Assessing alternatives based on location and buildability
- Merge similar alternatives as variants

RESULT: Preliminary alternatives

- Elimination of alternatives that do not meet P&N
- Elimination of alternatives that do not meet specific regulatory requirements
- Early engineering and environmental evaluation to identify alternatives that are technically feasible, practical, implementable, and reasonable

RESULT: Detailed alternatives

- Screening remaining alternatives using a broad range of qualitative and quantitative criteria
- Compare and rank the detailed alternatives

RESULT: Recommended alternative(s) and project(s)

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PRE-SCREENING

- Conducted using readily available data and the professional judgment of the project team
- Draft alternatives assessed to determine if they are feasible based on location (e.g., impacts to airport operations) and buildability (design considerations)
- Draft alternatives with similar characteristics “grouped”
- Pre-screening created **preliminary alternatives**

COMPLETED

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PRELIMINARY ALTERNATIVES

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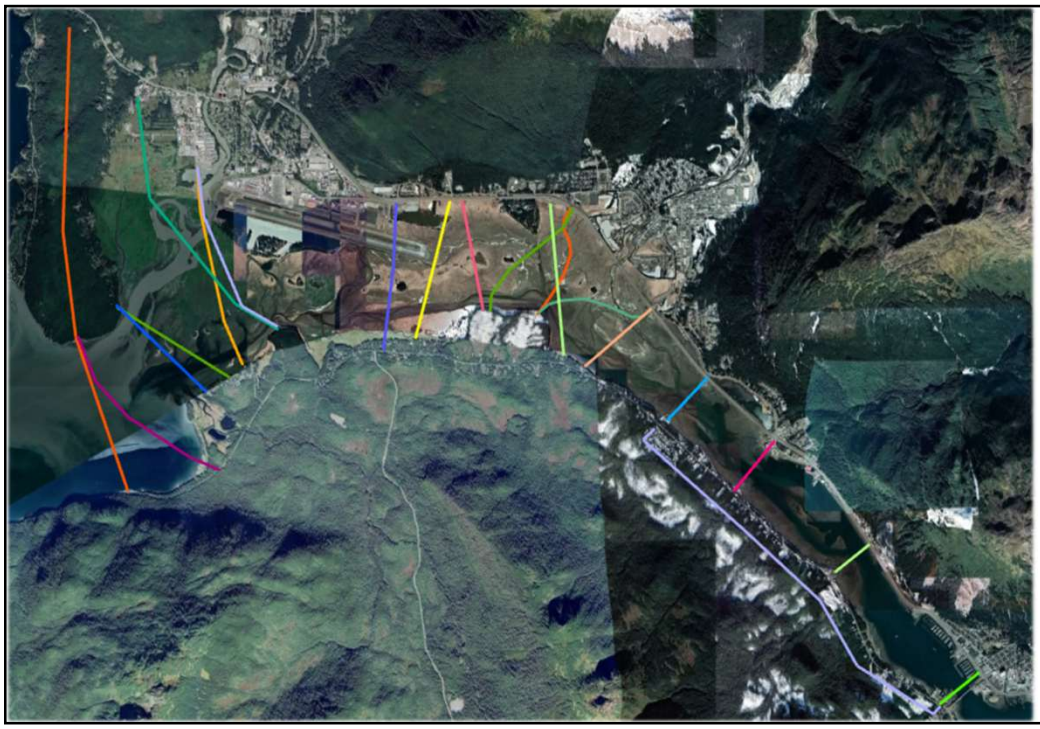

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CROWD-SOURCED CROSSING IDEAS

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PRELIMINARY SCREENING

BASED ON READILY AVAILABLE DATA AND PROFESSIONAL JUDGEMENT

- Connection termini
- Significant impacts
  - Proximity to the airport and impacts to airport operations
  - ROW
  - Other major land uses
- Feasibility of alignment geometry: elevation, relevant design standards
- Environmental impacts
  - Avalanche zones
  - Anadromous streams
  - Wetlands
  - Mendenhall Wetlands State Game Refuge (MWSGR)
  - Lands conserved by the Southeast Alaska Land Trust
- Similarity to other alternatives/ability to combine alternatives based on shared characteristics and location

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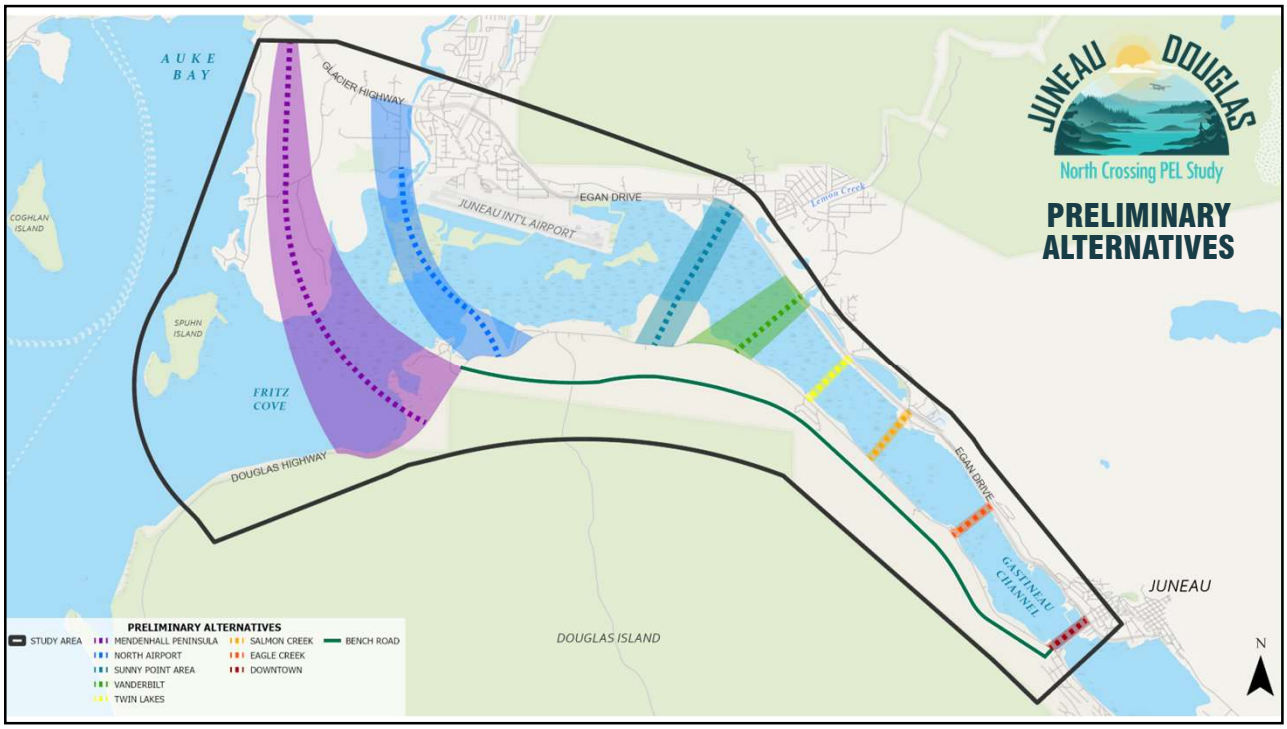

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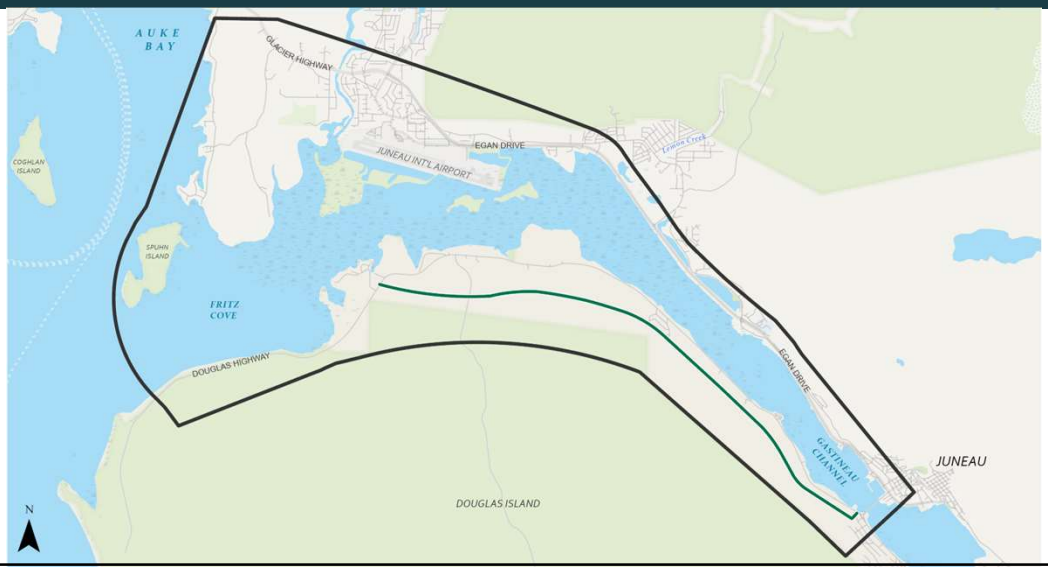
BENCH ROAD

FOR ADDITIONAL CONSIDERATION



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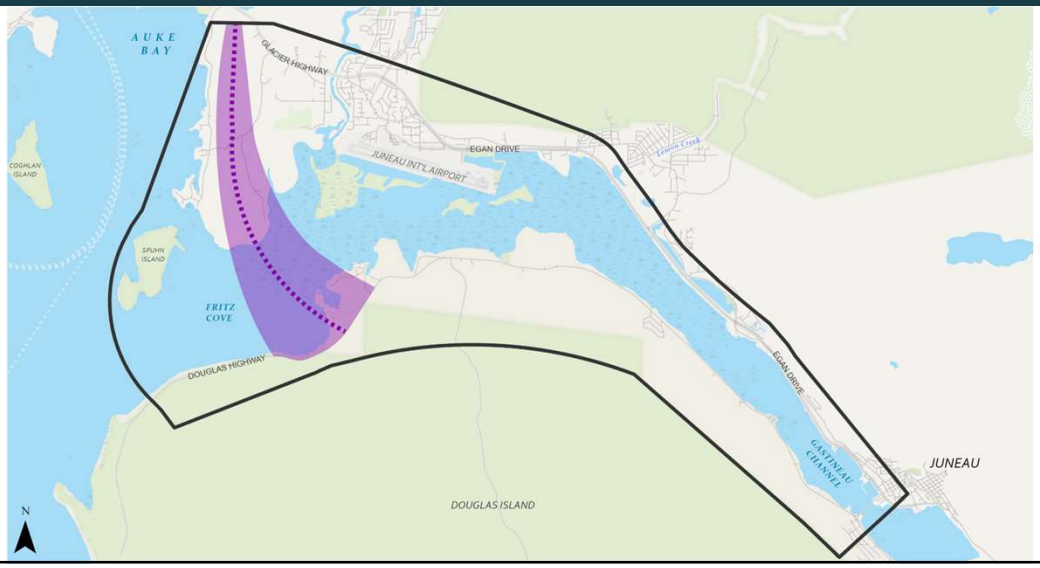
MENDENHALL PENINSULA



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NORTH AIRPORT



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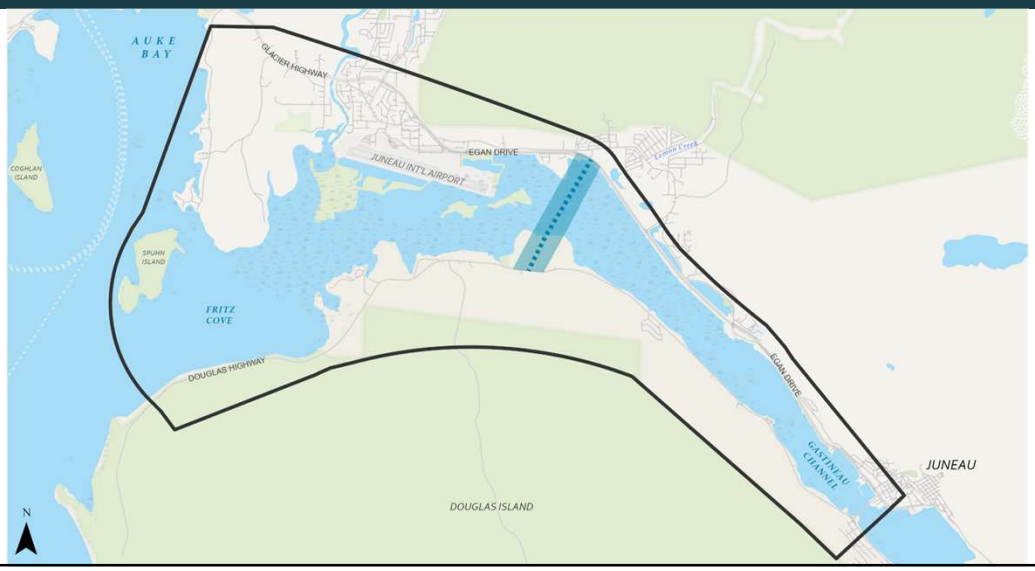
SUNNY POINT AREA



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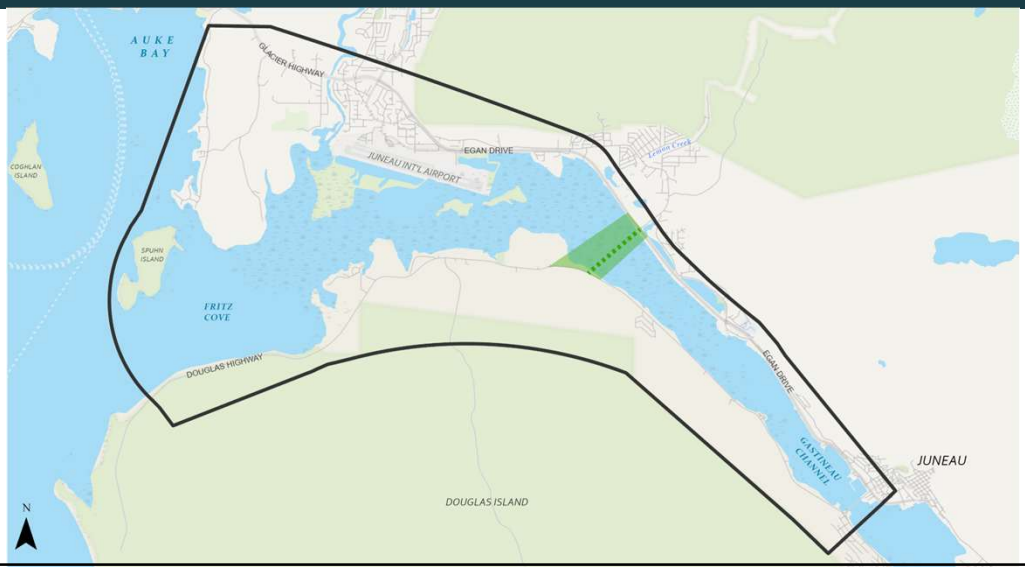
VANDERBILT



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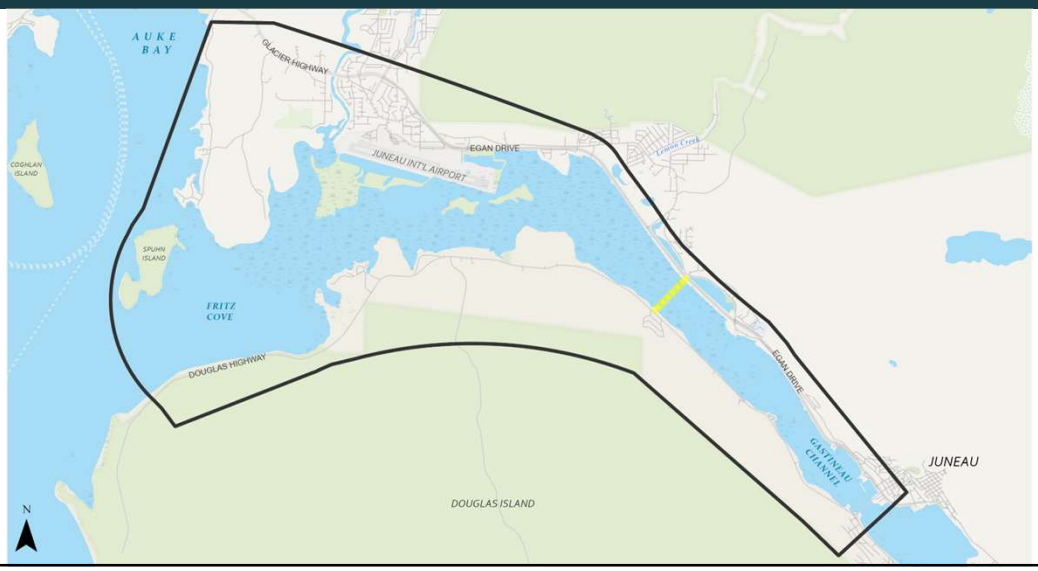
TWIN LAKES



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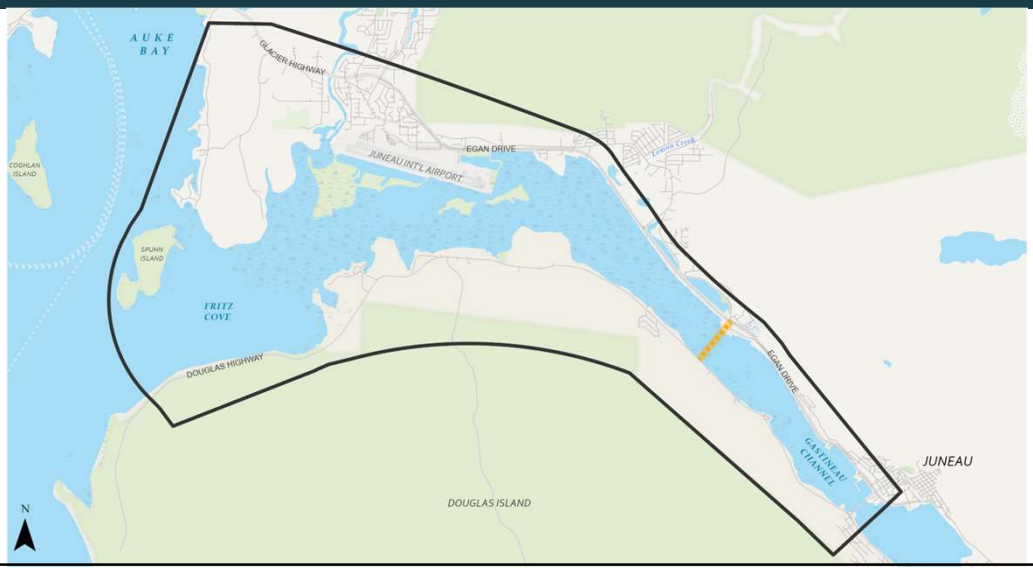
SALMON CREEK



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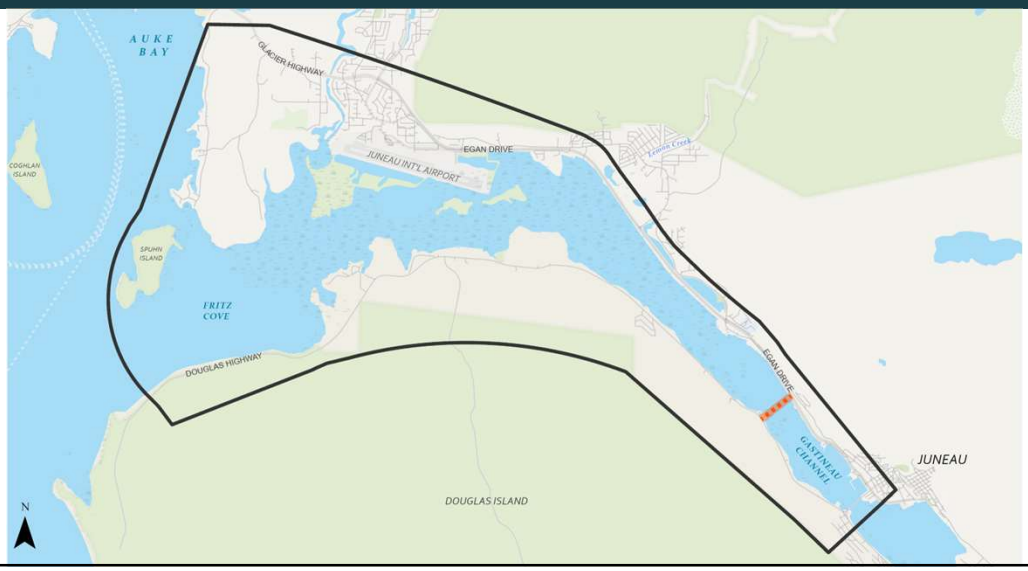
EAGLE CREEK



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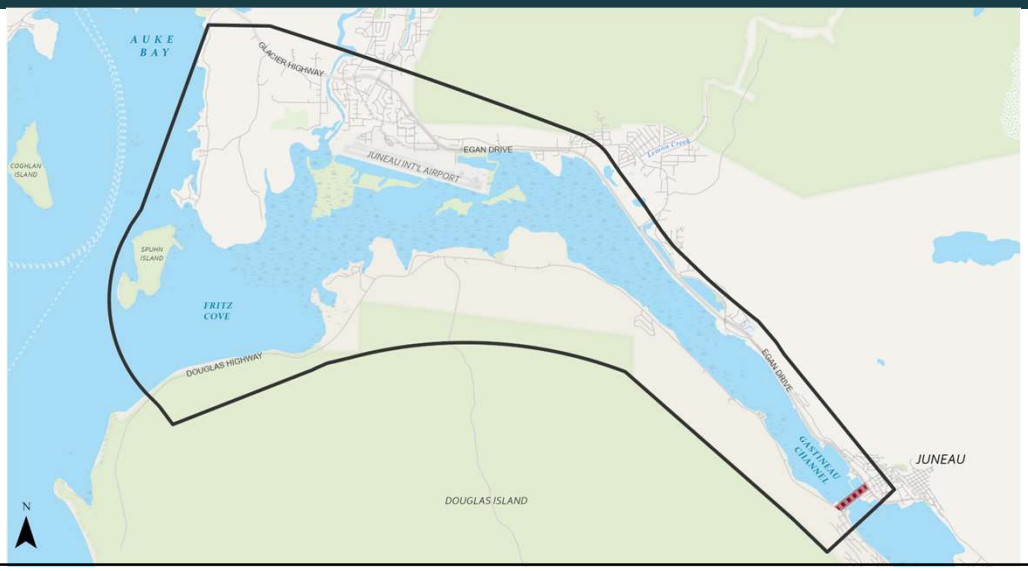
DOWNTOWN



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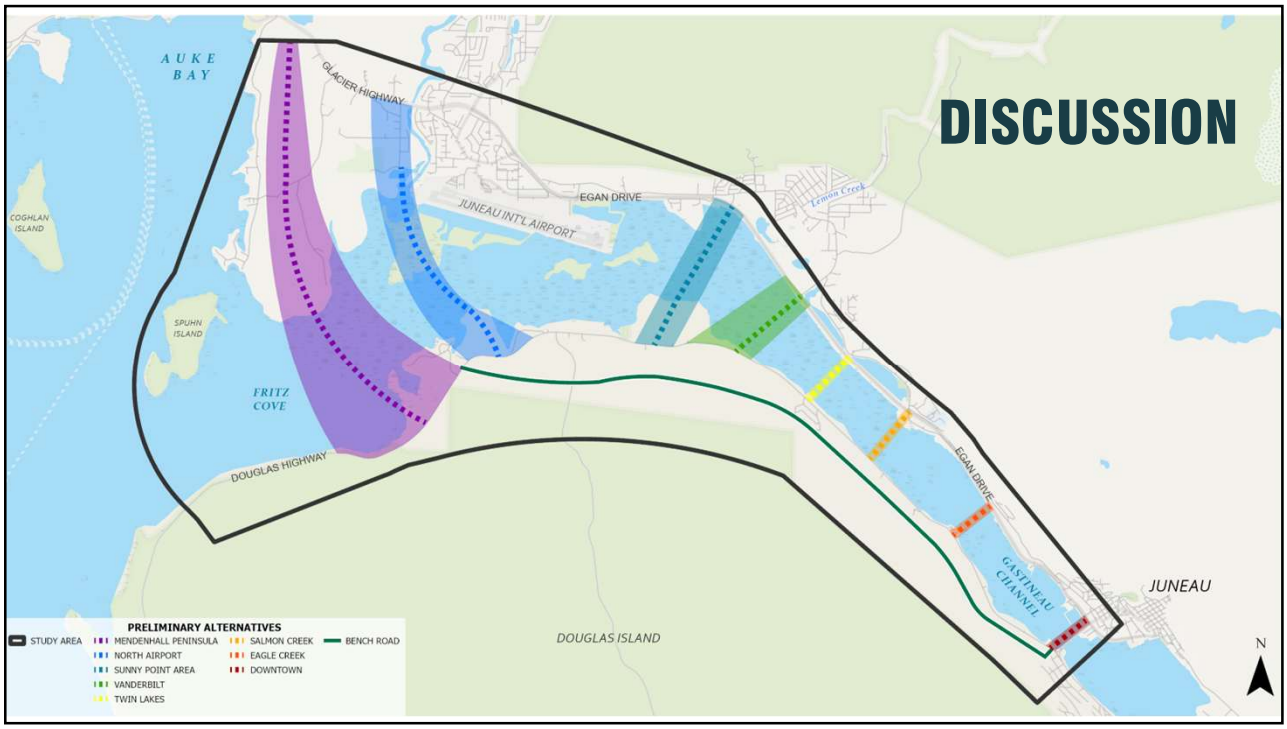

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LEVEL 1 AND LEVEL 2 SCREENING

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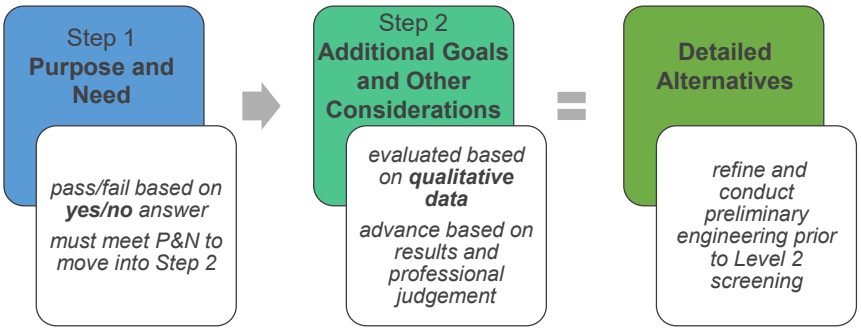
LEVEL 1 SCREENING



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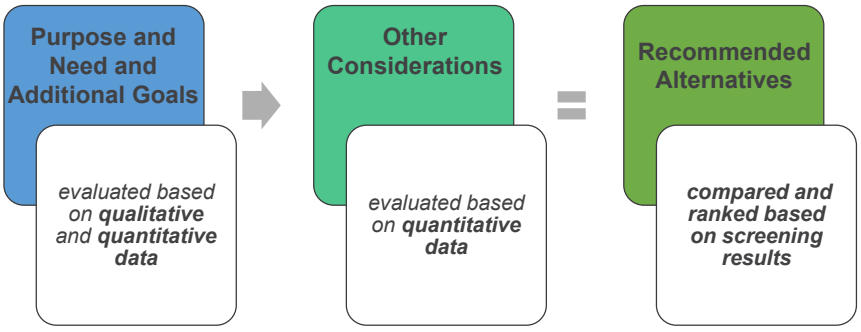
LEVEL 2 SCREENING



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WHAT'S NEXT?

Meeting #	Focus	When
1	▪ Baseline data and existing conditions ▪ Purpose and need	May 11, 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	Summer 2022
3	▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria	Fall/Winter 2022
4	▪ Detailed alternative screening results ▪ Recommended alternatives ▪ Draft PEL Study	Winter/Spring 2023

JUNEAU DOUGLAS
North Crossing PEL Study

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WE WANT YOUR FEEDBACK!

You are invited to the Public Open House No. 2

Join us to:

- Learn more about the PEL study and progress to date
- Provide feedback on the preliminary crossing locations and initial screening criteria
- Share your thoughts and concerns with the project team

Date: Monday, December 12, 2022
Time: 4:00 – 6:00 p.m.
Location: Juneau Arts and Culture Center (JACC)
350 Whittier Street, Juneau, AK

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PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
(907) 465-4477

Steve Noble, DOWL Project Manager
(907) 562-2000

Nina Keller, DOWL Assistant Project Manager
(907) 562-2000

Renee Whitesell, DOWL PEL Study Lead
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
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THANK YOU

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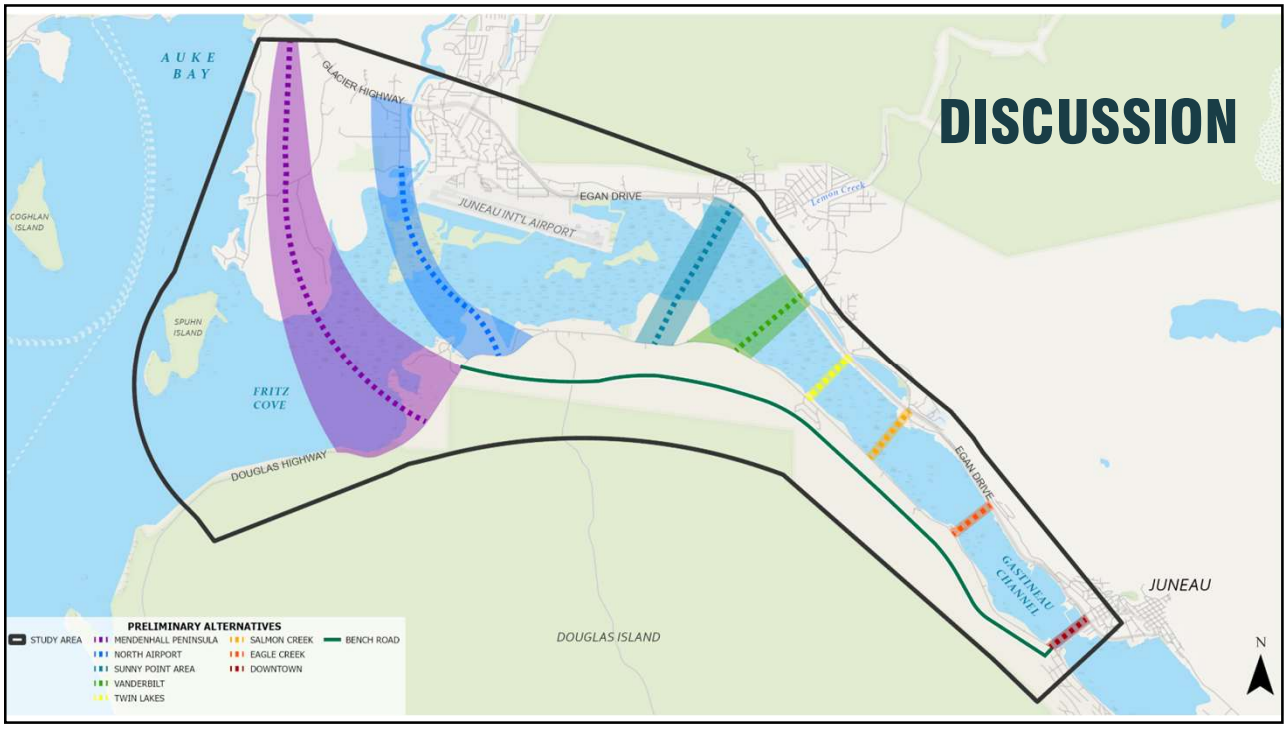

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TECHNICAL ADVISORY COMMITTEE MEETING 2

November 17, 2022, 1:30 – 3:00 p.m.

Meeting Objective

Review the PEL process and schedule and give an update on the PEL study. Share the updated purpose and need statement, the alternative screening criteria, and present the preliminary alternatives.

Agenda

1:30 p.m.	Welcome, introductions, agenda outline
1:35 p.m.	PEL process refresher, schedule, update on traffic study
1:50 p.m.	Purpose and Need Statement
1:55 p.m.	Alternative screening criteria presentation and discussion
2:15 p.m.	Preliminary alternatives presentation and discussion
2:35 p.m.	Question & answers
2:55 p.m.	Wrap up, action items, next steps

Attendees

Name	Organization
Marie Heidemann	Department of Transportation and Public Facilities
Kevin Jackson	Department of Transportation and Public Facilities
Christy Gentemann	Department of Transportation and Public Facilities
Christina Mounce	Department of Transportation and Public Facilities
Alec Venechuk	City and Borough of Juneau
Steve Noble	DOWL
Renee Whitesell	DOWL
Nina Keller	DOWL
Theresa Dutchuk	DOWL

Morgan McCammon	DOWL
Marella Gungob	DOWL
Michael Horntvedt	Parametrix
Roy Churchwell	Alaska Department of Fish and Game
Cody Hargreaves	Alaska Airlines
Krista Garrett	Southeast Alaska Land Trust
Linda Shaw	National Oceanic and Atmospheric Administration Fisheries
Leslie Dougherty	Department of Transportation and Public Facilities
Greg Lockwood	Department of Transportation and Public Facilities
Clint Scott	US Coast Guard
David Gann	National Oceanic and Atmospheric Administration Fisheries
Rob Morgenthaler	US Forest Service

Summary

Marie Heidmann (DOT&PF, Project Manager) opened the meeting by reviewing the meeting agenda, welcoming the committee members, and introducing the study team. She invited committee members to introduce themselves and the organization they represented. She shared a refresher of the study schedule by reviewing past milestones and highlighted the study status as it nears completion in Spring of 2023. Marie mentioned the September Pop Up Listening Sessions, where approximately 150 participants at Eaglecrest and 100 participants at Safeway shared feedback on the study and a potential north crossing.

Renee Whitesell (DOWL, PEL Study Lead) then took over presenting. She began by defining the study area and reviewing the Planning and Environmental Linkages (PEL) Process, emphasizing:

- How the PEL study can be rolled forward into future National Environmental Policy Act (NEPA) review processes
- The benefits of stronger linkages between transportation planning and project development

Renee then presented the Purpose and Need Statement and additional goals of the study and summarized the alternative development and screening process.

Preliminary Alternatives

Steve Noble (DOWL, Project Manager) gave an overview of the Preliminary Alternatives Workshop and discussed how the pre-screening process narrowed the crowd sourced ideas heard so far down to eight viable alternatives.

Bench Road

Steve shared that while not a preliminary alternative of the PEL Study, the concept of a Bench Road had been mentioned enough times by the public and committee members to warrant evaluation by the study team. The Bench Road would be evaluated as a separate, standalone project that could potentially be included with an alternative moving forward. The team has heard from the public frustrations with the existing North Douglas Highway, particularly regarding safety.

Mendenhall Peninsula

During the discussion on the Mendenhall Peninsula route, Renee requested Steve share an overview of the expected size of the facility. Steve shared that the length of the bridge needed would be over 1,000 feet.

A participant shared with the group that the proposed crossing location is in an area active with whales, marine mammals, and birds, and asked how high the bridge was going to be, with concern for bird activity. Steve shared that the height of the structure was assumed to be 55 feet and would be challenging due to the competing interests of the boat harbor on the Mendenhall River, the airport approach requirements, and the environmental considerations

North Airport

The study team discussed the potentially high cost of a tunnel needed for this crossing due the airport considerations and the length anticipated.

A participant asked for additional information on the viability of any tunnel options. Steve shared that the tunnel structure option would most likely be higher in construction and maintence cost, however the study team has heard enough public comment regarding a tunnel to move it through the evaluation process.

Sunny Point Area

During the discussion on the Sunny Point route, a comment was shared about the many special considerations at Juneau Airport, including seven to eight different special approaches. While Federal Aviation Administration (FAA) regulations focus on approaches, air carriers are also concerned with departures. A participant asked that consideration be taken so that planes can still depart with enough clearance. Steve requested additional information on airport regulations and clearances needed.

A comment was shared concerning the height of a potential bridge. Steve shared additional information on competing interests. Additionally, a comment was shared in effort to reiterate the concerns regarding the conserved lands owned by the Southeast Alaska Land Trust (SEALT) specifically preserved to offset impacts from the airport expansion. It was mentioned that Sunny Point is the best access point for users and hunters.

A participant commented on the boat traffic around Mendenhall Peninsula and this crossing would require the same clearance as the Douglas Island Bridge. Steve provided insight on when dredging would occur and that increasing the height of a bridge structure increases the environmental impacts.

A participant asked for clarification on structure support options and expected design features, with specific emphasis on the height and length of the stands. Steve suggested that whether the structures are two to six feet off the wetlands would not make a difference. He mentioned that for structure supported embankments water can flow underneath, but higher structures lead to additional visual impacts.

A question was posed on the rate of isostatic rebound studies. Steve provided the potential metric of one half to three quarters of an inch per year, but suggested that additional research is needed. He confirmed that the geology and geotechnical staff would look at that directly for any potential project.

Vanderbilt

The discussion on the Vanderbilt route posed very similar concerns as the Sunny Point route. It was shared that this location would require acquisition of residential property.

Twin Lakes, Salmon Creek, Eagle Creek, and Downtown

The discussion on the Twin Lakes route and the remaining preliminary alternatives concluded that there was a lot less uncertainty to what these concepts entail regarding possible alignments and termini. A creek in the area was mentioned regarding anadromous fish.

Salmon Creek, Eagle Creek, and Downtown routes were presented by Steve, who then opened meeting to discussion and additional questions from the committee.

A participant asked when the map of the proposed alternatives would be available electronically. Steve expressed concerns that people will misinterpret the map as a footprint if it's provided to the public but said that the preliminary alternatives slide could be shared to the advisory committees. He stated that this is an early preview before the upcoming public open house.

A question was asked on the shaded area being a zone of impact. Steve responded that the shaded area was not a zone of impact rather the areas in which possible alignments and termini of each preliminary alternative could be located. The impact of any potential crossing would not be too different from the existing bridge.

Alternative Screening Criteria and Discussion

The presentation then moved into the portion on Level 1 and Level 2 screening, presented by Steve. Afterwards, the meeting was again opened for comments and questions.

A question was asked on how the study team would select the best data. Steve provided information on how the study team is currently using desktop data, NWH data, and reaching out beyond GIS data alone.

A question was asked about the Bench Road. Steve reiterated that it was not part of the crossing nor a preliminary alternative, but that the PEL Study can consider recommending additional projects and specifically identifying how each would tie into a north crossing.

A question was asked about public outreach being done for the study. Steve responded that the Pop Up Listening Sessions were very successful, with around 250 participants in attendance. He added that the study team has met with neighborhood associations, stakeholders reaching out to their members, had articles in the local media, and will hold two future public meetings in addition to the one that occurred in May 2022.

A question was asked when the PEL Study would be complete. Steve confirmed that the draft would be available around April 2023 and final documentation complete by the end of June 2023. Once the PEL Study is completed and if a project would be recommended, the next phase, the environmental document produced through the NEPA process, needs to happen within five years, assuming adequate funding is available.

Renee concluded the meeting with final remarks, invited the committee members to attend the second Public Open House on December 12, 2022, from 4:00 to 6:00 pm at the Juneau Arts and Culture Center (JACC), and thanked the members for their participation. She reiterated study contact information, the study website, and the study email.

Action Items

Study Team:

- Post meeting materials to the study website.
- Provide the Technical Advisory Committee with a map of the draft preliminary alternatives and meeting materials electronically.
- **Cody Hargreaves (Alaska Airlines) -** requested GIS information from the study team on elevations.

Committee Members:

- Provide additional feedback by November 30, 2022.
- Participate in the Open House No. 2 on December 12, 2022, and upcoming committee meetings.
- Monitor email for future study updates.

STAKEHOLDER ADVISORY COMMITTEE

MEETING 2

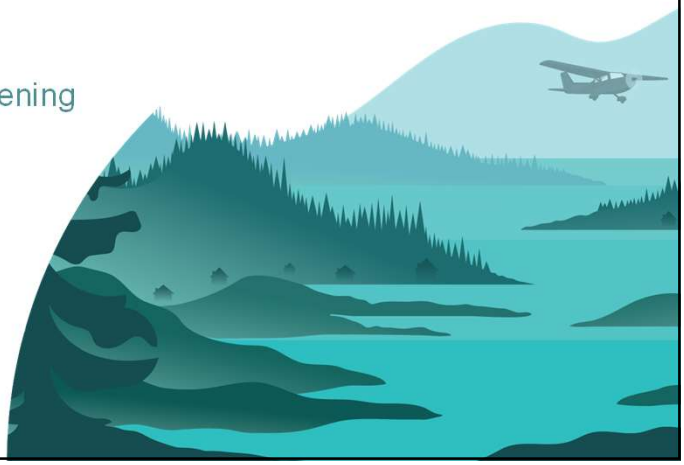
November 17, 2022

The environmental review, consultation, 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.

1

AGENDA

- Welcome and Introductions
- Schedule
- Purpose and Need Statement
- Alternative Development and Screening
- Preliminary Alternatives
- Level 1 and 2 Screening
- Wrap-up and Next Steps



2

PROJECT TEAM

Marie Heidemann Project Manager/Planner **Christy Gentemann** Environmental Analyst **Greg Lockwood** Design Group Chief	**Alec Venechuk** Project Manager **Irene Gallion** Senior Planner	**Steve Noble, PE** Project Manager **Nina Keller** Assistant Project Manager **Renee Whitesell, PTP** PEL Study Lead

3

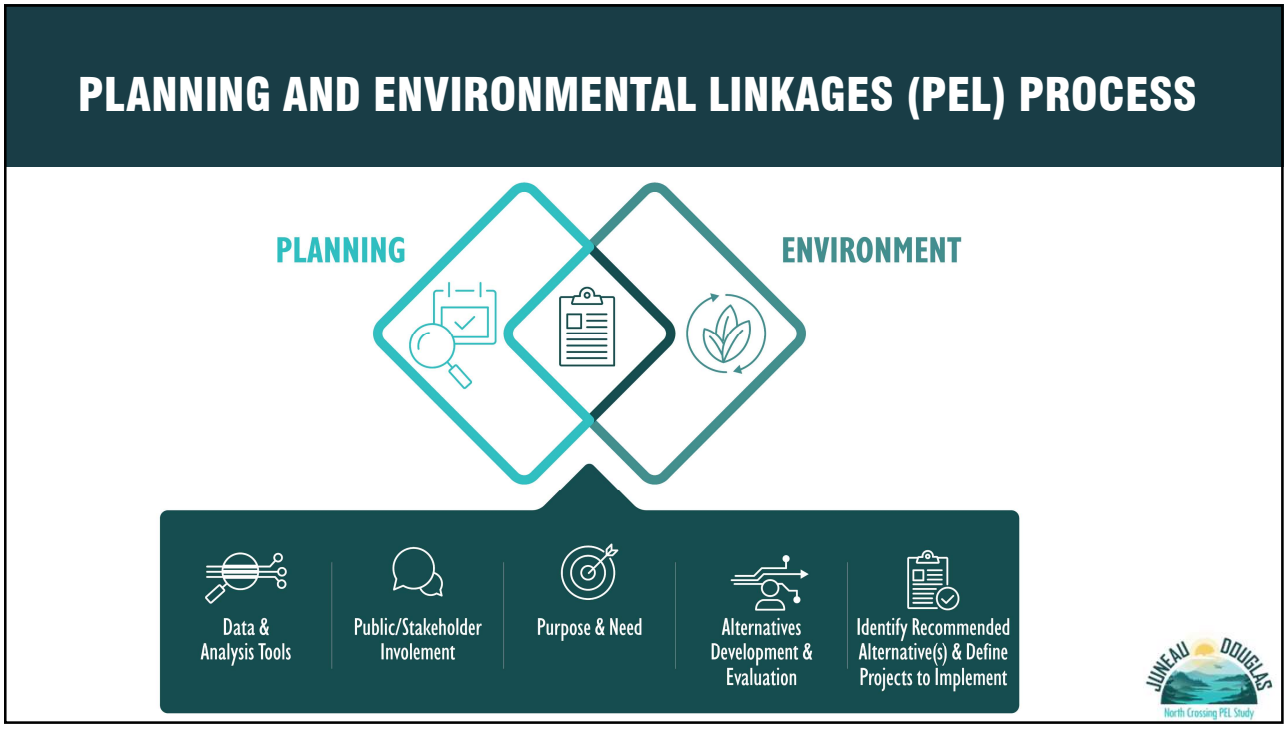
STUDY SCHEDULE



4


N
Glacier Hwy
N Douglas Hwy
STUDY AREA
Egan Dr
JUNEAU
DOUGLAS
ISLAND

5


PLANNING AND ENVIRONMENTAL LINKAGES (PEL) PROCESS
PLANNING
ENVIRONMENT
Data & Analysis Tools
Public/Stakeholder Involement
Purpose & Need
Alternatives Development & Evaluation
Identify Recommended Alternative(s) & Define Projects to Implement
JUNEAU DOUGLAS
North Crossing PEL Study

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PEL BENEFITS

THE BENEFITS OF STRONGER LINKAGES BETWEEN THE TRANSPORTATION PLANNING AND PROJECT DEVELOPMENT PROCESSES CAN INCLUDE:

- STRONGER AGENCY AND PUBLIC RELATIONSHIPS
- IMPROVED PROJECT DELIVERY TIMEFRAMES
- EARLIER IDENTIFICATION OF KEY ENVIRONMENTAL RESOURCES
- BETTER FUNDING AND PROJECT DEVELOPMENT INFORMATION
- BUILD PROJECTS WITH BETTER OUTCOMES
- FLEXIBLE APPROACH FOR DEVELOPMENT OF TRANSPORTATION IMPROVEMENT STRATEGIES

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North Crossing PEL Study

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PURPOSE AND NEED STATEMENT

8

PURPOSE AND NEED STATEMENT

Purpose

The **purpose** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau. The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

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PURPOSE AND NEED STATEMENT

*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

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PURPOSE AND NEED STATEMENT

*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

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ALTERNATIVE DEVELOPMENT AND SCREENING

12

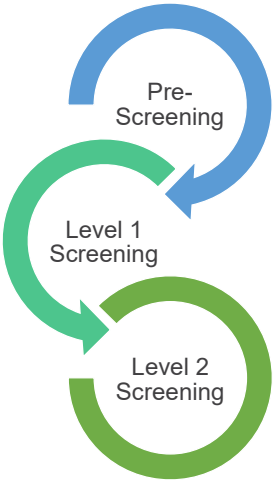
ALTERNATIVE DEVELOPMENT AND SCREENING PROCESS

1. **Develop the purpose and need statement**
2. **Compile alternatives***
3. **Pre-screening**
4. **Level 1 screening**
5. **Refine and conduct preliminary engineering**
6. **Level 2 screening**
7. **Further refine the recommended alternatives**

*a “no build” alternative is carried forward through the screening process

13

ALTERNATIVE SCREENING OVERVIEW



- Elimination of alternatives that are not feasible based on professional judgement and available data
- Assessing alternatives based on location and buildability
- Merge similar alternatives as variants

RESULT: Preliminary alternatives

- Elimination of alternatives that do not meet P&N
- Elimination of alternatives that do not meet specific regulatory requirements
- Early engineering and environmental evaluation to identify alternatives that are technically feasible, practical, implementable, and reasonable

RESULT: Detailed alternatives

- Screening remaining alternatives using a broad range of qualitative and quantitative criteria
- Compare and rank the detailed alternatives

RESULT: Recommended alternative(s) and project(s)

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PRE-SCREENING

- Conducted using readily available data and the professional judgment of the project team
- Draft alternatives assessed to determine if they are feasible based on location (e.g., impacts to airport operations) and buildability (design considerations)
- Draft alternatives with similar characteristics “grouped”
- Pre-screening created **preliminary alternatives**

COMPLETED

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PRELIMINARY ALTERNATIVES

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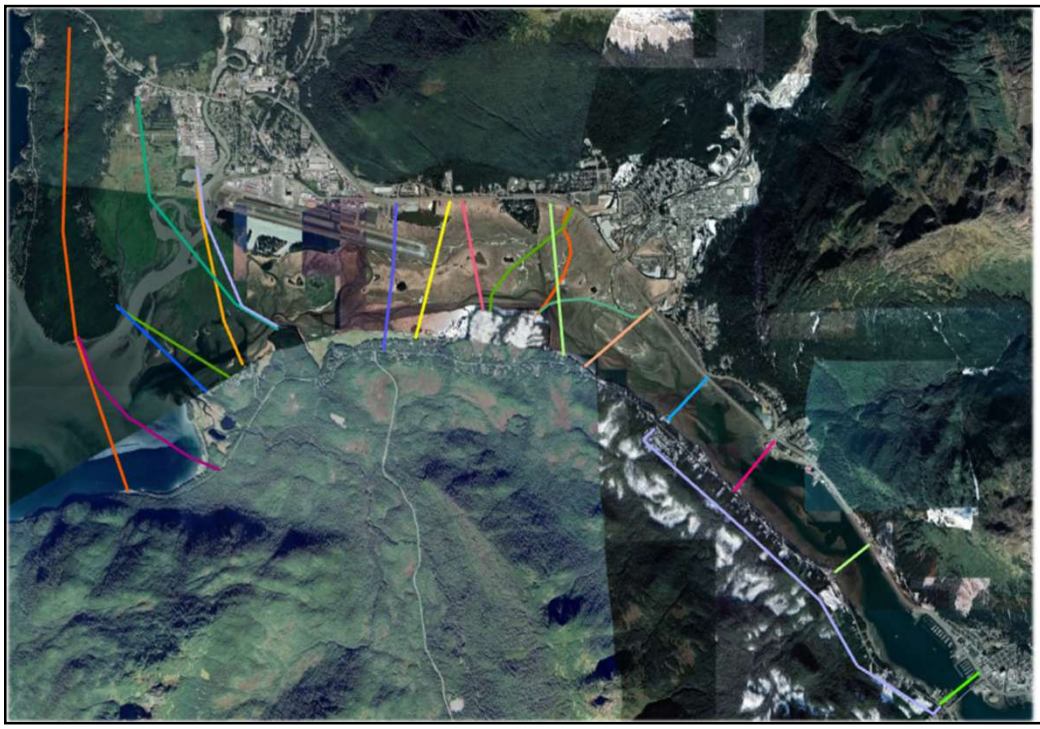

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CROWD-SOURCED CROSSING IDEAS

17

PRELIMINARY SCREENING

BASED ON READILY AVAILABLE DATA AND PROFESSIONAL JUDGEMENT

- Connection termini
- Significant impacts
  - Proximity to the airport and impacts to airport operations
  - ROW
  - Other major land uses
- Feasibility of alignment geometry: elevation, relevant design standards
- Environmental impacts
  - Avalanche zones
  - Anadromous streams
  - Wetlands
  - Mendenhall Wetlands State Game Refuge (MWSGR)
  - Lands conserved by the Southeast Alaska Land Trust
- Similarity to other alternatives/ability to combine alternatives based on shared characteristics and location

JUNEAU DOUGLAS North Crossing PEL Study

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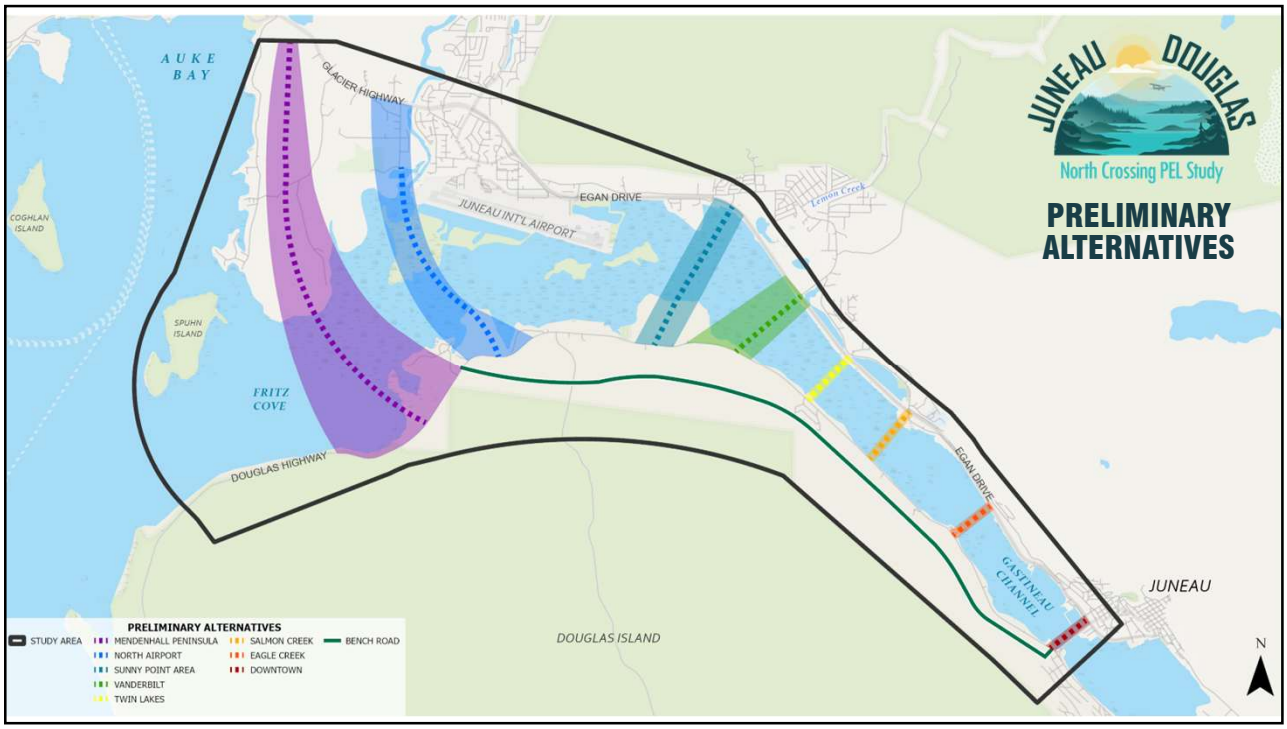

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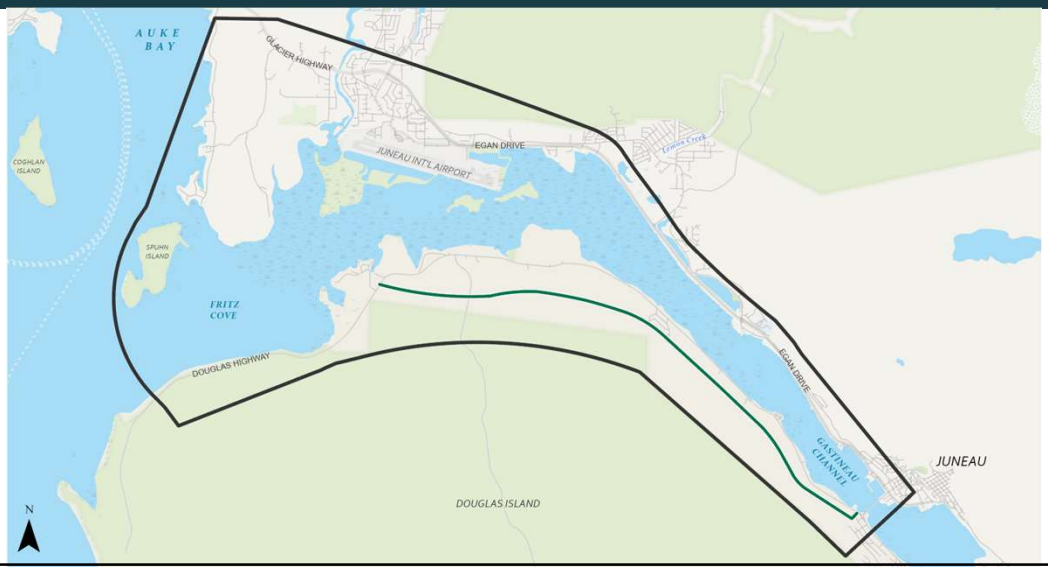
BENCH ROAD

FOR ADDITIONAL CONSIDERATION



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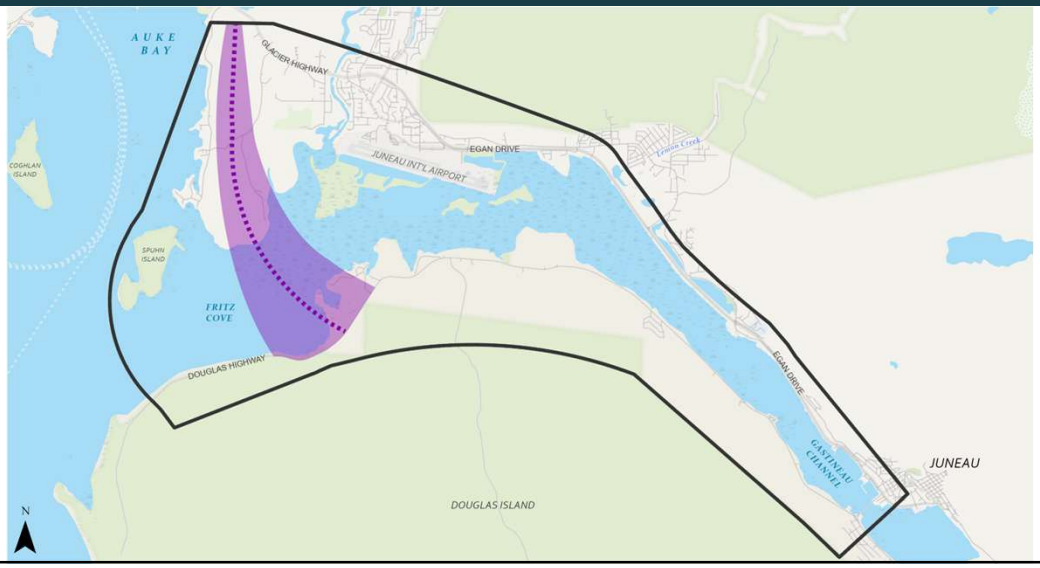
MENDENHALL PENINSULA



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NORTH AIRPORT



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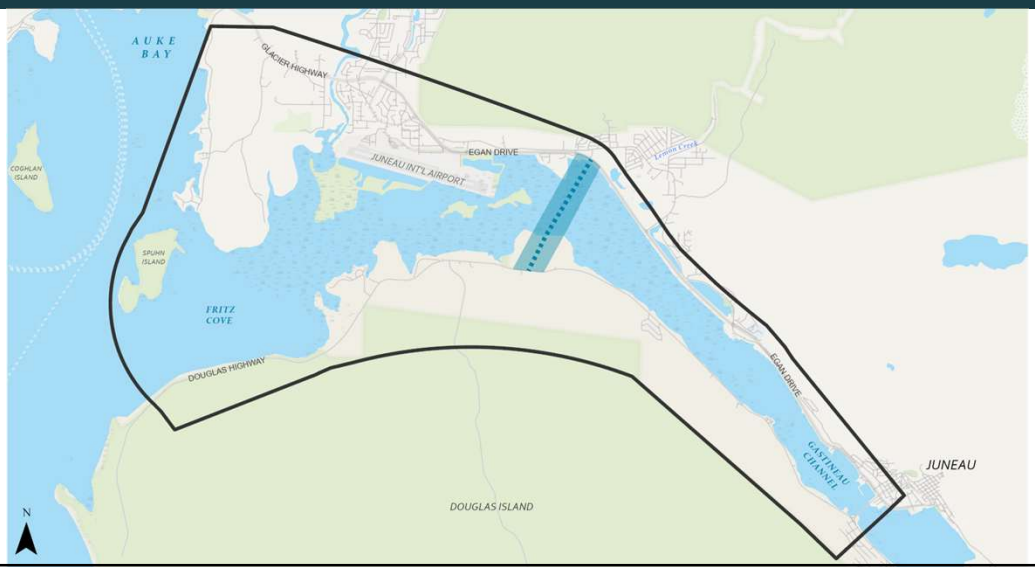
SUNNY POINT AREA



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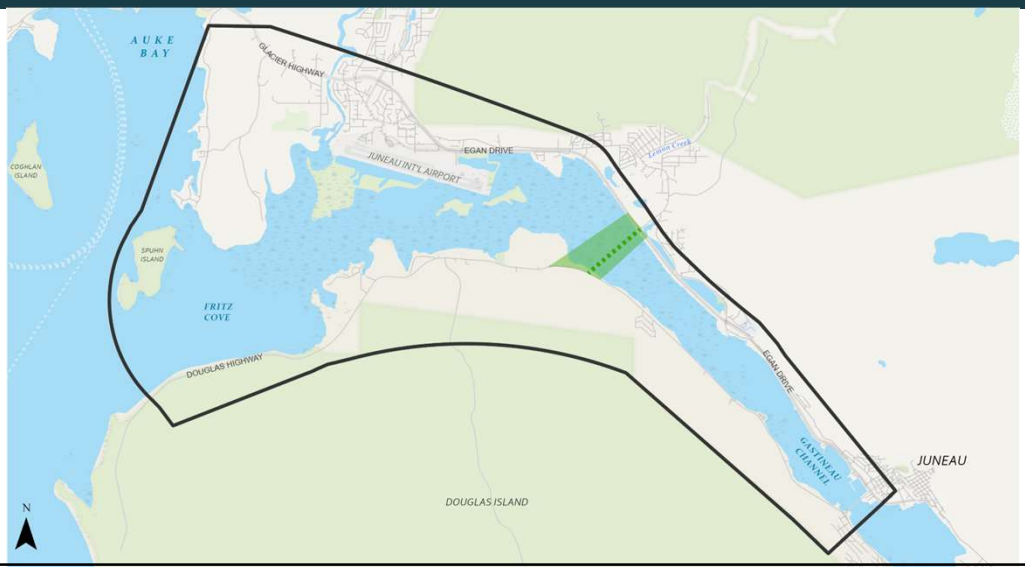
VANDERBILT



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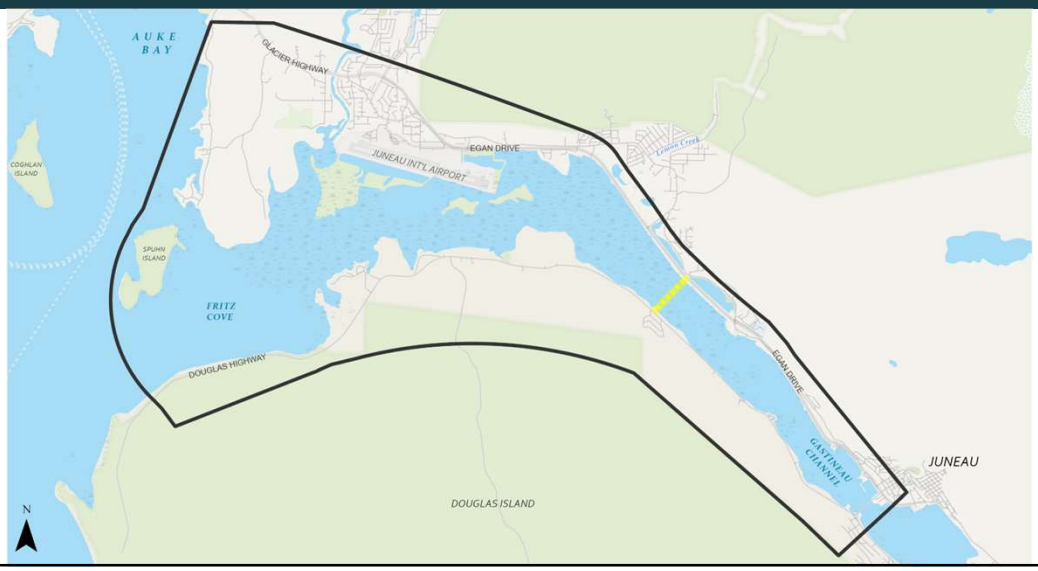
TWIN LAKES



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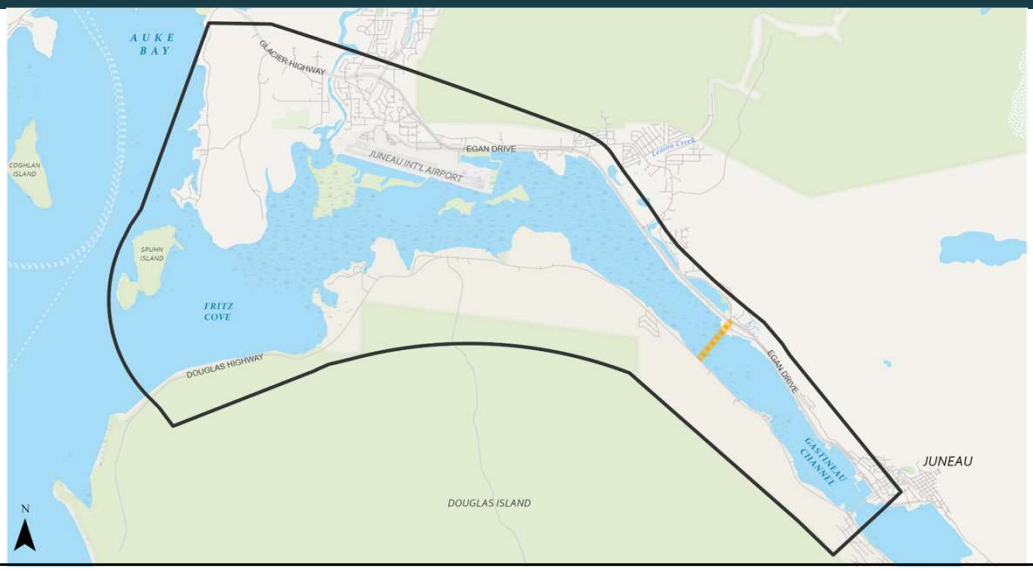
SALMON CREEK



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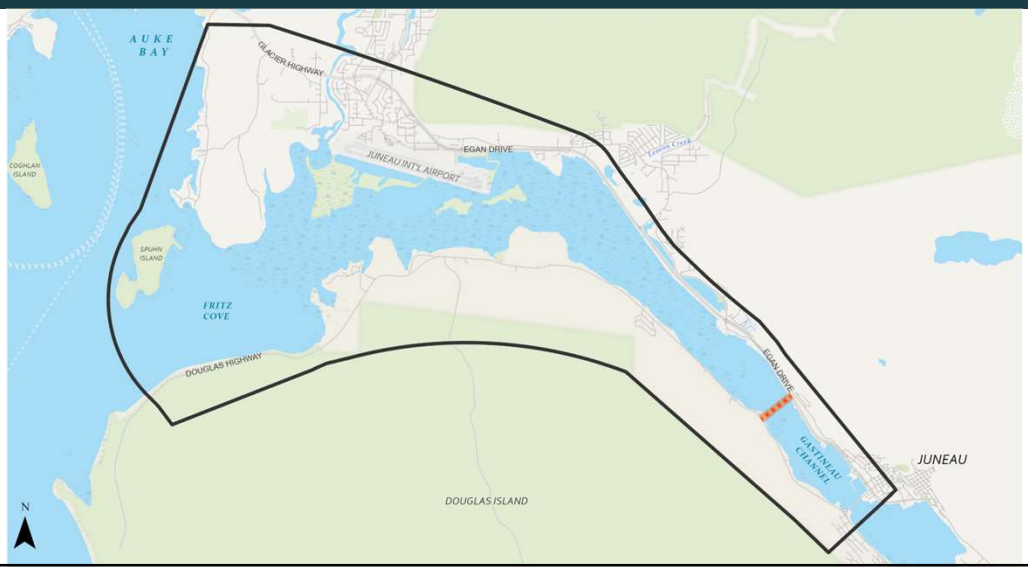
EAGLE CREEK



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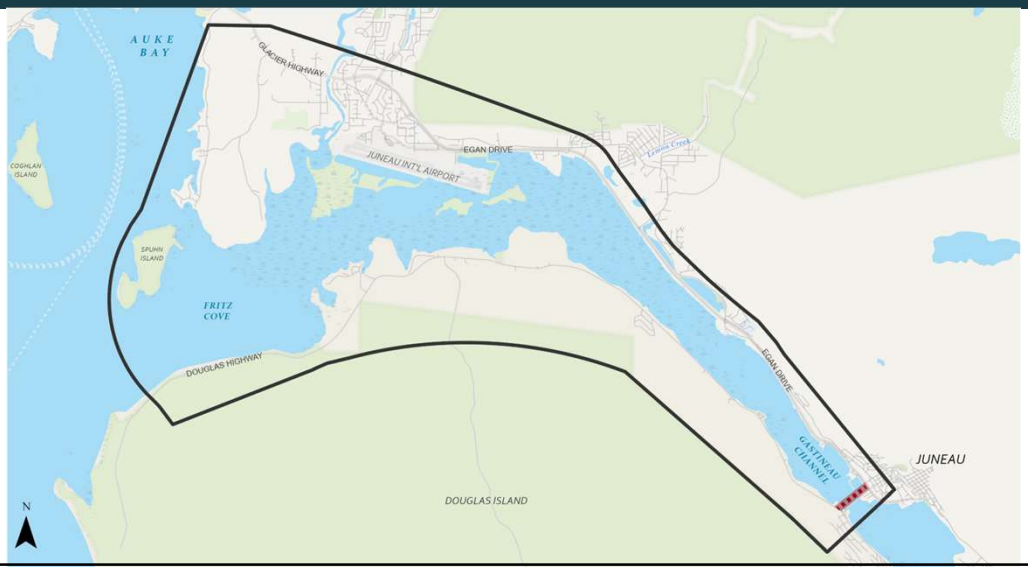
DOWNTOWN



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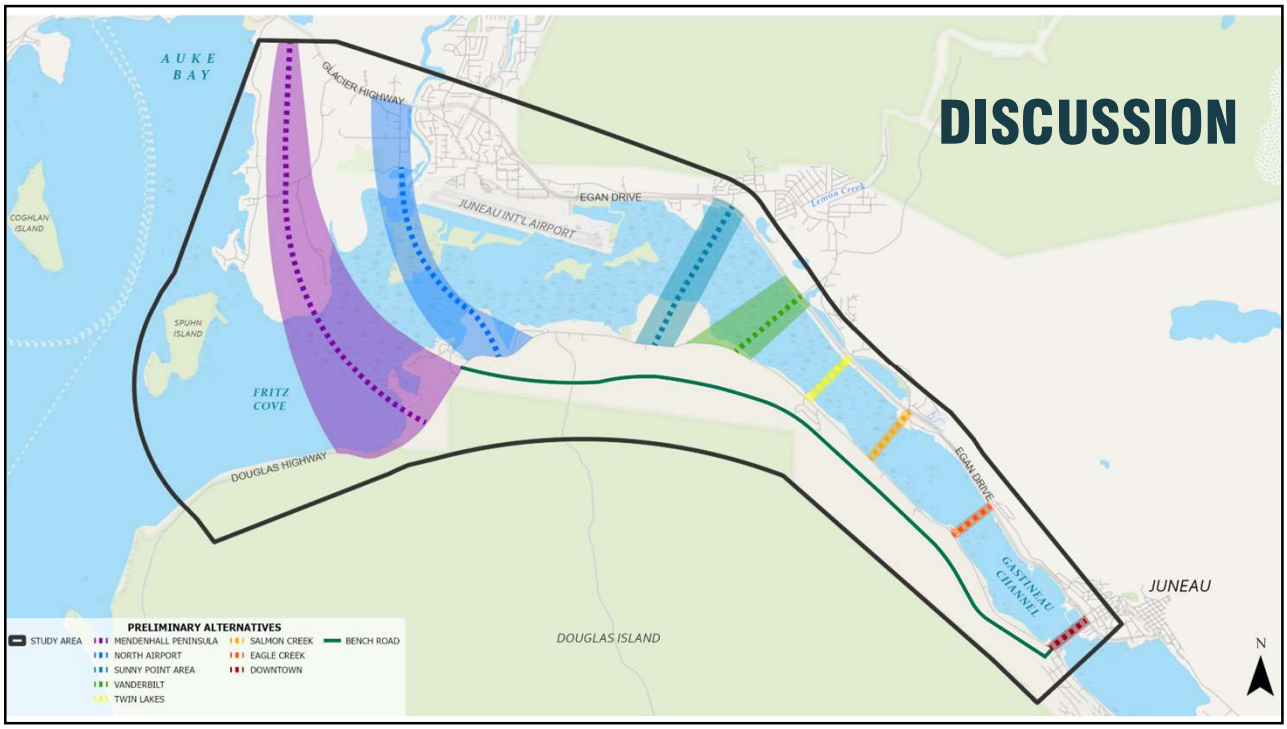

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LEVEL 1 AND LEVEL 2 SCREENING

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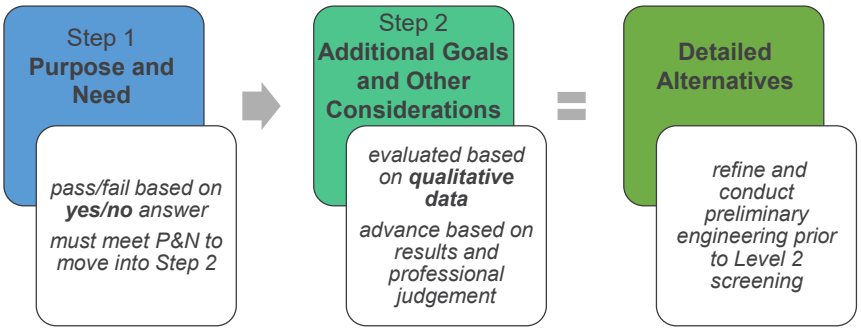
LEVEL 1 SCREENING



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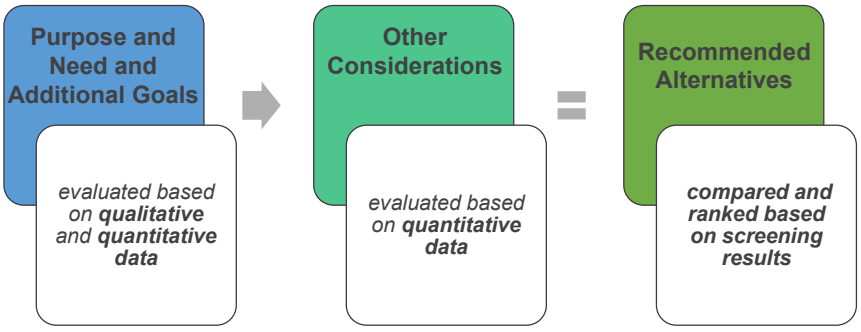
LEVEL 2 SCREENING



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WHAT'S NEXT?

Meeting #	Focus	When
1	▪ Baseline data and existing conditions ▪ Purpose and need	May 11, 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	Summer 2022
3	▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria	Fall/Winter 2022
4	▪ Detailed alternative screening results ▪ Recommended alternatives ▪ Draft PEL Study	Winter/Spring 2023

JUNEAU DOUGLAS
North Crossing PEL Study

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WE WANT YOUR FEEDBACK!

You are invited to the Public Open House No. 2

Join us to:

- Learn more about the PEL study and progress to date
- Provide feedback on the preliminary crossing locations and initial screening criteria
- Share your thoughts and concerns with the project team

Date: Monday, December 12, 2022
Time: 4:00 – 6:00 p.m.
Location: Juneau Arts and Culture Center (JACC)
350 Whittier Street, Juneau, AK

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PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
(907) 465-4477

Steve Noble, DOWL Project Manager
(907) 562-2000

Nina Keller, DOWL Assistant Project Manager
(907) 562-2000

Renee Whitesell, DOWL PEL Study Lead
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

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THANK YOU

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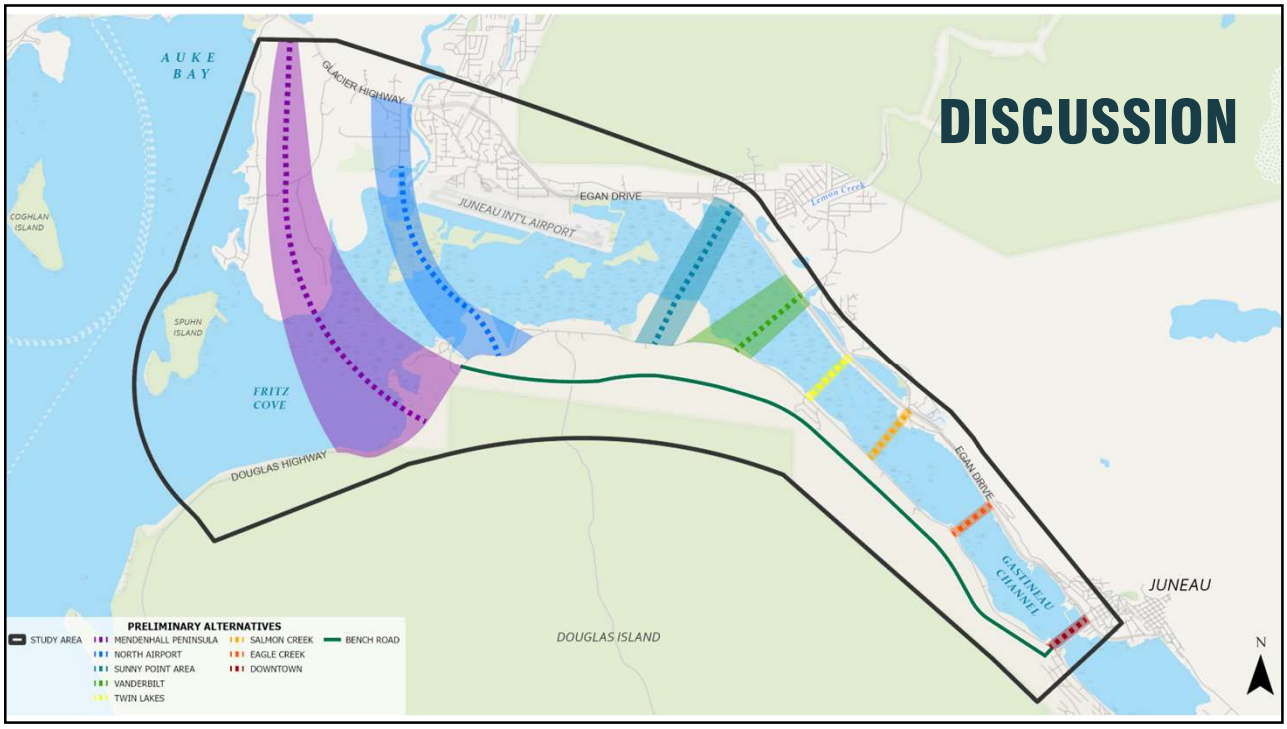

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STAKEHOLDER ADVISORY COMMITTEE MEETING 2

November 17, 2022, 4:00 – 5:30 p.m.

Meeting Objective

Review the PEL process and schedule and give an update on the PEL study. Share the updated purpose and need statement, the alternative screening criteria, and present the preliminary alternatives.

Agenda

4:00 p.m.	Welcome, introductions, agenda outline
4:05 p.m.	PEL process refresher, schedule, update on traffic study
4:20 p.m.	Purpose and Need Statement
4:25 p.m.	Alternative screening criteria presentation and discussion
4:45 p.m.	Preliminary alternatives presentation and discussion
5:05 p.m.	Question & answers
5:25 p.m.	Wrap up, action items, next steps

Attendees

Name	Organization
Marie Heidemann	Department of Transportation and Public Facilities
Kevin Jackson	Department of Transportation and Public Facilities
Christy Gentemann	Department of Transportation and Public Facilities
Steve Noble	DOWL
Renee Whitesell	DOWL
Nina Keller	DOWL

Theresa Dutchuk	DOWL
Marella Gungob	DOWL
Michael Horntvedt	Parametrix
Christine Woll	City and Borough of Juneau Assembly
Craig Dahl	Juneau Chamber of Commerce
Matt Robus	Territorial Sportsmen
Rebecca Bellmore	Southeast Alaska Watershed Coalition
Karen Larsen	Bonnie Brae Neighborhood Association
Winston Smith	Juneau Audubon Society
Ron Somerville	Mendenhall Wetlands Study Group
Laurie Craig	Mendenhall Wetlands Study Group
Alex Wertheimer	Mendenhall Wetlands Study Group
Katie Koester	City and Borough of Juneau
Ed Schoenfeld	Douglas Advisory Board
Brian Holst	Juneau Economic Development Council
Jesse Kiehl	Alaska State Senate
Julie Bednardski	North Douglas Neighborhood Association
Royal Hill	Central Council of Tlingit and Haida Indian Tribes of Alaska

Summary

Marie Heidmann (DOT&PF, Project Manager) opened the meeting by reviewing the meeting agenda, welcoming the committee members, and introducing the study team. She invited committee members to introduce themselves and the organization they represented. She went over the study schedule by reviewing past milestones and highlighted the current status. Marie mentioned the September Pop Up Listening Sessions, where approximately 150 participants at Eaglecrest and 100 participants at Safeway shared feedback on the study and a potential north crossing.

Renee Whitesell (DOWL, PEL Study Lead) then took over presenting. She began by defining the study area and reviewing the Planning and Environmental Linkages (PEL) Process, emphasizing:

- How the PEL study can be rolled forward into future National Environmental Policy Act (NEPA) review processes
- The benefits of stronger linkages between transportation planning and project development

Renee then presented the Purpose and Need Statement and additional goals of the study and summarized the alternative development and screening process.

Preliminary Alternatives

Steve Noble (DOWL, Project Manager) gave an overview of the Preliminary Alternatives Workshop and discussed how the pre-screening process narrowed the crowd sourced ideas heard so far down to eight viable alternatives.

Bench Road

Steve shared that while not a preliminary alternative of the PEL Study, the concept of a Bench Road had been mentioned enough times by the public and Committee members to warrant evaluation by the study team. The Bench Road would be evaluated as a separate, standalone project that could potentially be included with an alternative moving forward. The team has heard from the public frustrations with the existing North Douglas Highway, particularly regarding safety.

Mendenhall Peninsula

Following Steve's presentation on the Mendenhall Peninsula route, a participant asked if this route would propose to use an existing road, such as Engineer's Cutoff. Steve shared that the study team had not ruled anything out yet and was considering how an existing road could be upgraded to handle additional traffic as well as considering construction of a new road along the top of Mendenhall Peninsula. Each would have various environmental and neighborhood impacts that would be evaluated at a later phase. Steve noted the similar conditions between the North Douglas Highway and the existing roads on Mendenhall Peninsula.

A participant commented on the airport and considerations for any evaluated bridge height. Steve replied that the Technical Advisory Committee included airline representatives and the Airport Manager.

A participant suggested that the study team look to crossings in Florida for inspiration, as there are many structures connecting islands and the mainland. Steve shared that the team is considering various structures, including bridges, embankments, causeways, tunnels, and others. The next phase will include additional engineering analysis for the appropriate structures to consider for any alternative moving forward.

North Airport

Steve presented on this option that after short evaluation, a crossing in the location would need to be a tunnel due to the airport constraints. A participant shared that he thought that would not be an issue and it appeared to be 500 feet away from the runway. Steve corrected that the Federal Aviation Administration (FAA) has strict regulations on clearing requirements and lighting.

Sunny Point and Vanderbilt

The discussions on these options began with questions for how they could tie into Egan Drive and use existing intersections. Steve shared that a proposed structure would likely be similar to the existing bridge, with two lanes, shoulders, and a multiuse pathway. These alternatives would likely tie into existing signalized intersections on the Juneau side of the crossing and look like the existing bridge on the Douglas Island side.

Steve commented that the study team was developing an origin-destination study using data collected from March to June 2022. A participant confirmed that this data would include those traveling to Eaglecrest for skiing.

The conversation turned to a previous attempt for funding of a second crossing through a failed ballot proposition. There was some disagreement by participants on the funding mechanism and reasons for failure.

A participant asked for information on how far away from salmon streams a crossing would be required to be. Steve shared that crossings near and over streams were permitted with special design features, such as a fish passage culvert.

Twin Lakes

Following the description of this preliminary alternative, participants asked for additional details on what this crossing would look like on the Douglas side and if the team was considering a traffic signal or a roundabout for this route. Steve reiterated that the exact locations for termini and design features have not yet been evaluated.

A participant requested additional information on how a Bench Road would tie in as this route is near the Bonnie Brae neighborhood.

Salmon Creek , Eagle Creek, and Downtown

Following the presentation on these options, a participant asked for additional clarification on the benefits comparing these alternatives, adding that these alternatives are closer to the existing bridge and would have less travel time savings compared to alternatives further west.

Alternative Screening Criteria and Discussion

The presentation then moved into the portion on Level 1 and Level 2 screening, presented by Steve. Afterwards, the meeting was opened for comments and questions.

A participant asked what geotechnical work could be reused from previous studies. Steve shared that the study team has the data from previous studies and is including it as part of the evaluation process.

Due to glacial rebound, some would have to be redone. A participant suggested that the rebound would have more impact on a tunnel than a bridge structure. Steve reiterated that this is unknown and would be evaluated at a later phase.

A participant suggested that for the options west of Salmon Creek, a tunnel would have less impacts on the environment.

Steve concluded the meeting with final remarks, invited the committee members to attend the second Public Open House on December 12, 2022, from 4:00 to 6:00 pm at the Juneau Arts and Culture Center (JACC), and thanked the members for their participation. He reiterated study contact information, the study website, and the study email.

Action Items

Study Team:

- Post meeting materials to the study website.
- Provide the Stakeholder Advisory Committee with a map of the draft preliminary alternatives and meeting materials electronically.

Committee Members:

- Provide additional feedback by November 30, 2022.
- Participate in the Open House No. 2 on December 12, 2022, and upcoming committee meetings.
- Monitor email for future study updates.

TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEE

MEETING NO. 3

March 6, 2023

The environmental review, consultation, 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.

1

ZOOM REQUESTS AND FUNCTIONS

TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEE MEETING

- Please keep your microphone muted. Phone uses press *6 to mute or unmute your line.
- Use “Chat” to view the chat window or send a message.
- Select “Raise Hand” under “Reactions” to indicate you have a question/comment. Phone users press *9 to raise hand.
- Make sure you are identified by name and organizational affiliation. Open the “Participants” window, hover your mouse over your name, select “More,” and then “Rename.”
- If your connection cuts out, this is the phone number you need to dial back into the meeting: (253) 215-8782, Meeting ID: 871 4627 4301, Passcode: 253094.
- Use the “Show Captions” function to view closed captioning.

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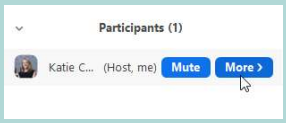

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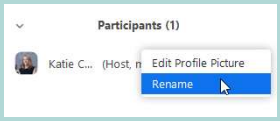

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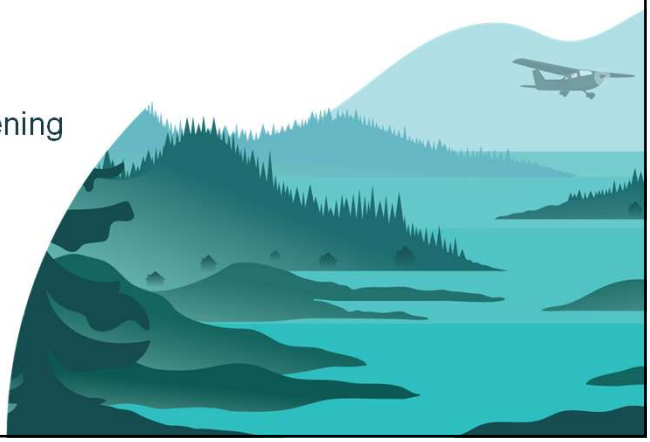
AGENDA

- Welcome and Introductions
- Where we are at in the PEL Study Process
- Public Involvement Update
- Origin-Destination Study Update
- Level 1 Screening Results
- Detailed Alternatives & Level 2 Screening
- Wrap-up & Next Steps



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PROJECT TEAM

Marie Heidemann Project Manager/Planner **Christy Gentemann** Environmental Analyst **Greg Lockwood** Design Group Chief	**Alec Venechuk** Project Manager **Irene Gallion** Senior Planner	**Steve Noble, PE** Project Manager **Renee Whitesell, PTP** PEL Study Lead **Nina Keller** Planning and Environmental

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MEETING PURPOSE

- PEL Study Team will share:
  - Update on Public Involvement activities
  - Screening criteria and revisions made as a result of feedback
  - Level 1 screening and detailed alternatives
- Advisory Committees members today:
  - Ask questions
  - Share initial thoughts
- Advisory Committee members over the next two weeks:
  - Share the materials with your organizations
  - Share comments on the Level 1 screening results and the detailed alternatives

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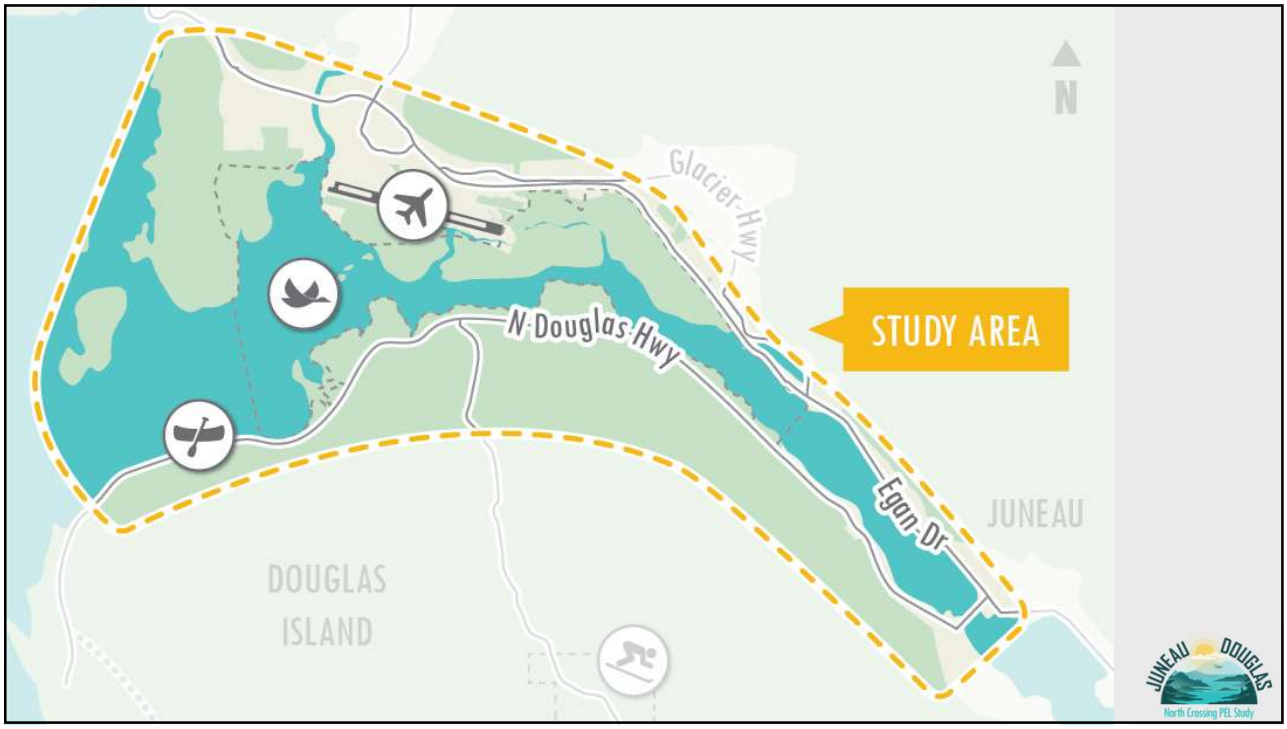

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SCHEDULE

SPRING 2022	SUMMER / FALL 2022	WINTER / SPRING 2022 / 2023	SUMMER 2023
Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes	**Evaluation Criteria, Develop & Screen Alternatives**	**Evaluate, Refine, & Select Alternatives**	**Finalize Documentation**
Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes	Identify Crossing Alternatives and Develop Screening Criteria	Screening, Recommended Alternatives, Draft PEL Study	Public Comment Period *(30 days)* and Finalize PEL Study



JUNEAU DOUGLAS
North Crossing PEL Study

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PUBLIC INVOLVEMENT UPDATE

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PUBLIC INVOLVEMENT UPDATE

- Technical and Stakeholder Advisory Committees: 4 Meetings (as noted on the schedule)
- Stakeholder/Agency Alternatives Workshop – July 19, 2022
- **PUBLIC MEETINGS:**
  - Virtual Public Open House 1: May 11, 2022
  - Listening Sessions at Eaglecrest and Safeway: September 17, 2022
  - In-Person Public Open House 2: December 12, 2022
  - In-Person Public Open House 3: Summer 2023
- Over 200 verbal and written comments received (email, phone, and handwritten) – not including the online survey
- 1,012 survey responses following Public Open House 2



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PUBLIC INVOLVEMENT UPDATE

SMALL GROUPS MEETINGS

- North Douglas Neighborhood Association
- Bonnie Brae Neighborhood Association
- Juneau Chamber of Commerce
- Mendenhall Wetlands Study Group
- Juneau Audubon Society
- Juneau 58° Innovators Rotary Club
- State and Local Representatives
- Residents

AGENCY MEETINGS

- US Fish and Wildlife Service
- Environmental Protection Agency
- NOAA Fisheries
- Alaska Department of Fish & Game
- US Army Corps of Engineers
- US Forest Service
- Alaska Department of Natural Resources - Office of History and Archaeology
- Alaska Department of Natural Resources - Division of Mining, Land & Water

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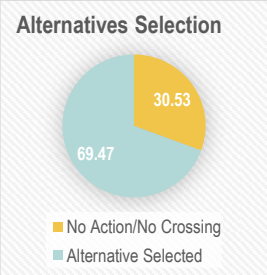
SURVEY RESULTS & SUMMARY

- Survey asked six questions, providing space for additional comments
- Received 1,012 responses to the online survey
- Received 141 emails, phone calls, and in person comments during the comment period
- Nearly half of respondents shared where they live, most who answered live in the City and Borough of Juneau
- More than two thirds supported a north crossing at some location
- More likely to support a north crossing that:
  - Creates alternative access
  - Reduces travel time and congestion
  - Improves emergency response time
  - Improves access to recreation opportunities
  - Minimizes environmental impacts
  - Minimizes disruptions to existing neighborhoods and residents
  - Reduces increased or generated traffic on Douglas Island
  - Provides reasonable construction and maintenance costs



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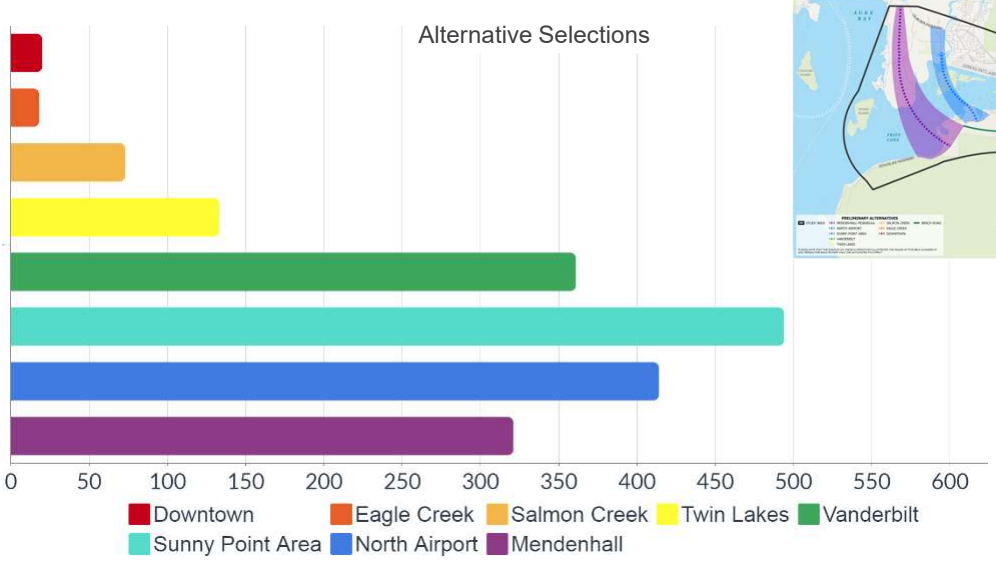
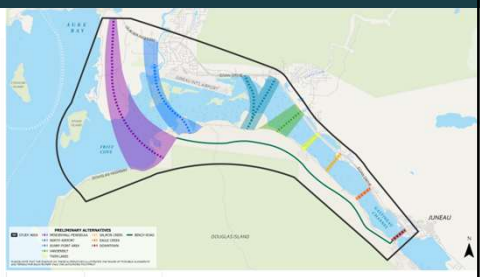
SURVEY RESULTS – CHOSEN CROSSING LOCATIONS





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LEVEL 1
SCREENING RESULTS

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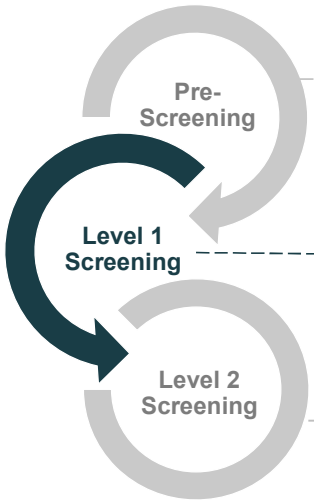
ALTERNATIVE DEVELOPMENT & SCREENING PROCESS

1. Develop the Purpose and Need Statement based on the existing conditions and public and advisory committee input.
2. Compile alternatives* based on previous studies and input from the advisory committees and the public
3. Pre-screening
4. **Apply Level 1 Screening**
5. Refine and conduct preliminary engineering
6. Apply Level 2 Screening
7. Further refine the recommended alternatives

**a "no build" alternative is carried forward through the screening process*

14

ALTERNATIVE SCREENING OVERVIEW – LEVEL 1



- Elimination of alternatives that are not feasible based on professional judgement and available data
- Assessing alternatives based on location and buildability
- Merge similar alternatives as variants

RESULT: Preliminary alternatives

- Elimination of alternatives that do not meet P&N
- Elimination of alternatives that do not meet specific regulatory requirements
- Early engineering and environmental evaluation to identify alternatives that are technically feasible, practical, implementable, and reasonable

RESULT: Detailed alternatives

- Screening remaining alternatives using a broad range of qualitative and quantitative criteria
- Compare and rank the detailed alternatives

RESULT: Recommended alternative(s) and project(s)

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LEVEL 1 STEP 1: PURPOSE & NEED STATEMENT

PURPOSE

The ***purpose*** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau.

The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

NEED

*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

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SCREENING REVISIONS

REVISIONS WERE MADE TO SCREENING CRITERIA BASED ON ADVISORY COMMITTEE AND PUBLIC COMMENT

- Identified an important bird area
- Consider hydrologic connectivity
- Measure impacts by acreage and buffer rather than linear feet
- Measure impervious surfaces to consider stormwater runoff
- Consider intertidal impacts

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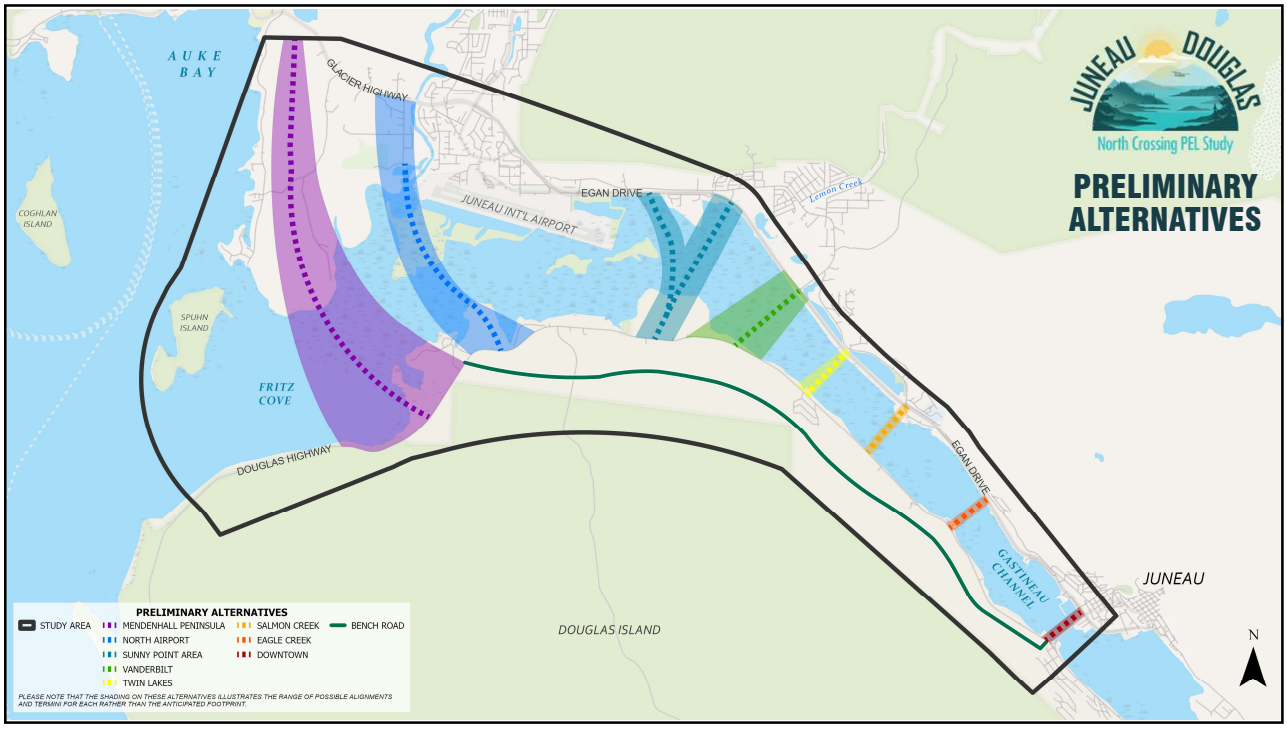

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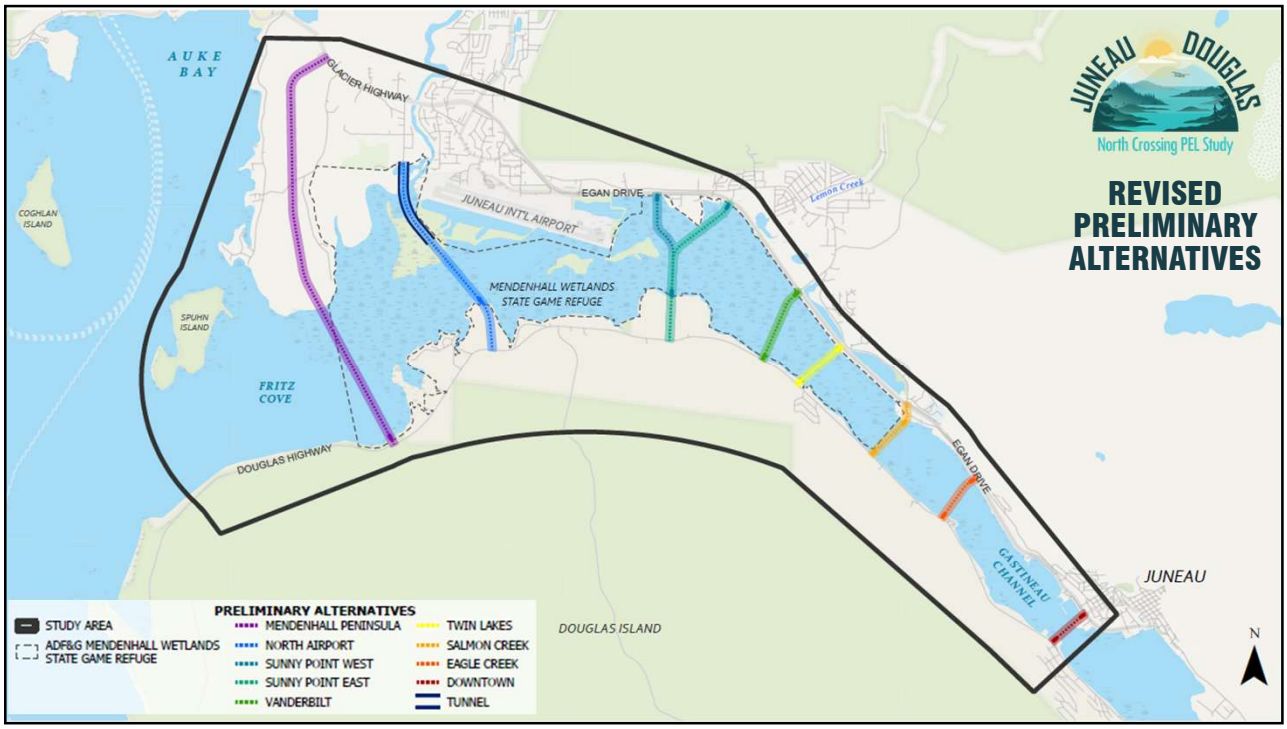

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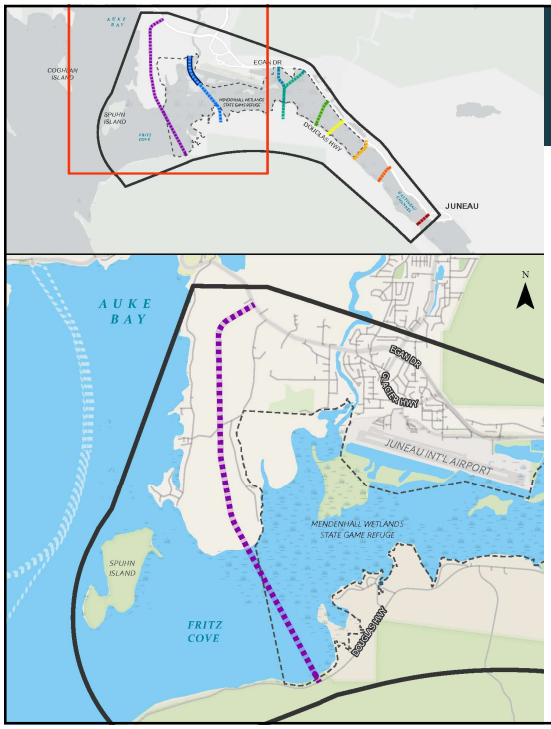
ORIGIN-DESTINATION STUDY

PROPORTION OF EXISTING TRAFFIC VOLUMES FORECASTED TO SHIFT TO EACH ALTERNATIVE

Alternative	Mendenhall	North Airport	West Sunny Point Area	Sunny Point Area	Vanderbilt	Twin Lakes	Salmon Creek	Eagle Creek	Downtown and Juneau Douglas Bridge
Alternative	5-15%		20-30%			40%		45%	50%
Existing Bridge	85-95%		70-80%			60%		55%	50%

20



MENDENHALL PENINSULA

RECOMMEND NOT ADVANCING

- Meets the Purpose and Need
- Potentially "fatally flawed" from a constructability perspective.
- Considered feasible but not reasonable for the following reasons:
  - Potential for adverse impacts to residential roads and neighborhoods
  - Significant earthworks required (cuts/fills exceeding 60 feet in height)
  - Adverse visual impacts – at least 100 feet high in best case to meet profile grades
  - Costs likely to be high
  - Structure would be nearly double the length of the next longest structure
  - Potential impact to approach paths to Juneau airport, and potential impact to facilities on land owned by Federal Aviation Authority along the ridgeline of Mendenhall Peninsula

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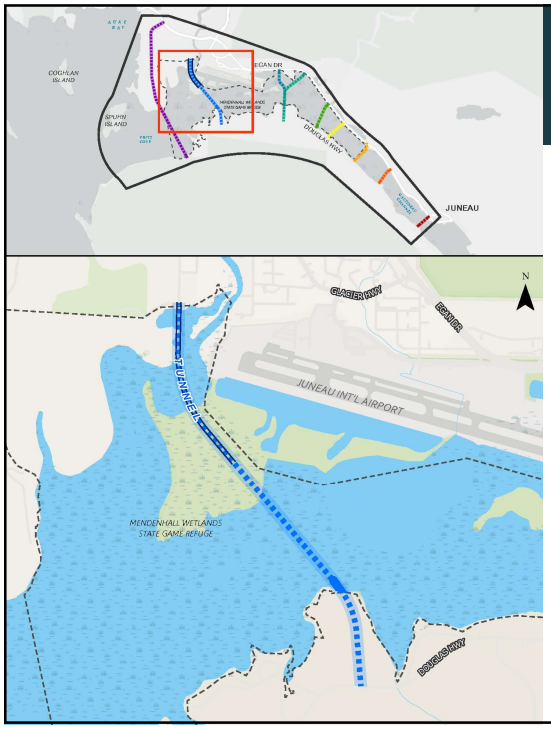

NORTH AIRPORT

RECOMMEND NOT ADVANCING

- Meets the Purpose and Need
- Potentially "fatally flawed" from a constructability perspective.
- Considered feasible but not reasonable for the following reasons:
  - Geotechnical challenges:
    - Isostatic rebound will create long term maintenance issues and safety concerns
    - Soil conditions may be susceptible to liquefaction in a seismic event
  - Construction costs and maintenance costs for a tunnel far exceed that of bridge structures and causeways
  - Likely impact to Juneau airport approach operations

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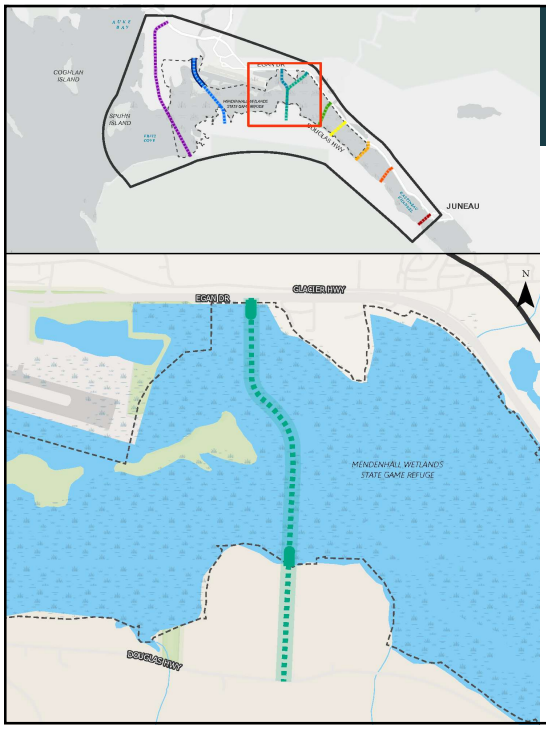

WEST SUNNY POINT AREA

RECOMMEND ADVANCE TO DETAILED ALTERNATIVE DEVELOPMENT

The potential **advantages** of this alternative include:

- Douglas terminus can be designed to use CBJ property, reducing impact to private property
- Avoids Southeast Alaska Land Trust conservation property
- Reduces travel times for the largest number of users
- High potential to improve the connection to North and West Douglas Island
- Potential to enhance public health and safety

The potential **disadvantages** of this alternative include:

- Crosses the Refuge
- Adds an at-grade, and potentially signalized intersection on Egan Drive
- Further analysis is needed to determine potential for impacts to residential areas, visual impacts, and environmental impacts

JUNEAU DOUGLAS North Crossing PEL Study

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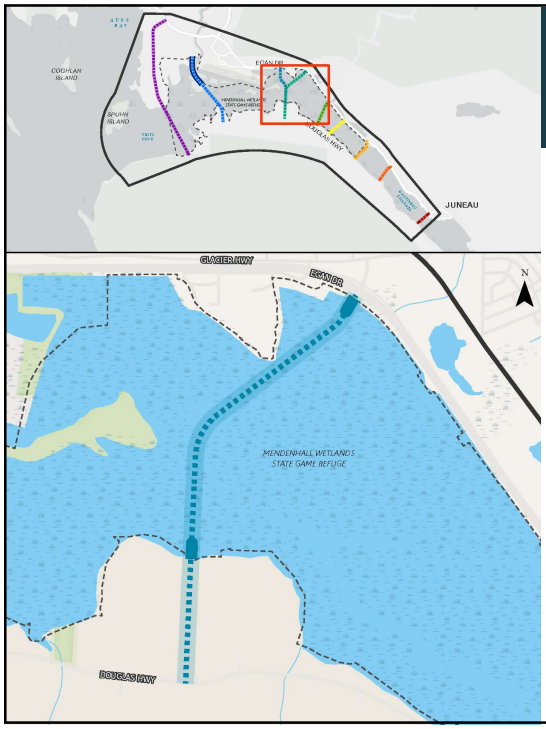

SUNNY POINT AREA

RECOMMEND ADVANCE TO DETAILED ALTERNATIVE DEVELOPMENT

The potential **advantages** of this alternative include:

- Douglas terminus can be designed to use CBJ property, reducing impact to private property
- Terminates at Egan Drive and uses the Sunny Point interchange
- Location between centers of population in downtown Juneau and the Mendenhall Valley
- Potential to enhance public health and safety

The potential **disadvantages** of this alternative include:

- Crosses the Refuge
- Will likely impact Southeast Alaska Land Trust conservation property
- Encroaches into a traditional and popular duck hunting area
- Further analysis is needed to determine potential for impacts to residential areas, visual impacts, and environmental impacts

JUNEAU DOUGLAS North Crossing PEL Study

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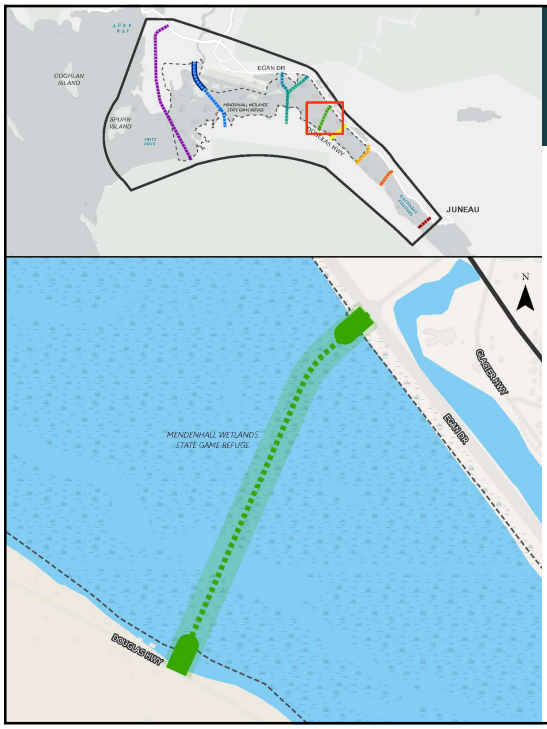

VANDERBILT

RECOMMEND ADVANCE TO DETAILED ALTERNATIVE DEVELOPMENT

The potential **advantages** of this alternative include:

- Terminates at Egan Drive on an existing intersection
- Southern terminus uses land owned by CBJ
- Location between centers of population in downtown Juneau and the Mendenhall Valley
- Potential to enhance public health and safety

The potential **disadvantages** of this alternative include:

- Crosses the Refuge
- Further analysis is needed to determine potential for impacts to residential areas, visual impacts, and environmental impacts

JUNEAU DOUGLAS North Crossing PEL Study

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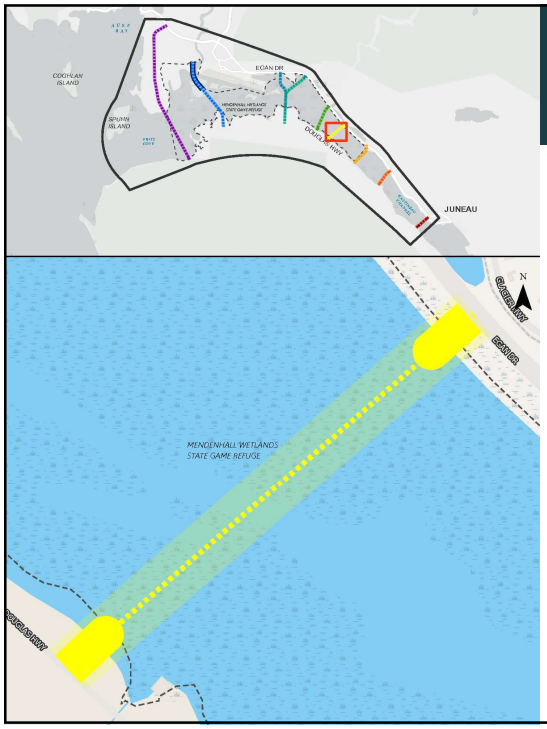

TWIN LAKES

RECOMMEND ADVANCE TO DETAILED ALTERNATIVE DEVELOPMENT

The potential **advantages** of this alternative include:

- One of the shorter crossing distances.
- Location between centers of population in downtown Juneau and the Mendenhall Valley
- Potential to enhance public health and safety
- Potentially lower impact on the visual, cultural, and scenic identity of Juneau and Douglas Island, more detailed analysis is needed

The potential **disadvantages** of this alternative include:

- Crosses the Refuge
- Further analysis is needed to determine potential for impacts to residential areas, visual impacts, and environmental impacts
- Potentially increases delay along Egan Drive and may decrease safety by requiring vehicles to slow or stop, and potentially interact with vehicles using traffic lanes moving in opposing directions

JUNEAU DOUGLAS North Crossing PEL Study

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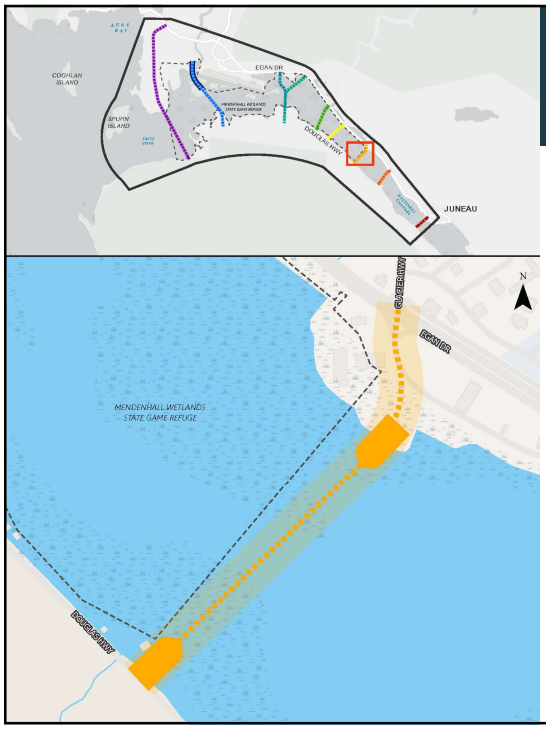

SALMON CREEK

RECOMMEND ADVANCE TO DETAILED ALTERNATIVE DEVELOPMENT?

The potential **advantages** of this alternative include:

- Crossing is outside the Refuge
- Close to an existing intersection with Egan Drive
- Located close to Bartlett Regional Hospital
- Potentially lower impact on the visual, cultural, and scenic identity of Juneau and Douglas Island

The potential **disadvantages** of this alternative include:

- Although alternative is outside Refuge, further analysis is needed to understand whether there are potential Section 4(f) impacts
- Likely to be very challenging to construct – unable to meet engineering design criteria, profile grade, challenges tying in with Egan Drive/Channel Drive intersection.
- Further analysis is needed to determine potential impacts to commercial properties, freight, and environmental impacts

JUNEAU DOUGLAS North Crossing PEL Study

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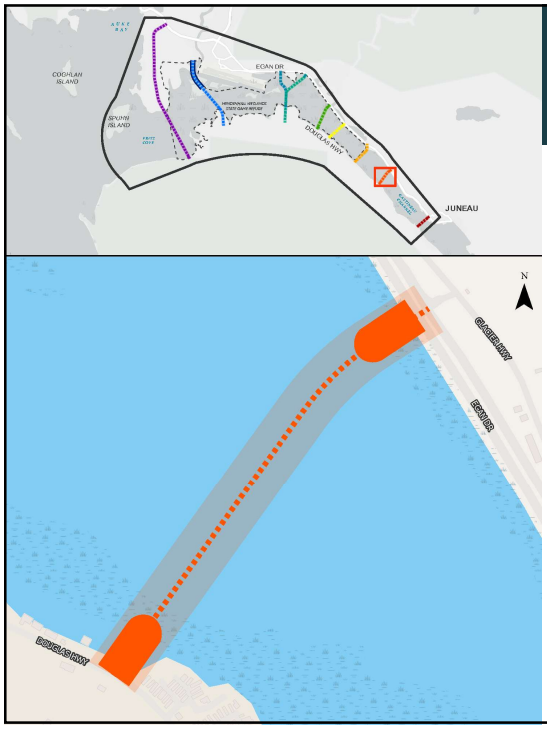

EAGLE CREEK

RECOMMEND NOT ADVANCING

- This alternative does not meet the P&N and was not carried forward into Step 2 of Level 1 screening
- Alterative does not meet P&N because:
  - It does not improve infrastructure resilience, particularly in the event of a single route closure along Egan Drive or Glacier Highway
  - Landslide hazard designation mapping identifies several landslide hazard risk chutes that are of a high probably of impacting this alternative

JUNEAU DOUGLAS North Crossing PEL Study

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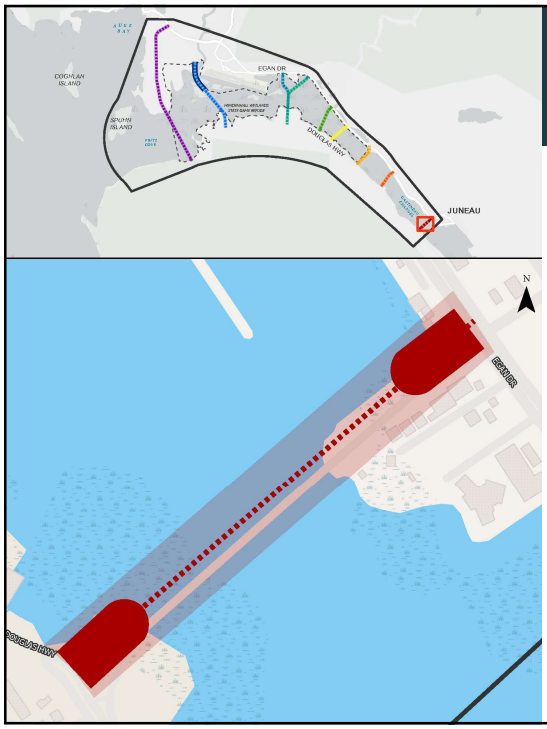

DOWNTOWN

RECOMMEND NOT ADVANCING

- This alternative does not meet the P&N and was not carried forward into Step 2 of Level 1 screening
- Alternative does not meet P&N because:
  - It does not improve infrastructure resilience, particularly in the event of a single route closure along Egan Drive or Glacier Highway
  - Landslide hazard designation mapping identifies several landslide hazard risk chutes that are of a high probably of impacting this alternative
  - Alternative will not reduce travel times or emergency response times

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NO BUILD ALTERNATIVE



- No Build alternative does not provide for any action
- Does not generate impacts
- Does not meet the purpose and need
- Will be carried forward to the next stage of screening to provide a baseline against which to evaluate the other alternatives
- No Build alternative will also be carried forward into any future NEPA processes

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DETAILED ALTERNATIVES & LEVEL 2 SCREENING

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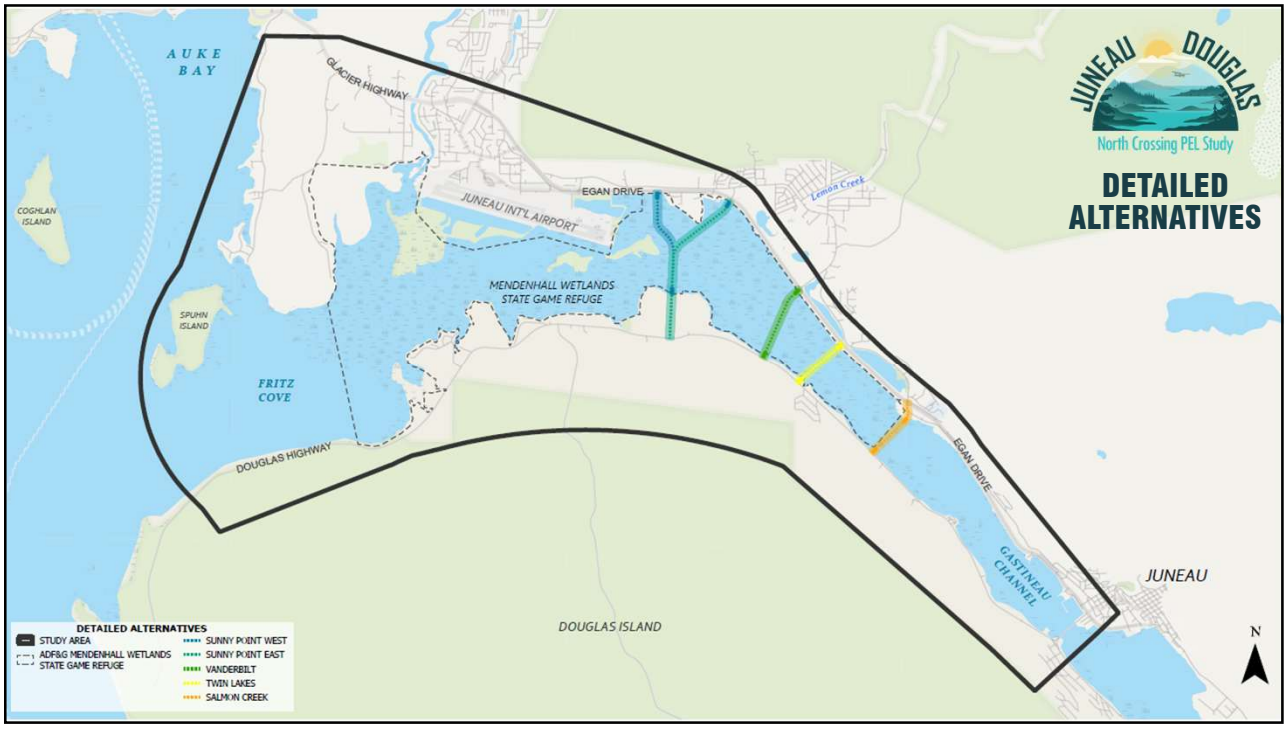

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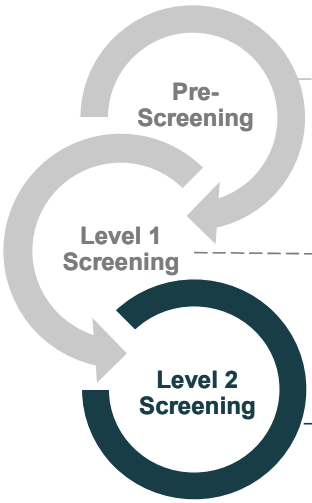
ALTERNATIVE SCREENING OVERVIEW – LEVEL 2



- Elimination of alternatives that are not feasible based on professional judgement and available data
- Assessing alternatives based on location and buildability
- Merge similar alternatives as variants

RESULT: Preliminary alternatives

- Elimination of alternatives that do not meet P&N
- Elimination of alternatives that do not meet specific regulatory requirements
- Early engineering and environmental evaluation to identify alternatives that are technically feasible, practical, implementable, and reasonable

RESULT: Detailed alternatives

- Screening remaining alternatives using a broad range of qualitative and quantitative criteria
- Compare and rank the detailed alternatives

RESULT: Recommended alternative(s) and project(s)

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LEVEL 2 SCREENING - DETAILS

LEVEL 2 SCREENING INCLUDES THE FOLLOWING STEPS:

1. **Estimate the constraints placed on the alternatives by various resources**
   - *Example: acres of residential and commercial land uses*
2. **Identify if resources, and to what extent, will be potentially affected by an alternative**
   - *Example: acres of wetlands impacted, or streams crossed*
3. **Evaluate the costs of each alternative, logistical considerations, and technical feasibility**
   - *Including costs of construction, mitigation, and annual maintenance*
4. **Determine whether any of the alternatives would have substantially greater costs without having substantially greater benefits**

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WHAT'S NEXT?

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WHAT'S NEXT?

Meeting #	Focus	When
1	▪ Baseline data and existing conditions ▪ Purpose and need	May 11, 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	Summer 2022
3	▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria	Fall/Winter 2022
4	▪ Detailed alternative screening results ▪ Recommended alternatives	Spring 2023
	▪ Draft PEL Study ▪ Final Public Open House	Summer 2023

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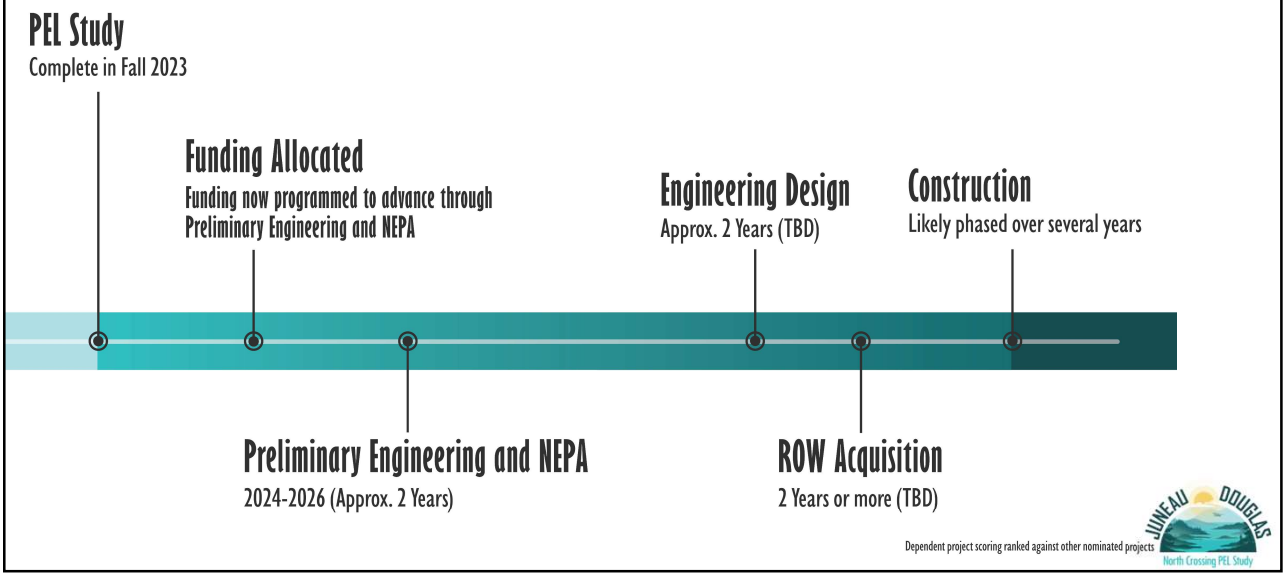
AFTER THE PEL STUDY WRAPS UP



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WE WANT YOUR FEEDBACK!

Please provide feedback on the detailed alternatives analysis presented today by **March 20, 2023**.

- Call a study team member
- Send an email to JDNorthCrossing@dowl.com
- One-on-one meetings
- Small group meetings

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PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
(907) 465-4477

Steve Noble, DOWL Project Manager
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

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JOINT TECHNICAL ADVISORY COMMITTEE AND STAKEHOLDER ADVISORY COMMITTEE | MEETING 3

March 6, 2023, 3:30 – 5:30 p.m.

Meeting Objective

Review the Planning and Environmental Linkages (PEL) process and schedule. Share the alternative screening criteria and revisions made based on feedback, present the draft Level 1 screening and detailed alternatives, and receive input.

Agenda

Welcome, Introductions, and Agenda Outline

PEL Study Process and Schedule

Public Involvement Update

Origin-Destination Study Update

Level 1 Screening Results

Detailed Alternatives

Wrap-Up and Next Steps

Attendees – PEL Study Team

Name	Organization
Marie Heidemann, Project Manager	Department of Transportation and Public Facilities
Christina Mounce	Department of Transportation and Public Facilities
Christy Gentemann	Department of Transportation and Public Facilities
Nathan Purves	Department of Transportation and Public Facilities
Greg Lockwood	Department of Transportation and Public Facilities
Alexandria Lawrence	Department of Transportation and Public Facilities
Alec Venechuk	City and Borough of Juneau
Irene Gallion	City and Borough of Juneau
Steve Noble	DOWL
Nina Keller	DOWL
Renee Whitesell	DOWL
Sean Holland	DOWL

Theresa Dutchuk	DOWL
Morgan McCammon	DOWL
Talli Vittetoe	DOWL
Michael Horntvedt	Parametrix

Attendees – Technical Advisory Committee Members

Name	Organization
Katie Koester	City and Borough of Juneau
George Schaaf	City and Borough of Juneau
Cody Hargreaves	Alaska Airlines
Tristan Fluharty	United States Forest Service
Phil Adams	Juneau Airport
Patty Wahto	Juneau Airport
David Gann	National Oceanic and Atmospheric Administration Fisheries
Molly Zaleski	National Oceanic and Atmospheric Administration Fisheries
Nichole Bjornlie	United States Fish and Wildlife Services
Jesse Lindgren	Alaska Department of Fish and Game
Kate Kanouse	Alaska Department of Fish and Game
Krista Garrett	Southeast Alaska Land Trust
Betsy McCracken	Environmental Protection Agency
James Rypkema	Department of Environmental Conservation
Adeyemi Alimi	Department of Environmental Conservation
Randal Vigil	United States Army Corps of Engineers

Attendees – Stakeholder Advisory Committee Members

Name	Organization
Maria Gladziszewski	City and Borough of Juneau Assembly
Wade Bryson	City and Borough of Juneau Assembly
Christine Woll	City and Borough of Juneau Assembly
Ron Somerville	Mendenhall Wetlands Study Group
Frank Rue	Mendenhall Wetlands Study Group
Alex Wertheimer	Mendenhall Wetlands Study Group
Dave Hanna	Access Alaska
Caleb Yates	State Senator Kiehl's Office
Sara Hannan	State House of Representatives
Teri Tibbett	Bonnie Brae Neighborhood Association & Douglas Advisory Board
Steven Sahlender	Goldbelt, Inc.
Winston Smith	Juneau Audubon Society
Natalee Rothaus	Resident
Freda Westman	Resident

Summary

Introduction

Marie Heidemann, Department of Transportation and Public Facilities (DOT&PF) Project Manager, opened the meeting by welcoming committee members, reviewing the agenda, introducing the project team, and establishing the meeting purpose. She reviewed the study area and noted the addition of the boundaries of the Mendenhall Wetlands State Game Refuge (Refuge) to the study area graphic. She presented an overview of the study schedule by reviewing past milestones and highlighting the study status. Marie mentioned the upcoming Advisory Committee Meeting #4 and noted the project team will be reaching out to get input on the format for this meeting.

Public Involvement Update

Nina Keller (DOWL) presented a brief public involvement update, highlighting the technical and stakeholder advisory committee meetings, stakeholder and agency alternatives workshop, public meetings, over 200 verbal and written comments received, and 1,012 survey responses following Public Open House #2. She reviewed the list of organizations who have been involved in small group meetings and agency meetings. Nina then detailed the survey results and summary, highlighting:

- More than two thirds of the survey respondents supported a north crossing at some location.
- Overall respondents favored the locations that are not within proximity of the current crossing.
- Many respondents who selected the Sunny Point and Vanderbilt alternatives mentioned the proximity to the hospital.
- Other comments indicated support for a crossing at the point furthest north to connect residents on North Douglas to Juneau and to increase development on the north and west sides of Douglas Island.
- More than half of the respondents mentioned environmental impacts to the Refuge and wildlife in the area as important considerations.

In the meeting chat, a participant requested clarification on why the “No Build” alternative was not included on the slide with the survey respondents crossing location preferences. Steve responded the graphic was made this way because the survey allowed respondents to comment on more than one alternative, including the “No Build” alternative. This skewed the presentation of the graphics for those who preferred the “No Build” option but selected other preliminary alternatives as acceptable locations. The study team does have a graphic that shows seventy percent being in favor of a north crossing and thirty percent not favoring it and added that the study team will review if the “No Build” alternative could be incorporated into the graphic without adding confusion.

Level 1 Screening

Renee Whitesell (DOWL) presented an overview of the alternative development and screening process, Level 1 screening criteria, purpose and need for the study, and screening revisions based on comments received from the advisory committees and the public. She noted the study team has undertaken early engineering analysis for the preliminary alternatives presented in November 2022, including potential start and end points for a crossing and associated infrastructure.

Origin-Destination Study

Steve Noble (DOWL Project Manager) presented the draft findings of the origin-destination study, noting it is not yet complete. He highlighted how the study team acquired traffic data and assumptions on traffic volumes that would use the bridge based on the study's results. Approximately 75 percent of the traffic using the existing bridge comes from South Douglas Highway and 25 percent from North Douglas Highway. Steve reviewed the table that depicted how motorists would respond to travel time and distance at these alternative routes. He noted that the project team grouped some preliminary alternatives together because of the level of confidence in the data at this point in the study. The origin-destination study would be made available once completed.

A participant requested further clarification on the table depicting estimated percentage of traffic that would use the north crossing, specifically the Downtown alternative adjacent to the existing bridge, in the meeting chat. Steve responded that the closer the alignment gets to the existing bridge, the more traffic would evenly disperse between the two bridges. Based on travel time and distance, more traffic would use a bridge closer to the existing bridge.

Another participant noted in the meeting chat this analysis is based on existing uses and does not take future development on north or west Douglas into consideration. Steve responded that the origin-destination study was based on existing roads and traffic. If more development happens on west or north Douglas, traffic using a north crossing would likely increase.

A participant asked if the project team will be estimating the travel time savings in minutes. Steve responded that it would be part of the origin-destination study that will be released once complete.

Level 1 Screening Results

Steve then presented the Level 1 screening results for each preliminary alternative and stated that participants would have the opportunity to provide feedback.

Mendenhall Peninsula

The Mendenhall Peninsula alternative is not recommended to advance to detailed alternative development. Steve shared that this preliminary alternative had potential to adversely impact neighborhoods and viewsheds, would require significant earthworks, and have high costs due to the structure length.

A participant in the meeting chat requested preliminary cost estimates for each alternative. Steve responded that cost estimates would be shared as part of the Level 2 screening process.

North Airport

The North Airport alternative is not recommended to advance to detailed alternative development. Steve highlighted construction and maintenance cost concerns for the tunnel, geotechnical challenges with isostatic rebound and soil conditions, and potential airport operations impacts.

West Sunny Point Area

The West Sunny Point Area alternative is recommended to advance to detailed alternative development. Steve shared the advantages of this alternative as using CBJ property, avoiding Southeast Alaska Land Trust (SEALT) conservation property, and travel time reductions for the largest number of users. Additional analysis would be needed to determine potential for impacts to residential areas, visual, and the environment.

A participant requested clarification on assumptions for structure types and evaluation of airport and channel navigation issues in the meeting chat. Steve responded that, while it is not a foregone conclusion that a crossing at this location would be an elevated structure, the language designating the Refuge would make it difficult to do anything that is not an elevated structure.

Sunny Point Area

The Sunny Point Area alternative is recommended to advance to detailed alternative development. Steve shared the advantages of this alternative to include using CBJ property, using the Sunny Point interchange at Egan Drive, and central location between downtown Juneau and Mendenhall Valley. Additional analysis would be needed to determine potential for impacts to residential areas, visual, and the environment.

A participant commented that both Sunny Point alternatives would impact Southeast Alaska Land Trust (SEALT) conservation properties and wetland mitigation sites under Section 404 of the Clean Water Act. A crossing in those areas will likely increase the regulatory complexity and cost for those alternatives.

A participant asked for clarification on why the study team was considering both Sunny Point Area and West Sunny Point alternatives, given similar benefits. Steve responded that there are potential impacts of going further to the west. The airport has shared feedback with the study team for a preference for alternatives to the east. He added that because the West Sunny Point Area and Sunny Point Area alternatives are similar, not much additional effort would be needed to include both.

Vanderbilt

The Vanderbilt alternative is recommended to advance to detailed alternative development. Steve shared the advantages of this alternative to include using CBJ property, using an existing interchange at Egan Drive, and central location between downtown Juneau and Mendenhall Valley. Additional analysis would be needed to determine potential for impacts to residential areas, the environment, and visual impacts..

Twin Lakes

The Twin Lakes alternative is recommended to advance to detailed alternative development. Steve shared the advantages of this alternative having a shorter crossing span and central location between downtown Juneau and Mendenhall Valley. Additional analysis would be needed to determine potential for impacts to residential areas, the environment, traffic patterns, and visual impacts.

Salmon Creek

The Salmon Creek alternative is recommended to advance to detailed alternative development. Steve shared the advantages of this alternative being outside of the Refuge, near an existing intersection with Egan Drive, and close to Bartlett Regional Hospital. Additional analysis would be needed to determine potential for impacts to commercial properties, freight, and the environment.

In the chat, a participant asked if dredging could be considered as part of an alternative to move the navigable channel. Steve responded that the US Coast Guard raised the topic of dredging early in the process, indicating that when evaluating the height of the bridge the study team must consider the existing channel being dredged to allow larger vessels to cross under it. The topic of dredging is often discussed with the community and the City and Borough of Juneau (CBJ).

Eagle Creek

The Eagle Creek alternative is not recommended to advance. Steve shared that this alternative does not meet the purpose and need and would be impacted by a landslide hazard designated area.

A participant requested additional information on the single route closure argument and why that would affect Eagle Creek but not Salmon Creek and Twin Lakes. Steve responded that the project team has determined that there is a landslide hazard area between Eagle Creek, Salmon Creek, and the existing bridge that creates potential risks of closure of Egan Drive and Douglas Highway.

Downtown

The Downtown alternative is not recommended to advance. Steve shared that this alternative does not meet the purpose and need, would not reduce travel or emergency response times, and would be impacted by a landslide hazard designated area.

No Build

Steve discussed how the "No Build" alternative does not provide any action, does not generate any impacts, and does not meet the purpose and need. The study team will carry the "No Build" alternative forward to the next stage of screening to provide a baseline against which to evaluate the other alternatives.

Detailed Alternatives and Level 2 Screening

Steve showed the updated map with detailed alternatives moving forward into Level 2 screening and highlighted that the result of Level 2 screening will be the recommended alternatives that will be carried forward into the National Environmental Policy Act (NEPA) phase and other environmental processes.

Marie then presented the next steps in the PEL study process. Marie noted that the study team will be receiving feedback on the detailed alternatives resulting from Level 1 screening presented and shared the contact information for the study team.

Questions and Answers

Renee proposed to extend the meeting beyond the scheduled end time to continue answering questions and receiving feedback.

A participant asked if the project team would analyze the capacity of the North Douglas Highway to safely accommodate traffic at each of the crossings, and if a bench road would be considered in the screening analysis. Steve responded that the origin-destination study will analyze projected traffic for each of the detailed alternatives carried forward into Level 2 screening.

A participant commented that because this does not take future development into consideration, he thought the process would not be complete regarding freight and fuel trucked through downtown and avalanche and slide zones. He would like to see freight and fuel facilities developed on West Douglas and would like to see the Mendenhall Peninsula and North Airport alternatives returned to consideration. He believed those alternatives would not need a tunnel but could be constructed using an elevated structure. He also preferred the northern routes because they do not cross residential or commercial properties. He recommended additional study for each alternative before any are eliminated.

A participant asked for clarification on who would make decisions on which alternatives would move forward, and how this PEL study would decrease the time for further study and spending in the future. Steve responded that this is a DOT&PF and CBJ project, and that the study team includes those entities and DOWL as the study consultant. The study team will respond to feedback as the study continues and will recommend alternatives to move into a next phase at the end of the PEL study. Marie added that the PEL study is a defined process that

moves through a screening methodology. The next phase will include more quantitative data review. The decision on which alternatives move forward will be based on the application of the screening methodology.

In the chat, a participant asked if wetland mitigation assumed to have same value as impacted wetlands. Nina responded that this would be part of a permitting process in the future.

A participant commented that eliminating Eagle Creek creates a problem in that a transportation project cannot go through the Refuge if a reasonable alternative is available. He asked if the project team provide degrees of impact to the Refuge for various alternatives. Marie clarified that the study team will evaluate relative impact in Level 2 screening. Nina responded that Eagle Creek is not moving forward because it is in a hazard zone for landslides and avalanches. Irene Gallion, CBJ Project Liaison, shared the online location for the CBJ Landslide and Avalanche Assessment.

A participant commented on the difference between a structurally supported roadway and an embankment fill structure and asked if that was factored into Level 1 screening. Steve responded that the study team will analyze both structure types in the Level 2 screening.

A participant asked if interested people not participating in the meeting would have a chance to give feedback before the upcoming comment deadline. Marie responded that at this stage, the study team would be relying on the advisory committees to represent distinct groups and to review how the study team applied the screening methodology. Steve added that the study team recently concluded a thirty-day comment period where the public could view and comment on the alternatives.

In the meeting chat, a participant thanked the study team for providing the meeting materials in advance of the meeting for review ahead of time. They planned to submit a written response to the memo, providing more detailed concerns about the alternatives and impacts. The participant asked when the study team would share the traffic study, engineering design criteria (referenced in the memo), public survey results, and any other analysis supporting this screening process. Renee responded that the screening analysis and the comments received to date will be attached to the PEL study as appendices and added that the team can share the survey analysis. Steve responded that while there is no specific date, the items requested will be available within the next two to three months.

A participant shared that they would like Mendenhall Peninsula and North Airport alternatives returned to be further analyzed in Level 2 screening and suggested that the screening may not be accurate due to the lack of consideration for potential future development in the meeting chat.

In the meeting chat, a participant shared that from an air quality perspective, Mendenhall Peninsula and North Airport alternatives fall within the Mendenhall Valley PM10 Maintenance Area and would need to meet the transportation conformity requirements per the Clean Air Act for engineering and the NEPA process.

A participant asked in the meeting chat if the Coast Guard would allow a lift type of bridge to meet the criteria for the site alternative chosen. Steve responded that it is a possibility, and that it was a concept evaluated in the 2007 Draft Environmental Impact Statement.

A participant commented in the meeting chat regarding 4(f) impacts to the Refuge, Salmon Creek may be a least problematic alternative.

Steve and Marie thanked participants for providing robust conversation and feedback during the meeting.

Action Items

Study Team:

- Post meeting materials to the study website.
- Share survey results and analysis with the advisory committees.
- Review if community preference for the No Build alternative could be incorporated into the survey response preferred alternatives graphic.

Committee Members:

- Provide additional feedback by March 20, 2023.
- Participate in the upcoming Advisory Committees Meeting #4.
- Monitor email for future study updates.

JOINT TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEES

Meeting No. 4

September 13, 2023

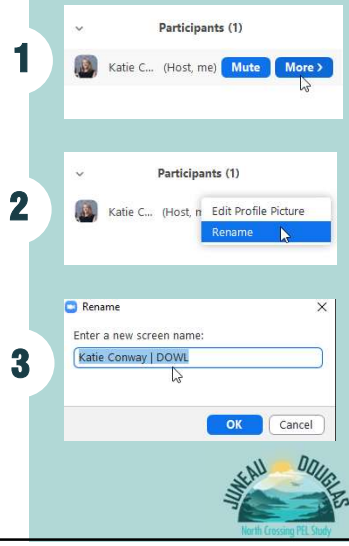
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

1

ZOOM REQUESTS AND FUNCTIONS

TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEE MEETING

- Please keep your microphone muted. Phone uses press *6 to mute or unmute your line.
- Use “Chat” to view the chat window or send a message.
- Select “Raise Hand” under “Reactions” to indicate you have a question/comment. Phone users press *9 to raise hand.
- Make sure you are identified by name and organizational affiliation. Open the “Participants” window, hover your mouse over your name, select “More,” and then “Rename.”
- If your connection cuts out, this is the phone number you need to dial back into the meeting: (253) 215-8782, Meeting ID: 820 2282 9244, Passcode: 517629.
- Use the “Show Captions” function to view closed captioning.



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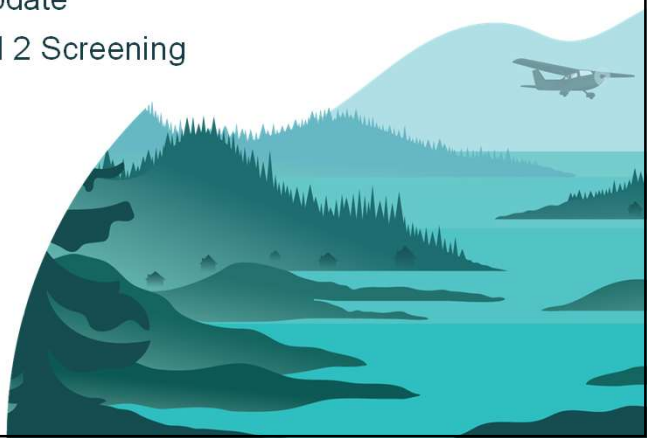
AGENDA

- Welcome and Introductions
- PEL Study Process and Schedule Update
- Additional Fieldwork to Support Level 2 Screening
- Discussion
- Wrap-up & Next Steps



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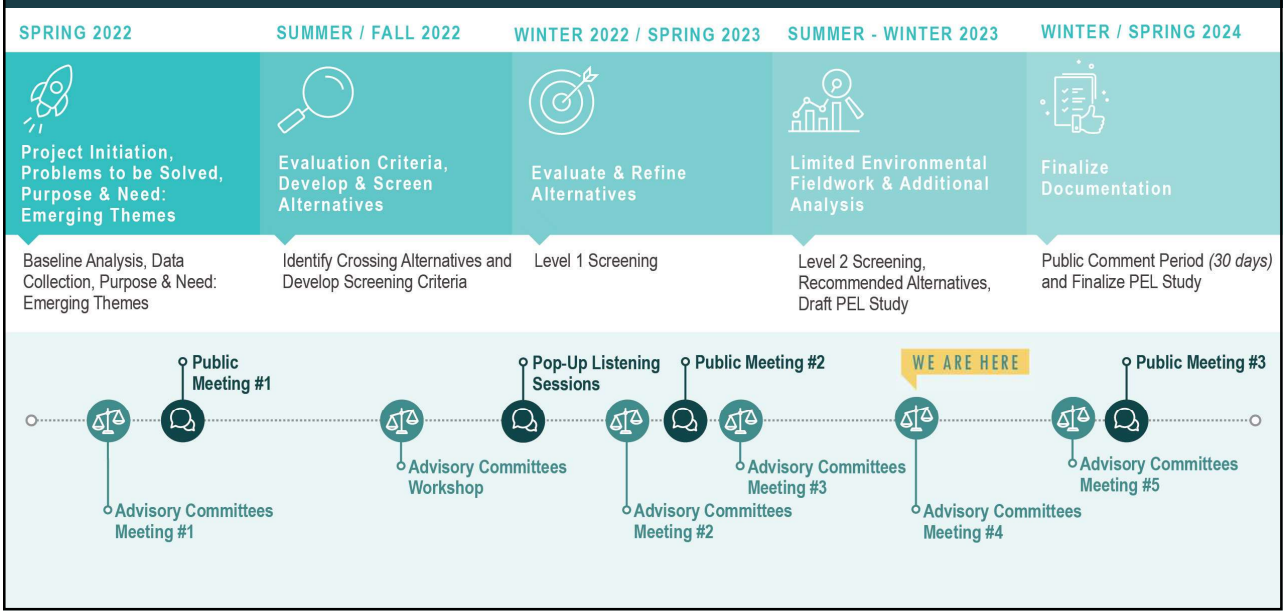
PROJECT TEAM

Greg Lockwood Project Manager **Marie Heidemann** Project Planner **Christy Gentemann** Environmental Analyst	**Katie Koester** Director of Engineering & Public Works **Bridget LaPenter** Project Manager **Irene Gallion** Senior Planner	**Steve Noble, PE** Project Manager **Renee Whitesell, PTP** PEL Study Lead **Theresa Dutchuk** Environmental

4

SCHEDULE



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PURPOSE & NEED STATEMENT

PURPOSE

The ***purpose*** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau.

The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

NEED

*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

6

PUBLIC INVOLVEMENT UPDATE

AGENCY AND SMALL GROUP MEETINGS

- Juneau Airport
- Air Carriers
- Sunny Point Neighborhood Association
- Mendenhall Wetlands Study Group
- City and Borough of Juneau Assembly
- State and Local Representatives
- Residents



Image source: North Crossing PEL Study

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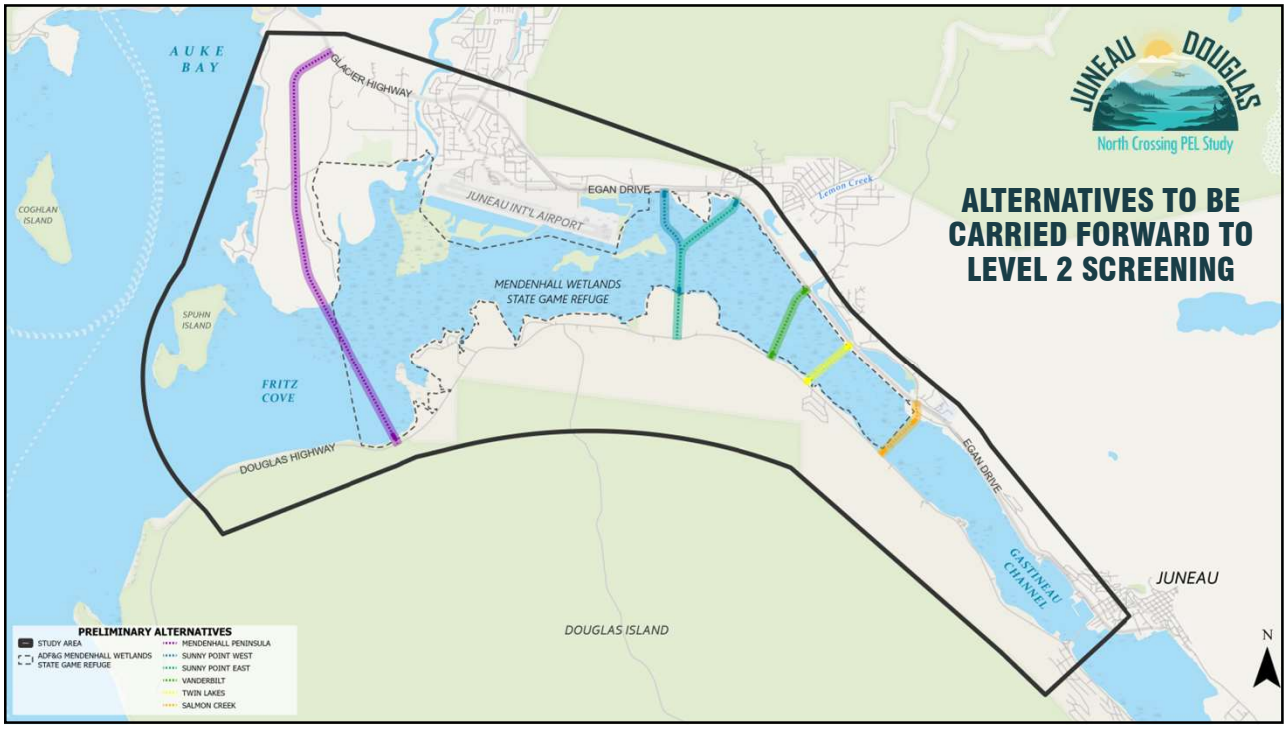

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ADDITIONAL FIELD STUDIES & LEVEL 2 SCREENING

9

ADDITIONAL FIELD STUDIES

Agencies, organizations, and the public have suggested Level 2 Screening would benefit from additional environmental analyses.

Proposed Fieldwork Includes:

- Wetland delineation
- Eel grass survey
- Intertidal habitat mapping
- Migratory bird survey and upland bird habitat mapping



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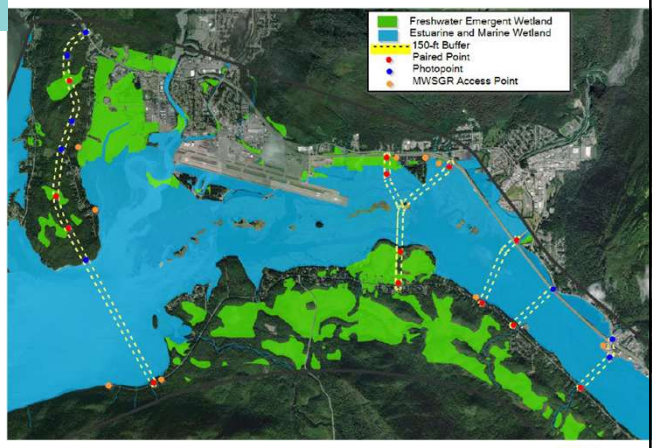
WETLAND DELINEATION

Work Plan: Identify potential boundary between wetlands and uplands

- Assess wetland functions and values
- Collect data using the three-parameter approach
  - Hydrophytic vegetation
  - Hydric soils
  - Wetland hydrology
- Document the change between wetlands and uplands



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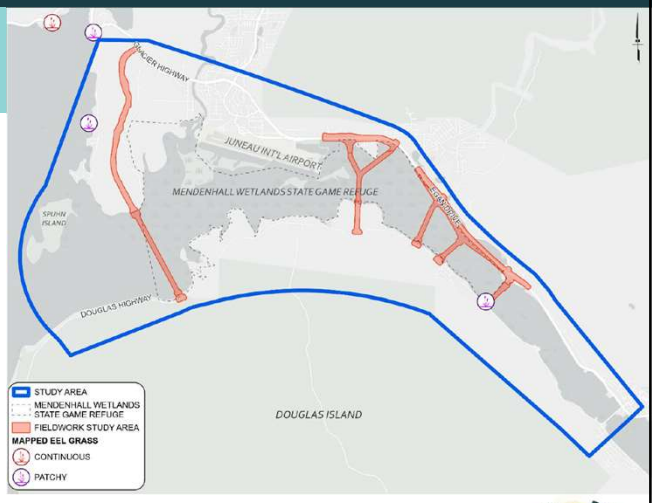
EELGRASS SURVEY

Work Plan: Map patches and beds of native eelgrass and introduced “dwarf” eelgrass within the footprints of the potential alternatives

- Preliminary survey to determine the presence or absence of eelgrass
- Systematic method to document the absence of eelgrass using photo points
- Document while walking the accessible portions at low tide
- Conducted concurrently with the intertidal habitat mapping



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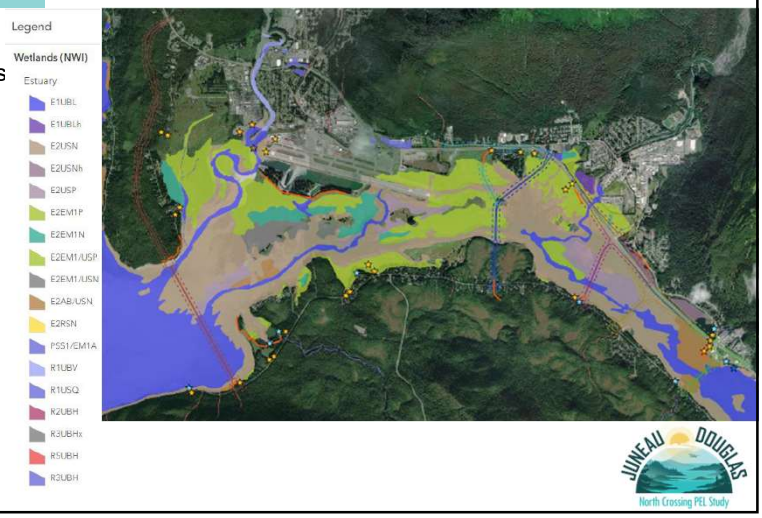
INTERTIDAL HABITAT MAPPING

Work Plan: Evaluate the potential impacts of the proposed alternatives on intertidal habitats

- Habitat surveys in the intertidal zone
- Delineate boundaries of defined habitat types
- Observe and document
  - Relative tide level
  - Submerged aquatic vegetation (SAV) communities
  - Plant species
  - Sediment grain sizes
  - Visible benthic infauna
  - Wildlife use
  - Other habitat features



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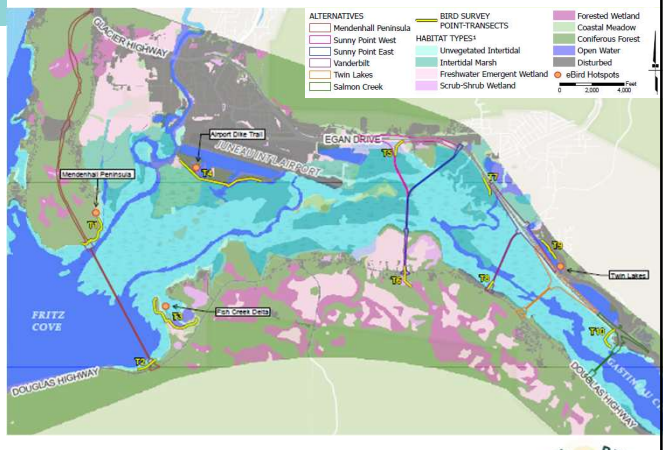
MIGRATORY BIRD SURVEY AND UPLAND BIRD HABITAT MAPPING

Work Plan: Evaluate the potential impacts of the proposed alternatives on birds and bird habitat

- Document bird species present in the study area during the fall migration period
- Identify differences in bird use of habitat types
- Surveys conducted during the morning and evening
- Collect data to describe the characteristics of each land cover type
  - Plant species
  - Stand structure
  - Habitat quality
  - Land use



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WHAT'S NEXT?

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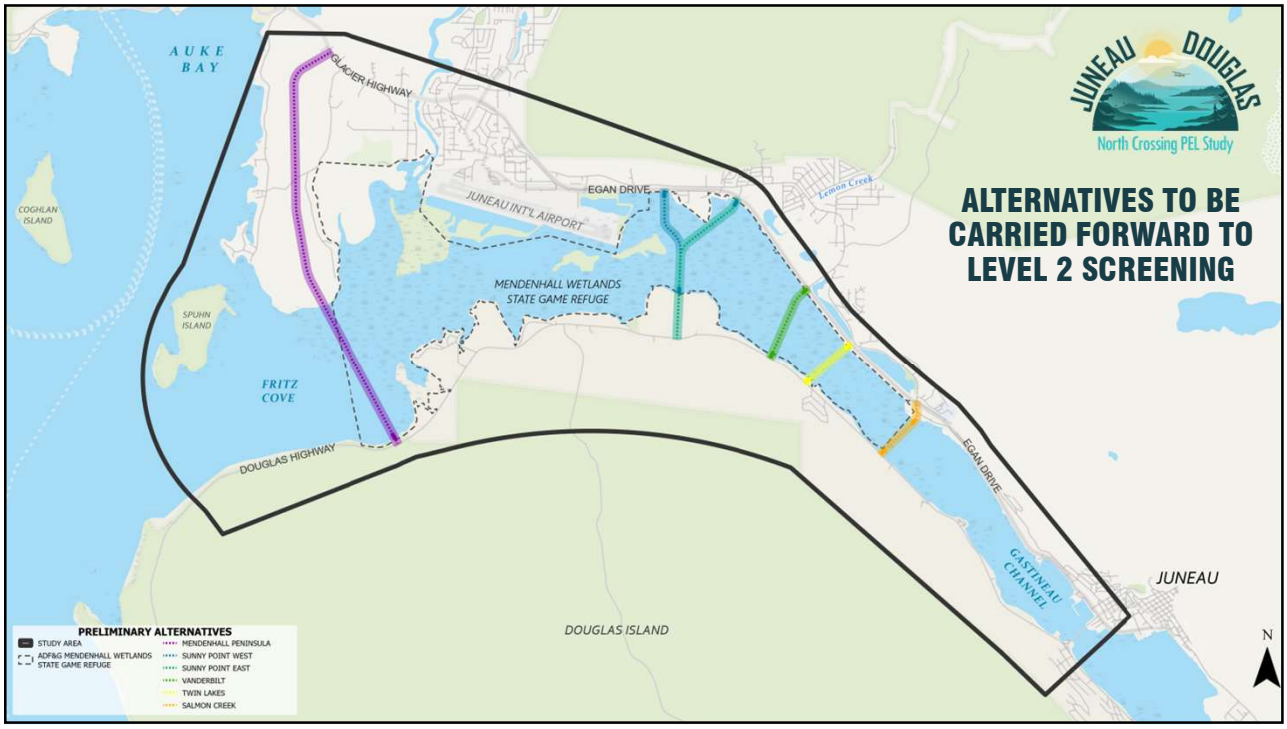

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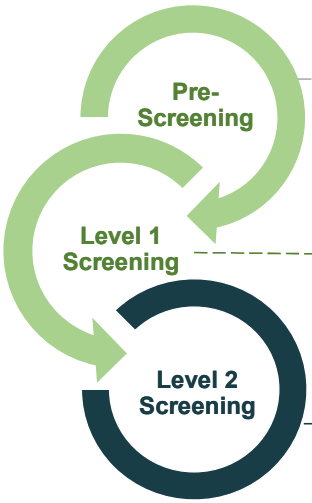
ALTERNATIVE SCREENING OVERVIEW – LEVEL 2



- Elimination of alternatives that are not feasible based on professional judgement and available data
- Assessing alternatives based on location and buildability
- Merge similar alternatives as variants

RESULT: Preliminary alternatives

- Elimination of alternatives that do not meet P&N
- Elimination of alternatives that do not meet specific regulatory requirements
- Early engineering and environmental evaluation to identify alternatives that are technically feasible, practical, implementable, and reasonable

RESULT: Detailed alternatives

- Screening remaining alternatives using a broad range of qualitative and quantitative criteria
- Compare and rank the detailed alternatives

RESULT: Recommended alternative(s) and project(s)

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LEVEL 2 SCREENING - DETAILS

LEVEL 2 SCREENING INCLUDES THE FOLLOWING STEPS:

1. **Estimate the constraints placed on the alternatives by various resources**
   - *Example: acres of residential and commercial land uses*
   - *Additional details gathered from field studies*
2. **Identify if resources, and to what extent, will be potentially affected by an alternative**
   - *Example: acres of wetlands impacted, or streams crossed*
   - *Additional details gathered from the field studies*
3. **Evaluate the costs of each alternative, logistical considerations, and technical feasibility**
   - *Including costs of construction, mitigation, and annual maintenance*
4. **Determine whether any of the alternatives would have substantially greater costs without having substantially greater benefits**

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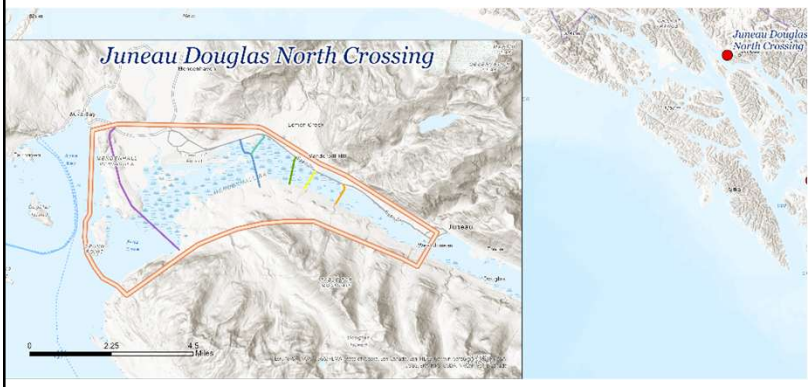
DRAFT 2024-2027 STIP UPDATE

Recent Discretionary Grant Awards



- STIP ID: 34146
- RAISE Grant ($16.5M)
- Applicant: CBJ
- Partner: DOT&PF
- Amount: Total Programmed $23.5M
- Project Description: To construct a crossing to connect Juneau with the north end of Douglas Island

Image source: North Crossing PEL Study

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WHAT'S NEXT?

Meeting #	Focus	When
1	▪ Baseline data and existing conditions ▪ Purpose and need	Spring 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	Summer 2022
3 & 4	▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria ▪ Additional field studies	Winter 2022 - Fall 2023
5	▪ Detailed alternative screening results ▪ Recommended alternatives	Winter 2024
	▪ Draft PEL Study ▪ Final Public Open House	Winter/Spring 2024

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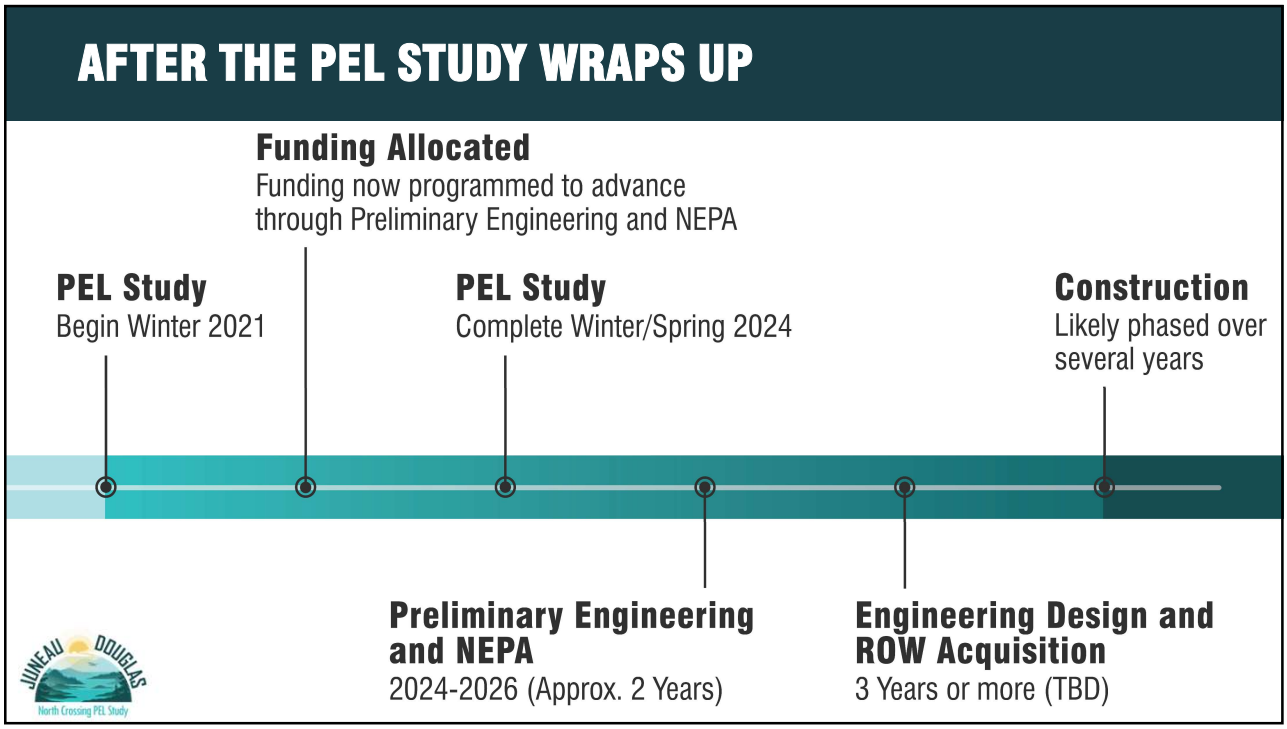
AFTER THE PEL STUDY WRAPS UP
Funding Allocated
Funding now programmed to advance through Preliminary Engineering and NEPA
PEL Study
Begin Winter 2021
PEL Study
Complete Winter/Spring 2024
Construction
Likely phased over several years
Preliminary Engineering and NEPA
2024-2026 (Approx. 2 Years)
Engineering Design and ROW Acquisition
3 Years or more (TBD)
JUNEAU DOUGLAS
North Crossing PEL Study

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GROUP DISCUSSION

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PROJECT CONTACTS:

Greg Lockwood, DOT&PF Project Manager
(907) 465-2393

Steve Noble, DOWL Project Manager
(907) 562-2000

Theresa Dutchuk, DOWL Environmental
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

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JOINT TECHNICAL ADVISORY COMMITTEE AND STAKEHOLDER ADVISORY COMMITTEE | MEETING 4

September 13, 2023, 2:30 – 4:00 p.m. via Zoom

Meeting Objective

Review the Planning and Environmental Linkages (PEL) process and schedule. Share an update on the PEL study, present information on the additional environmental field studies to support Level 2 Screening, how this fieldwork would be incorporated into Level 2 Screening and a potential future environmental process, and receive comments.

Agenda

Welcome and Introductions

PEL Study Process and Schedule Update

Additional Field Studies and Level 2 Screening

Next Steps

Discussion

Wrap Up

Attendees – PEL Study Team

Name	Organization
Greg Lockwood, Project Manager	Department of Transportation and Public Facilities
Marie Heidemann	Department of Transportation and Public Facilities
Alexandria Lawrence	Department of Transportation and Public Facilities
Christy Gentemann	Department of Transportation and Public Facilities
Jill Taylor	Department of Transportation and Public Facilities
Leslie Daugherty	Department of Transportation and Public Facilities
Steve Noble	DOWL
Renee Whitesell	DOWL
Sean Holland	DOWL
Theresa Dutchuk	DOWL
Emily Anderson	DOWL
Morgan McCammon	DOWL
Talli Vittetoe	DOWL
Mike Hall	Parametrix

Attendees – Technical Advisory Committee Members

Name	Organization
Patty Wahto	Juneau Airport
Linda Shaw	National Marine Fisheries Service
Kate Kanouse	Alaska Department of Fish and Game
Roy Churchwell	Alaska Department of Fish and Game
Sue Rodman	Alaska Department of Fish and Game
Elyse Applegate	Alaska Department of Natural Resources
Mason Auger	Alaska Department of Natural Resources
Kaitlyn Raffier	Alaska Department of Natural Resources
Betsy McCracken	Environmental Protection Agency
Adeyemi Alimi	Alaska Department of Environmental Conservation
Tristan Fluharty	Tongass National Forest
Clint Scott	United States Coast Guard

Attendees – Stakeholder Advisory Committee Members

Name	Organization
Wade Bryson	City and Borough of Juneau Assembly
RJ Hill	Central Council Tlingit and Haida Indian Tribes of Alaska
Stephanie Banua	Central Council Tlingit and Haida Indian Tribes of Alaska
Ron Somerville	Mendenhall Wetlands Study Group
Alex Wertheimer	Mendenhall Wetlands Study Group
Dave Hanna	Access Alaska
Rance Brooks	Goldbelt, Inc.
Winston Smith	Juneau Audubon Society
Brian Holst	Juneau Economic Development Council
Adam Anderson	Alaska Marine Lines
Mike Stanley	North Douglas Neighborhood Association

Summary

Introduction

Greg Lockwood, Department of Transportation and Public Facilities (DOT&PF) Project Manager, opened the meeting by welcoming committee members, sharing Zoom requests and functions, reviewing the agenda, introducing the study team, and establishing the meeting purpose. He emphasized the change in roles for the study team with Marie Heidemann acting as Project Planner and Greg Lockwood becoming the Project Manager.

PEL Study Process and Schedule Update

Renee Whitesell, DOWL PEL Study Lead, presented a schedule update, highlighting the previous milestones, public meetings, and listening sessions. She noted the status of the Level 2 Screening and shared that the team will host Public Meeting #3 in spring 2024 to share the recommended alternatives following fieldwork and analysis. She reminded committee members of the Purpose and Need Statement and additional goals of the PEL Study.

Renee then provided a brief public involvement update, highlighting agency and small group meetings. She concluded by showing the alternatives to be carried forward to Level 2 Screening, noting the Mendenhall Peninsula, Sunny Point West, Sunny Point East, Vanderbilt, Twin Lakes, and Salmon Creek alternatives.

Additional Field Studies and Level 2 Screening

Theresa Dutchuk, DOWL Environmental, presented an overview of the field studies proposed in support of the Level 2 Screening process, including wetland delineation, eel grass survey, intertidal habitat mapping, and migratory bird survey and upland bird habitat mapping. She stated that existing literature and technical and stakeholder feedback informed the work plans for these studies. She then presented an overview of each study.

Wetland Delineation

The goals of wetland delineation are to identify or confirm the boundary between wetlands and uplands and to assess wetland functions and values. Fieldwork will be completed before the growing season is complete. The team will collect data using the three-parameter approach, identifying hydrophytic vegetation, hydric soils, and wetland hydrology. Theresa showed an image of the wetlands overlaid with the alternative crossing locations and noted that some alternatives interact with wetlands more than others; however, each alternative will be evaluated with the same methods.

Eelgrass Survey

The goal of the eelgrass survey is to map patches and beds of eelgrass to identify whether it is native or introduced within the footprints of the potential alternatives. Studies will be completed during low tide with maximum daylight hours using photo points and the Global Positioning System (GPS). This study will be conducted concurrently with the intertidal habitat mapping.

Intertidal Habitat Mapping

The goals of intertidal habitat mapping are to develop a detailed base map of the area and to evaluate the potential impacts of the proposed alternatives in intertidal habitats. Theresa noted that, while there could be overlap between this study and the wetland mapping, the intertidal team will be mapping the mean high tide and seaward, and the wetland team will be mapping the mean high tide and landward. She showed participants a map of the wetland habitat types in the study area. This study will delineate boundaries of defined habitat types, and will observe and document relative tide level, submerged aquatic vegetation communities, plant species, sediment grain sizes, visible benthic infauna, wildlife use, and other habitat features.

Migratory Bird Survey and Upland Bird Habitat Mapping

The goals of the migratory bird survey are to document bird habitats, bird species present, and bird use within the study area and evaluate the potential impacts of the proposed alternatives on birds and bird habitats. The survey will include the entire study area and will focus on the Mendenhall Wetlands State Game Refuge (Refuge). Surveys will be conducted during the morning and evening. In addition to bird identification, the study will collect data to describe the characteristics of each land cover type, including plant species, stand structure, habitat quality, and land use.

Theresa noted that the workplans have been sent to jurisdictional agencies for review and requested advisory committee members send additional comments to the study team by Monday, September 18, 2023.

Next Steps

Renee shared the map of the alternatives to be carried forward to Level 2 Screening and Detailed Alternative Development and reminded participants that the fieldwork will include all Level 2 Alternatives. She then provided an overview of the Level 2 Screening process, noting that the upcoming fieldwork is in response to the feedback from the advisory committees. She stated that Level 2 Screening will be the final screening before recommended alternatives, including:

- Estimating the constraints placed on the alternatives by various resources.
- Identifying if resources, and to what extent, will be potentially affected by an alternative.
- Evaluating the costs of each alternative, logistical considerations, and technical feasibility.
- Determining whether any of the alternatives would have substantially greater costs without having substantially greater benefits.

Renee invited participants to view the draft 2024–2027 Statewide Transportation Improvement Plan (STIP) update. She noted a recent discretionary grant award directed to moving a project beyond the PEL study phase, including a RAISE Grant ($16.5 million) received by the City and Borough of Juneau (CBJ), with $23.5 million total programmed funding. She added that the draft STIP could be viewed online, although the public comment period has ended.

Renee then presented an overview of the next steps in the PEL study process, highlighting the fieldwork beginning on Monday, September 18, 2023, applying the detailed alternative screening methodology, summarizing the results through winter 2024, determining the recommended alternatives, and drafting the PEL Study, with the final public open house in spring 2024. She continued with a timeline of events following the conclusion of the PEL study.

Group Discussion

Following the study team presentation, Renee opened the meeting to group discussion.

One participant commented: It does not appear that you have considered the comments provided in the letter sent to you by the Wetlands Group, hence the credibility of your efforts is seriously compromised. Theresa responded that the study team received a letter from the Mendenhall Wetlands Study Group (MWSG) on September 6, 2023, that included comments and questions. She shared that the study team drafted

preliminary answers to those questions but planned to present the information to the advisory committees prior to responding to MWSG, as several of the questions were answered by the information shared in the workplan presentation. She added that responses to the questions would be sent following the meeting.

One participant commented: “As a suggestion, another source of information on birds would be eBird entries. These would span multiple seasons and years to give a broader picture of species using the area.” Theresa noted the comment.

One participant commented: The workplans should be shared with the Technical and Stakeholder Advisory Committees to be able to provide comments. Three business days is an unreasonably short timeline for the agencies to review. Theresa responded that the study team looks forward to receiving feedback from the Advisory Committees on the workplans. She added that the focus for workplan review were the jurisdictional agencies as the regulatory subject matter experts, and the workplans were shared with agencies on September 8, 2023.

One participant asked: “How do you plan to quantify benefits in cost-benefit analysis? Have you established a cost-benefit threshold to determine alternatives as being acceptable? Will the alternative with the best cost-benefit ratio be the selected alternative?” Steve responded that, while he was not able to share the details of the cost-benefit analysis, there would be more information in the future. A cost-benefit threshold has not been established. He added that the recommended alternatives would not be based solely on the best cost-benefit ratio. He reminded participants the PEL study would not likely produce a single recommended alternative, but rather multiple alternatives that would be further investigated in the environmental documentation phase.

One participant asked: What level of investigation has been done regarding the possible collapse of Salmon Creek Dam and how it would affect the Salmon Creek alternative? Steve responded the study team has done their best to identify geophysical hazards for each alternative in relation to access and will add the Salmon Creek Dam to the list of items to consider. Leslie Daugherty, DOT&PF Chief Bridge Engineer, responded that flooding of all sources would be evaluated for bridge structures.

One participant noted in the chat that they look forward to seeing the workplans.

One participant requested that the study team keep the State Historic Preservation Office (SHPO) updated as the Area of Potential Effect (APE) is refined in the coming phases, stating that some alternatives could be eliminated if they effect historic properties. The participant asked for consideration as the study team develops the scope and schedule.

One participant from the Juneau Audubon Society asked where the study team had decided the scope, period, and type of surveys would provide the information needed to make decisions. Theresa responded that the fieldwork over the coming weeks will be an additional resource but will not replace existing documentation. She commented the study team has discussed additional times of the year where surveys would be beneficial. Theresa invited members of the bird survey team to discuss the bird survey sources. Mike Hall, Parametrix, commented that eBird is a source the team can use to look at trends and geographic distribution. He added the data collected will supplement larger data sources, including data from the Audubon Society.

One participant asked what the CBJ Assembly could do facilitate this process over the winter and whether it would be beneficial to host additional listening sessions. Steve responded the CBJ Assembly has been helpful keeping the conversation moving and expressed appreciation. He added the study team is in the initial stages of fieldwork and waiting on additional funding, but there could be additional opportunities in the coming months

to host listening sessions for new information to be discussed. Greg agreed with Steve and thanked the CBJ Assembly for their involvement.

One participant from the MWSG commented the workplans have given him more concern than the rest of the study process thus far. He noted that MWSG has many technical experts who have published materials that have been provided to the study team, approximately 800 pages, which cover the same areas as the upcoming fieldwork. He added that much of the wildlife and vegetation does not emerge until spring, and that a study as brief as two weeks would not be comprehensive. Additionally, he requested where mitigation areas would be, noting the Sunny Point area has become increasingly important to geese. Theresa responded that mitigation details will be determined later during the potential National Environmental Policy Act (NEPA) phase. She added there is a need for current data and evaluation, as habitats change over time. The participant suggested that without a full-year study, the study team would be moving forward with recommended alternatives without complete data. Theresa responded the study team has a robust set of data currently and will be using the fieldwork to supplement that. Renee added the purpose of the PEL study process is to begin early environmental analysis to support the planning effort and the NEPA phase.

One participant asked if Douglas Island is moving farther from Juneau, as he has noticed increased construction on the Douglas Bridge. Greg commented that he is unaware of anything outside of normal maintenance for the bridge. Leslie commented the joints on the Douglas Bridge have been problematic for some time. The needed maintenance is related to concrete expansion and contraction, which happens over time rather than settling.

One participant commented: The Juneau Airport (JNU) keeps logs on bird activity as required by the Wildlife Hazard Management Program. JNU hires United States Department of Agriculture (USDA) Wildlife Services for this work and tracking. It is a useful source of information and available online. Theresa thanked the participant for the comment.

One participant from the MWSG commented they have raised the concern that several of the alternatives are perpendicular to tidal flows, noting that limiting the studies to the alternatives' footprints will not give the study team an adequate perspective on how the various alternatives impact hydrology. The participant asked if the intent for these surveys was to reflect upon the broader impacts of the alternatives or if that was being done by the existing information on hydrology. Theresa responded these studies are not intended to provide an overall evaluation of hydrology, and a more detailed hydrology study would come later. The participant added the MWSG has repeatedly noted that any sort of causeway or fill would have the most significant impact on the wetlands and hydrology and asked if the study team was still considering those at this point in the study. Steve and Greg responded the study team is too early in the process to have completed preliminary engineering on a crossing structure.

One participant requested an additional study to consider recreational use in the wetlands, including hunting, birding, and walking. He added that bird flight patterns should also be considered so that birds are not redirected into airport space. Theresa made note of these comments.

One participant from Alaska Department of Fish and Game (ADF&G) commented: I am the Statewide Lands and Refuge Coordinator. I would like to point out that some alternatives may eliminate the option to hunt waterfowl in the Refuge. Renee thanked the participant for the comment.

One participant commented: The STIP indicated that this project is in the design phase. The study team have also appeared to shift focus to design and analysis. Steve is suggesting that it is still in the early stages of planning one year and nine months into the PEL study. Can you please clarify? Renee responded that this PEL Study is part of the planning phase with the intention of moving forward into the preliminary design phase.

Marie stated that DOT&PF and CBJ have noted that confusion in the STIP and have requested changes to language to reflect that the planning process is still underway.

One participant commented that if the Salmon Creek alternative progressed through screening, the barge landing would need to be moved.

One participant commented: "Should a catastrophic dam collapse occur the Salmon Creek crossing would be rendered useless."

One participant asked the study team if they have considered an overpass over the highway and Egan Drive, directly to the hospital for the Salmon Creek alternative. Steve responded this suggestion could be one of many solutions for this alternative and requested a rough sketch of the idea.

Conclusion

Renee closed the meeting by reviewing key study team contacts, email address, and website, and thanked participants for their involvement in the study process.

Action Items

Study Team:

- Post meeting materials to the study website.
- Send work plans to committee members.
- Submit answers to the recent letter from the Mendenhall Wetlands Study Group.
- Call the participant regarding the possible collapse of the Salmon Creek Dam.

Committee Members:

- Provide additional feedback by September 18, 2023.

JOINT TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEES

Meeting No. 5

March 7, 2024

The environmental review, consultation, 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 April 13, 2023, and executed by FHWA and DOT&PF.

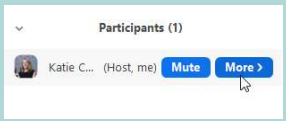
1

ZOOM REQUESTS AND FUNCTIONS

TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEE MEETING

- Please keep your microphone muted. Phone uses press *6 to mute or unmute your line.
- Use “Chat” to view the chat window or send a message.
- Select “Raise Hand” under “Reactions” to indicate you have a question/comment. Phone users press *9 to raise hand.
- Make sure you are identified by name and organizational affiliation. Open the “Participants” window, hover your mouse over your name, select “More,” and then “Rename.”
- If your connection cuts out, this is the phone number you need to dial back into the meeting: (253) 215-8782, Meeting ID: 817 2653 5695, Passcode: 904248.
- Use the “Show Captions” function to view closed captioning.

1



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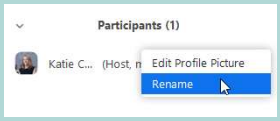

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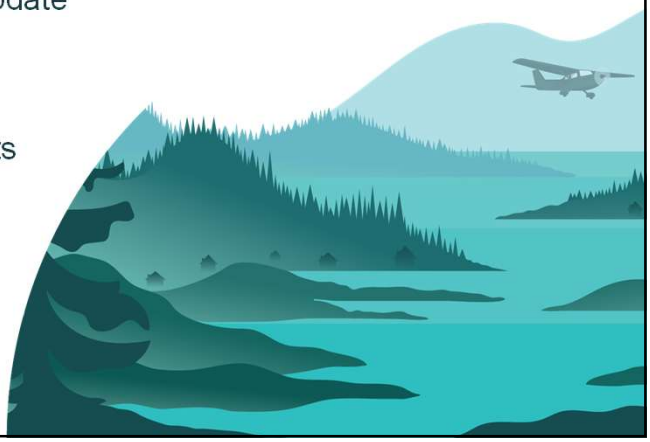
2

AGENDA

- Welcome and Introductions
- PEL Study Process and Schedule Update
- Fieldwork Update
- Level 2 Screening Process
- Level 2 Screening Preliminary Results
- Discussion
- Wrap-up & Next Steps



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PROJECT TEAM

Greg Lockwood Project Manager **Marie Heidemann** Project Planner **Christy Gentemann** Environmental Analyst	**Katie Koester** City Manager **Denise Koch** Director of Engineering & Public Works **Bridget LaPenter** Project Manager **Irene Gallion** Senior Planner	**Steve Noble, PE** Project Manager **Renee Whitesell, PTP** PEL Study Lead **Theresa Dutchuk** Environmental

4

SCHEDULE



5

FIELDWORK UPDATE

6

ADDITIONAL FIELD STUDIES

Agencies, organizations, and the public suggested Level 2 Screening would benefit from additional environmental analyses.

Fieldwork Included:

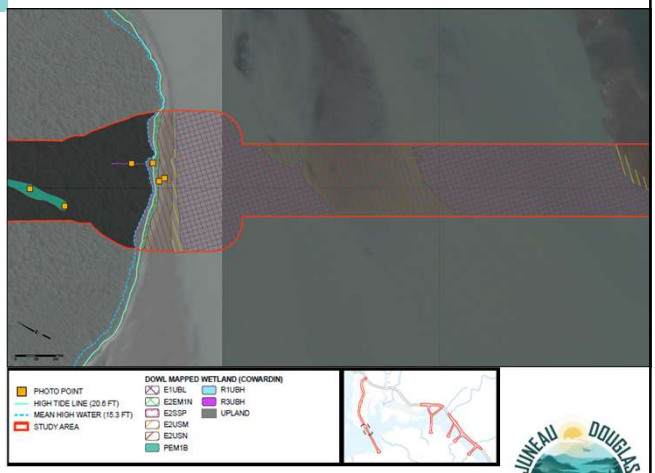
- Wetland delineation
- Eel grass survey
- Intertidal habitat mapping
- Migratory bird survey and upland bird habitat mapping
- Geophysical surveys
- Visual analysis

7

WETLAND DELINEATION

Work Plan: Validate mapped boundaries between wetlands and uplands

- Data sources to be validated included:
  - USGS National Hydrography Dataset (2023)
  - Natural Resource Conservation Service Web Soil Survey (NRCS 2021)
  - CBJ Wetlands Management Plan (2016)
  - GIS Mapping for Mendenhall Wetland State Game Refuge (Carstensen 2004)
  - U.S. Fish and Wildlife Service National Wetland Inventory (NWI) (USFWS 2023).
- Conducted September 19 through 22, 2023
- Was used to re-calculate wetland impacts of proposed alternatives.



Mapped wetland area at Mendenhall Peninsula alternative

8

EELGRASS SURVEY

Work Plan: Map patches and beds of native eelgrass and introduced “dwarf” eelgrass within the footprints of the potential alternatives

- Conducted September 27 though 29, 2023, within four hours of low tide
- Pedestrian survey completed in the intertidal areas of each alternative
- Documented one location of “dwarf” eelgrass Zostera japonica on the south side of the Salmon Creek alternative

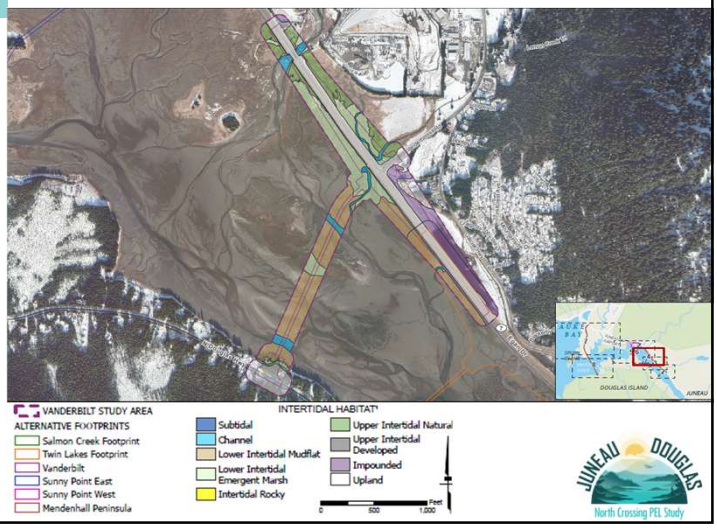


9

INTERTIDAL HABITAT MAPPING

Work Plan: Evaluate the potential impacts of the proposed alternatives on intertidal habitats

- Results of the survey largely confirm information from prior efforts
- Documented vertical gradient of habitats based on proximity to deeper marine water and freshwater sources
- Further analysis of the potential effects on intertidal habitat would be performed during the NEPA process

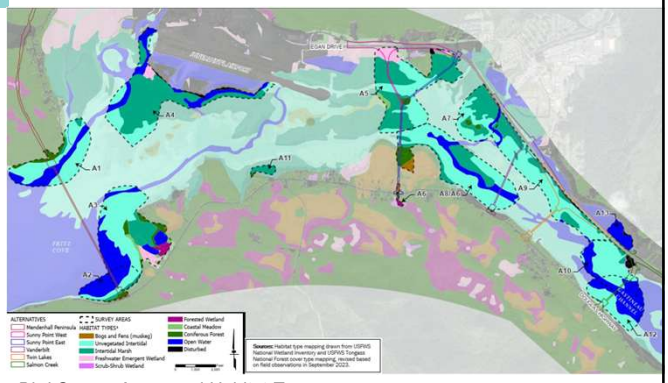


10

MIGRATORY BIRD SURVEY AND UPLAND BIRD HABITAT MAPPING

Work Plan: Evaluate the potential impacts of the proposed alternatives on birds and bird habitat

- Field surveys occurred from September 19 through September 28, 2023
- Biologists:
  - Conducted field surveys in 13 areas, with 10 habitat types
  - Observed 55 bird species, noting species, abundance, and associated habitat type
  - Identified the Bog/Fen cover type and recommended it be incorporated into GIS data



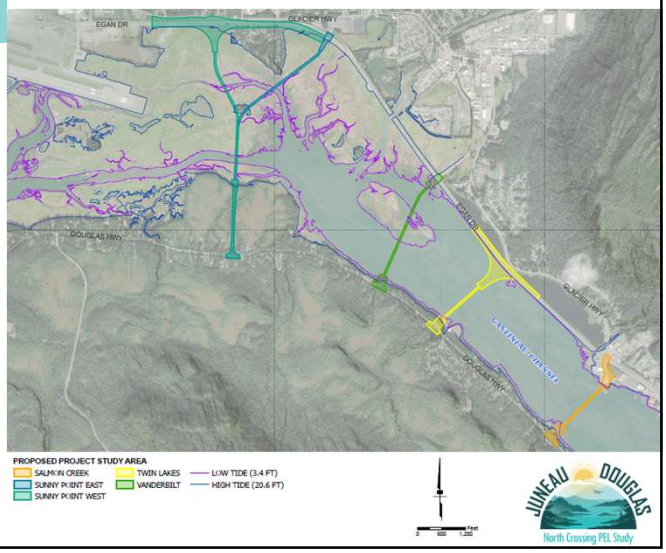
Bird Survey Areas and Habitat Types

11

GEOPHYSICAL SURVEYS

Work Plan: Collect Geophysical data on proposed alternatives to characterize material types/depths

- Non-destructive geophysical survey methods:
  - Seismic Refraction and Multichannel Analysis of Surface Waves (MASW)
  - Electrical Resistivity
- Conducted during low tide during times with sufficient ambient lighting through publicly available access points
- Data collected will assist in confirming feasibility and future detailed cost estimate
- Report expected March 2024



12

VISUAL ANALYSIS

Work Plan: Conduct a visual impact assessment of the proposed alternatives

- Using detailed design to create crossing simulations
- Photographed tie-in locations on both the Douglas and Juneau sides of alternatives
- Using photos to create simulations of each alternative to assist in review of visual impacts
- Drafting a report with field methods and results, including photo simulations of tie-in locations and birds-eye view
- Report expected April 2024



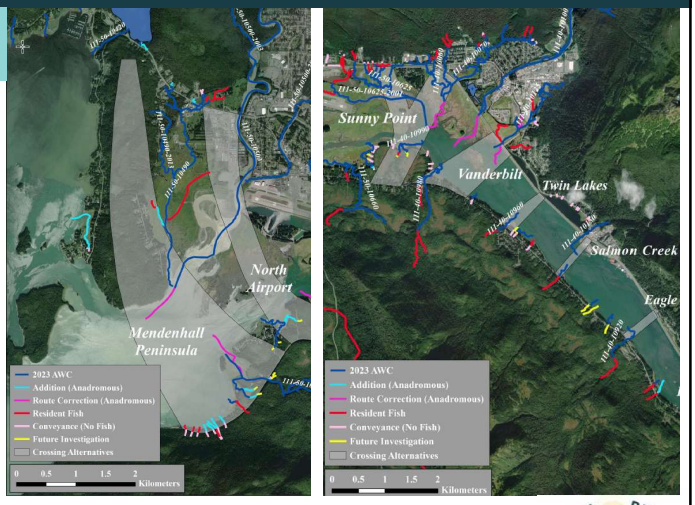
Summer and winter images of Egan Drive facing southwest, Sunny Point East

13

ALASKA DEPARTMENT OF FISH & GAME FISH STREAM SURVEYS

ADF&G shared their memo results of fish stream surveys

- Conducted between October 19 and 31, 2023
- Surveyed all streams in the study area for fish presence
- Used backpack electrofisher and baited minnow traps
- Resulted in 20 nominations to the anadromous waters catalog based on finding of rearing juvenile coho salmon
- Data incorporated into Level 2 Screening Analysis



14

LEVEL 2 SCREENING

15

ALTERNATIVE DEVELOPMENT & SCREENING PROCESS

1. Develop the Purpose and Need Statement based on the existing conditions and public and advisory committee input (completed)
2. Compile alternatives* based on previous studies and input from the advisory committees and the public (completed)
3. Conduct Pre-screening (completed)
4. Define Alternatives and Apply Level 1 Screening (completed)
5. Refine and conduct preliminary engineering (completed)
6. Collect Field Data and Apply Level 2 Screening (in progress)
7. Further refine the recommended alternatives and prepare Draft PEL Study

*a "no build" alternative is carried forward through the screening process

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PURPOSE & NEED STATEMENT – LEVEL 2 SCREENING

PURPOSE

The ***purpose*** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau.

The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

NEED

*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

17

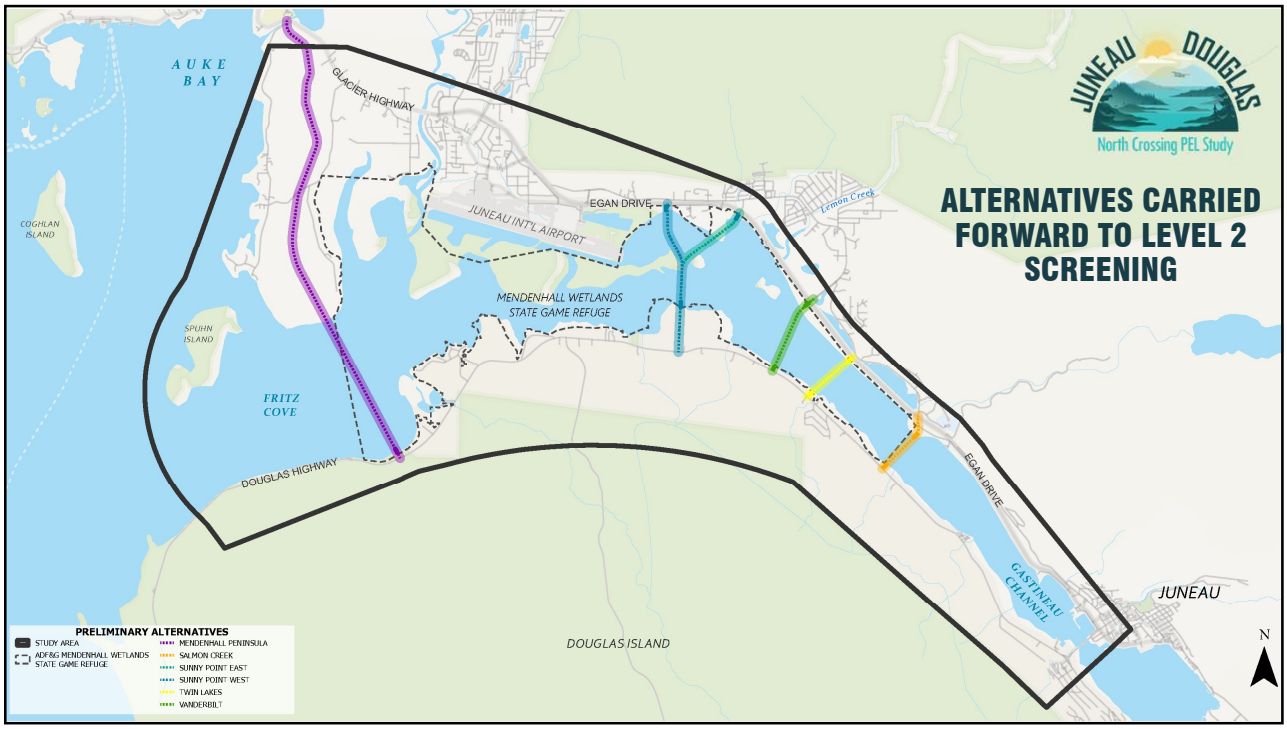
LEVEL 2 SCREENING - DETAILS

Level 2 Screening quantitatively evaluates how well each alternative:

- Satisfies the proposed projects purpose and meets the transportation needs
- Satisfies adopted planning documents
- Is technically implementable and constructable from an engineering perspective
- Is financially feasible
- Is reasonable under the National Environmental Policy Act (NEPA)
- Is practicable under the Clean Water Act
- Is prudent and feasible under Section 4(f) of the Department of Transportation Act of 1966



18



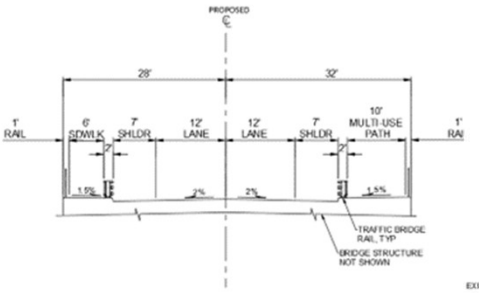
19

PRELIMINARY LEVEL 2 SCREENING RESULTS

20

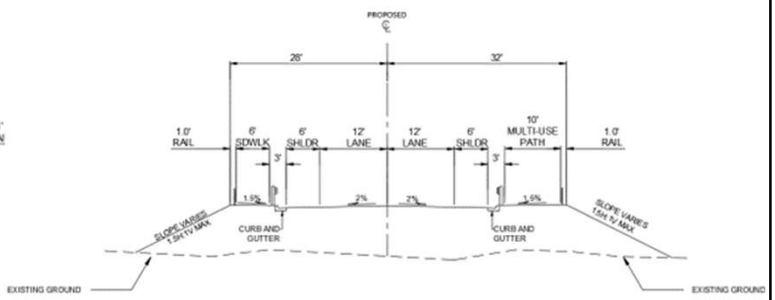
DETAILED ENGINEERING TYPICAL SECTIONS

Bridge Deck Typical Section



JUNEAU-DOUGLAS CROSSING
BRIDGE DECK

Approach Typical Section



JUNEAU-DOUGLAS CROSSING
APPROACH

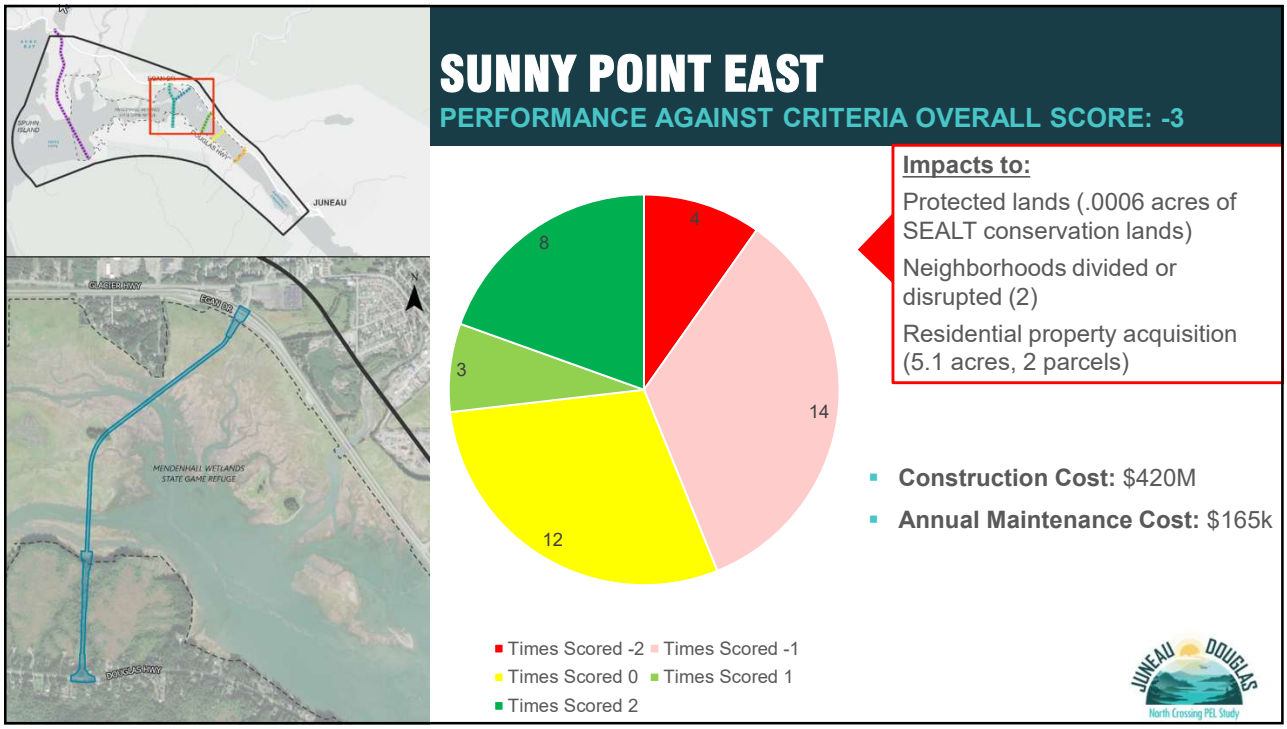
21

SCORING CRITERIA PERFORMANCE

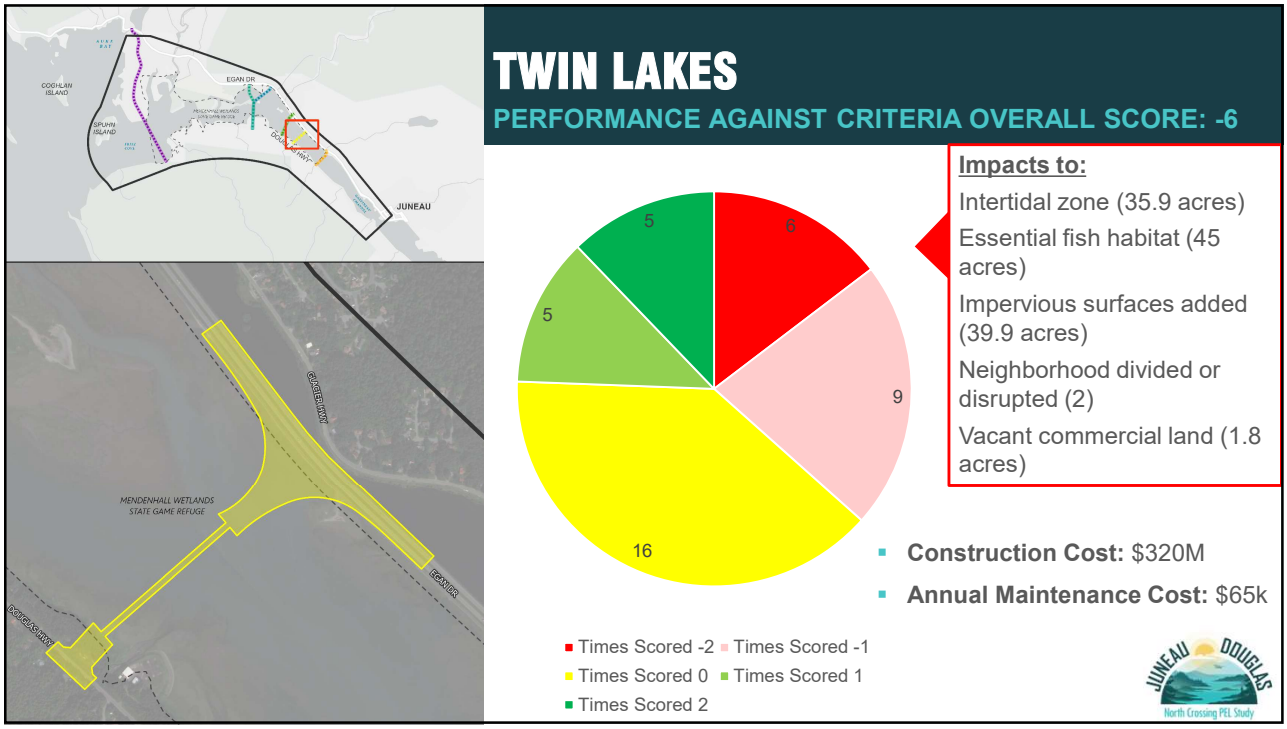
Score	Description
2	Alternative demonstrates strong performance against criteria
1	Alternative demonstrates moderate performance against criteria
0	Alternative demonstrates neutral performance against criteria
-1	Alternative demonstrates slightly weak performance against criteria
-2	Alternative demonstrates weak performance against criteria



22


SUNNY POINT EAST
PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -3
JUNEAU
GLACIER HWY
EGAN DR
MENDENHALL WETLANDS STATE GAME REFUGE
DOUGLAS HWY
4
14
12
3
8
Times Scored -2
Times Scored -1
Times Scored 0
Times Scored 1
Times Scored 2
Impacts to:
Protected lands (.0006 acres of SEALT conservation lands)
Neighborhoods divided or disrupted (2)
Residential property acquisition (5.1 acres, 2 parcels)
Construction Cost: $420M
Annual Maintenance Cost: $165k
JUNEAU DOUGLAS
North Crossing PEL Study

23


TWIN LAKES
PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -6
JUNEAU
EGAN DR
GLACIER HWY
MENDENHALL WETLANDS STATE GAME REFUGE
DOUGLAS HWY
6
9
16
5
5
Times Scored -2
Times Scored -1
Times Scored 0
Times Scored 1
Times Scored 2
Impacts to:
Intertidal zone (35.9 acres)
Essential fish habitat (45 acres)
Impervious surfaces added (39.9 acres)
Neighborhood divided or disrupted (2)
Vacant commercial land (1.8 acres)
Construction Cost: $320M
Annual Maintenance Cost: $65k
JUNEAU DOUGLAS
North Crossing PEL Study

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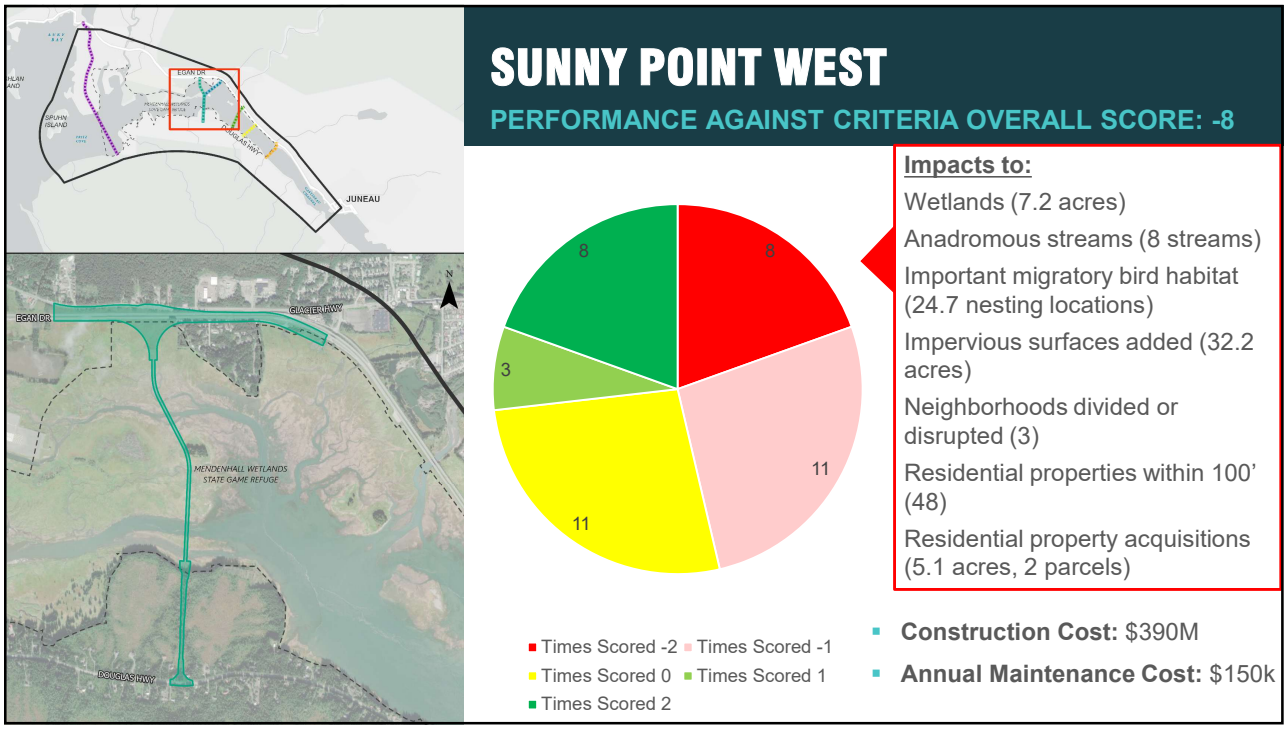
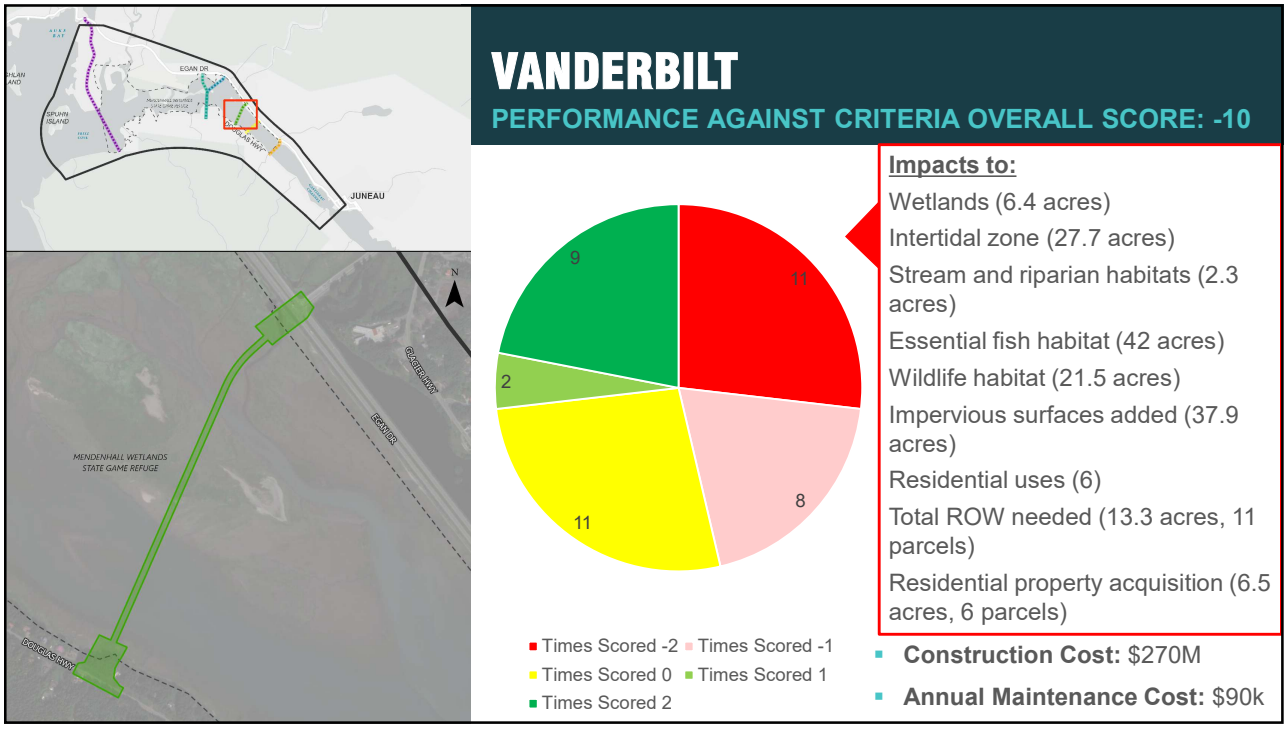

SUNNY POINT WEST
PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -8
JUNEAU
EGAN DR
GLACIER HWY
DOUGLAS HWY
MENDENHALL WETLANDS STATE GAME REFUGE
8
8
3
11
11
Times Scored -2
Times Scored -1
Times Scored 0
Times Scored 1
Times Scored 2
Impacts to:
Wetlands (7.2 acres)
Anadromous streams (8 streams)
Important migratory bird habitat (24.7 nesting locations)
Impervious surfaces added (32.2 acres)
Neighborhoods divided or disrupted (3)
Residential properties within 100' (48)
Residential property acquisitions (5.1 acres, 2 parcels)
Construction Cost: $390M
Annual Maintenance Cost: $150k

25


VANDERBILT
PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -10
JUNEAU
EGAN DR
GLACIER HWY
DOUGLAS HWY
MENDENHALL WETLANDS STATE GAME REFUGE
11
9
2
8
11
Times Scored -2
Times Scored -1
Times Scored 0
Times Scored 1
Times Scored 2
Impacts to:
Wetlands (6.4 acres)
Intertidal zone (27.7 acres)
Stream and riparian habitats (2.3 acres)
Essential fish habitat (42 acres)
Wildlife habitat (21.5 acres)
Impervious surfaces added (37.9 acres)
Residential uses (6)
Total ROW needed (13.3 acres, 11 parcels)
Residential property acquisition (6.5 acres, 6 parcels)
Construction Cost: $270M
Annual Maintenance Cost: $90k

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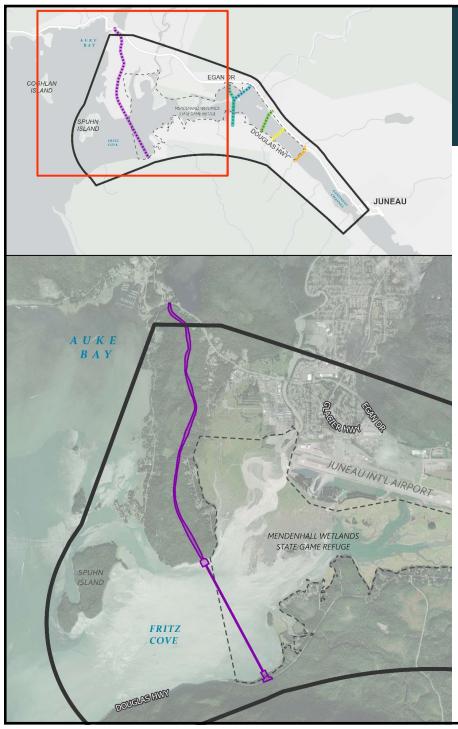
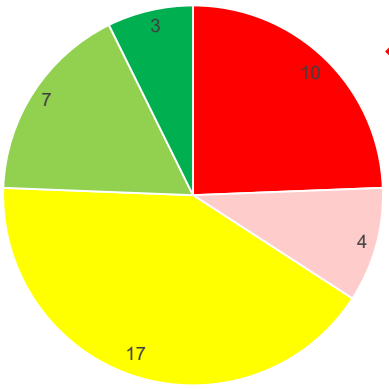


MENDENHALL PENINSULA

PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -11



Impacts to:

- Wetlands (5.4 acres)
- Wildlife habitat (44.3 acres)
- Nesting eagle trees (5 sites)
- Section 4(f)/6(f) (3 sites)
- Impervious surfaces added (52.8 acres)
- Vacant residential property (23.6 acres)
- Commercial uses impacted (JNU)
- ROW needed (50.8 acres, 8 parcels)

- **Construction Cost:** $1.7B
- **Annual Maintenance Cost:** $365k

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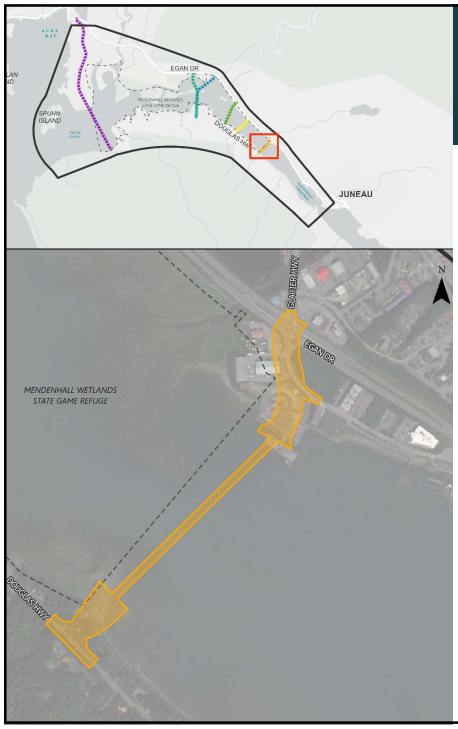
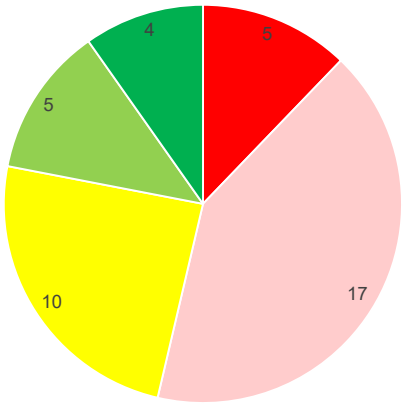


SALMON CREEK

PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -14



Impacts to:

- Residential uses (7)
- Commercial uses (9), including commercial barge landing
- Within 100' of commercial uses (16)
- Property acquisition/ROW costs not yet calculated or included in construction cost
- More impact categories with potential adverse impacts than other alternatives
- USCG approval needed to disrupt navigable channel, or higher crossing needed

- **Construction Cost:** $330M
- **Annual Maintenance Cost:** $70k

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NO BUILD ALTERNATIVE

PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -18



- Does not provide for any action
- Does not generate impacts
- Does not meet the purpose and need
- Will be carried forward into any future NEPA processes
- Percentage of people supporting a no build alternative versus any build alternative from the survey: 30.53%

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NEW INFORMATION: UPDATED PLANNING LEVEL COST ESTIMATES

Alternative	Construction	Annual Maintenance
Mendenhall	$1.7B	$365k
Sunny Point West	$390M	$150k
Sunny Point East	$420M	$165k
Vanderbilt	$270M	$90k
Twin Lakes	$320M	$65k
Salmon Creek	$330M	$70k

- Cost has not been yet been scored in draft Level 2 screening
- Property acquisition for ROW not yet calculated or included

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WHAT'S NEXT?

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WHAT'S NEXT?

Meeting #	Focus	When
1	▪ Baseline data and existing conditions ▪ Purpose and need	Spring 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	Summer 2022
3 & 4	▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria ▪ Additional field studies	Winter 2022 - Winter 2024
5	▪ Detailed alternative screening results ▪ Recommended alternatives	Winter 2024
	▪ Draft PEL Study ▪ Final Public Open House	Spring/Summer 2024

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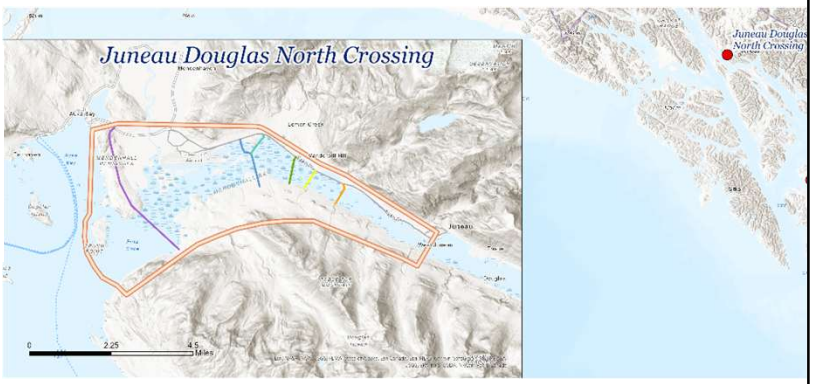
PROJECT FUNDING

- FHWA/State/CBJ Funds to date
- $7M CDS in 2022
- RAISE Grant ($16.5M)
- STIP ID: 34146



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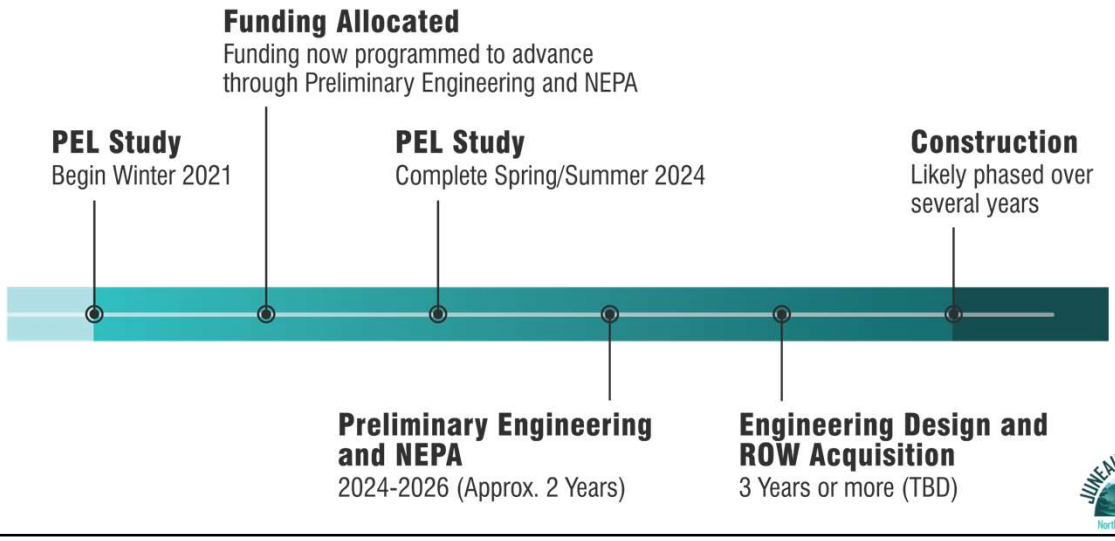
AFTER THE PEL STUDY WRAPS UP



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WE WANT YOUR FEEDBACK!

Please provide feedback on the fieldwork and level 2 alternatives analysis presented today by **March 28, 2024**.

- Call a study team member
- Send an email to JDNorthCrossing@dowl.com
- One-on-one meetings
- Small group meetings

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PROJECT CONTACTS:

Greg Lockwood, DOT&PF Project Manager
(907) 465-2393

Steve Noble, DOWL Project Manager
(907) 562-2000

Renee Whitesell, DOWL PEL Study Lead
(907) 562-2000

Theresa Dutchuk, DOWL Environmental
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

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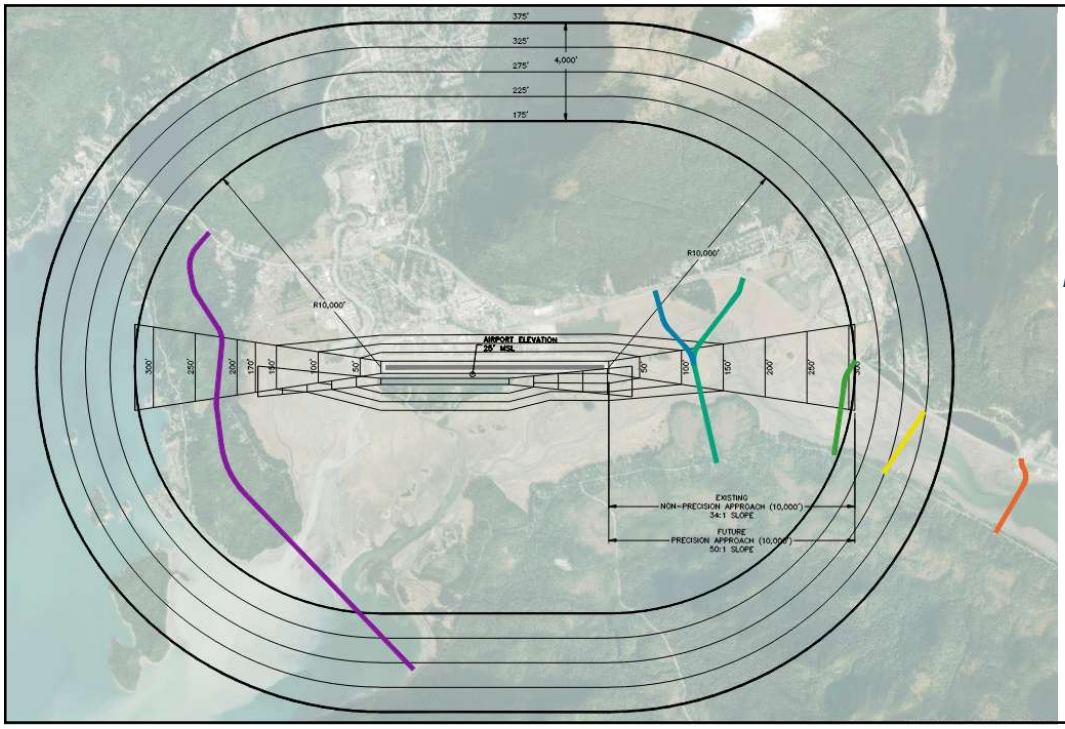

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ALTERNATIVES RELATIVE TO PART 77 SURFACES – MENDENHALL PENINSULA AND SUNNY POINT

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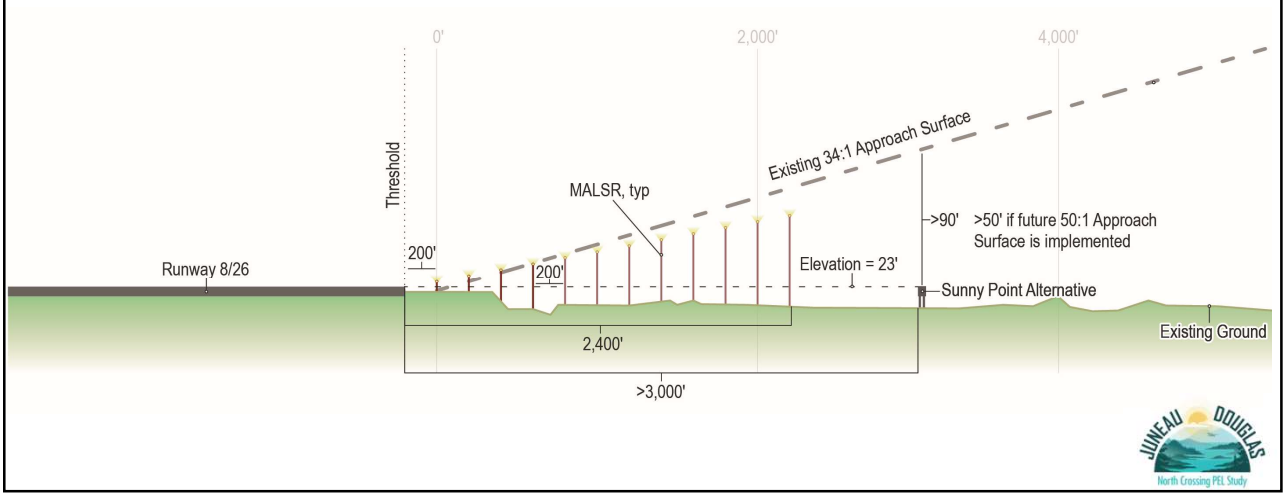
JNU RUNWAY 26 APPROACH SURFACE PROFILE AND SEPARATION FROM WEST SUNNY POINT ALTERNATIVE



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JOINT TECHNICAL ADVISORY COMMITTEE AND STAKEHOLDER ADVISORY COMMITTEE | MEETING 5

March 7, 2024, 4:00 – 6:00 p.m. In-person

The Huddle, Conference Room, 9109 Mendenhall Mall Road, Juneau, Alaska

Meeting Objective

Present Level 2 Screening preliminary results and receive comments on the analysis.

Agenda

Welcome and Introductions

PEL Study Process and Schedule Update

Fieldwork Update

Level 2 Screening Process and Preliminary Results

Discussion

Wrap Up and Next Steps

Attendees – PEL Study Team

Name	Organization
Greg Lockwood, Project Manager	Alaska Department of Transportation and Public Facilities
Marie Heidemann, Project Planner	Alaska Department of Transportation and Public Facilities
Christy Gentemann, Environmental	Alaska Department of Transportation and Public Facilities
Christopher Goins, Southcoast Region Director	Alaska Department of Transportation and Public Facilities
Steve Noble, Project Manager	DOWL
Renee Whitesell, PEL Study Lead	DOWL
Morgan McCammon	DOWL
Marella Gungob	DOWL
Lydia Kraus	DOWL
Tim Jameson	DOWL
Denise Koch	City and Borough of Juneau
Bridget LaPenter, Project Manager	City and Borough of Juneau
Katie Koester	City and Borough of Juneau

Attendees – Technical & Stakeholder Advisory Committee Members

Name	Organization
Jesse Kiehl	Alaska State Senator
Linda Shaw	National Marine Fisheries Service
Wade Bryson	City and Borough of Juneau Assembly
Ron Somerville	Mendenhall Wetlands Study Group
Frank Rue	Mendenhall Wetlands Study Group
Alex Wertheimer	Mendenhall Wetlands Study Group
Dave Hanna	Access Alaska
Royal Hill	Central Council of the Tlingit & Haida Indian Tribes of Alaska
Rance Brooks	Goldbelt, Inc.
Mike Stanley	North Douglas Neighborhood Association
Julie Bednarski	North Douglas Neighborhood Association
Winston Smith	Juneau Audubon Society
Brian Holst	Juneau Economic Development Council

Presentation Summary

Welcome and Introductions

Greg Lockwood, Department of Transportation and Public Facilities (DOT&PF) Project Manager, opened the meeting by welcoming committee members, reviewing the agenda, introducing the study team, and establishing the meeting purpose.

PEL Study Process and Schedule Update

Steve Noble, DOWL Project Manager, presented an updated schedule, highlighting the previous milestones, public meetings, and listening sessions. He shared the status of the additional fieldwork, noting most of the fieldwork is complete, and stated the draft Level 2 Screening preliminary results are ready for review.

Fieldwork Update

Steve Noble presented an update of the field studies completed in support of the Level 2 Screening process. He noted reports for wetland delineation, eel grass survey, intertidal habitat mapping, and migratory bird survey and upland bird habitat mapping are available on the project website. Reports for geophysical surveys and visual analysis are being drafted. Steve emphasized the fieldwork completed as part of the Level 2 Screening process is the beginning of environmental work; additional environmental data would be collected during the National Environmental Policy Act (NEPA) phase for any alternative carried through to a proposed project.

Wetland Delineation

Wetland delineation was conducted from September 19 through 22, 2023. It was used to re-calculate the wetland impacts of the proposed alternatives.

Eelgrass Survey

The eelgrass survey was conducted from September 27 through 29, 2023, within four hours of low tide. A pedestrian survey was completed in the intertidal areas of each alternative. The project team documented one location of dwarf eelgrass Zostera Japonica on the south side of the Salmon Creek alternative.

Intertidal Habitat Mapping

Intertidal habitat mapping confirmed information from prior efforts. It documented the vertical gradient of habitats based on proximity to deeper marine water and freshwater sources.

Migratory Bird Survey and Upland Bird Habitat Mapping

A migratory bird survey and upland bird habitat mapping were conducted from September 19 through September 28, 2023. Biologists conducted field surveys in 13 areas with 10 habitat types, observed 55 bird species, and identified the Bog/Fen cover type, recommending it be incorporated into GIS data.

Geophysical Surveys

The geophysical survey report is expected to be completed March 2024. Two non-destructive geophysical survey methods were used: Seismic Refraction and Multichannel Analysis of Surface Waves (MASW) and Electrical Resistivity. The studies were conducted during low tide at times with sufficient ambient lighting through publicly available access points. The data collected will assist in confirming feasibility and future detailed cost estimates.

Visual Analysis

The visual analysis report is expected to be completed April 2024. Visual analysis was conducted using detailed design to create crossing simulations. Photos were used to create simulations of each alternative to assist in review of visual impacts.

Fish & Game Fish Stream Surveys

The Alaska Department of Fish and Game conducted fish stream surveys between October 19 and 31, 2023. They surveyed all streams in the study area for fish presence using backpack electro fisher and baited minnow traps. The surveys resulted in 20 nominations to the anadromous waters catalog based on finding of rearing juvenile coho salmon. The data has been incorporated into the Level 2 Screening Analysis.

Level 2 Screening Process and Preliminary Results

Renee Whitesell, DOWL PEL Study Lead, reviewed the steps the project team has taken as part of the alternative development and screening process. She then reviewed the purpose and need, and additional goals of the project. She noted the screening criteria used on this PEL study has been developed to evaluate how well each alternative performs in relation to transportation needs, what plans have been adopted in a particular area, and whether an alternative is reasonable or feasible from an engineering and cost perspective. The criteria also evaluate the reasonability and practicability of each alternative in relation to NEPA, the Clean Water Act, and to Section 4(f) of the Department of Transportation. Section 4(f) resources include publicly

owned parks, recreation areas, wildlife and waterfowl refuges, and historic sites. Specific conditions apply before these locations can be used for transportation projects.

Renee reminded participants of the six alternatives carried forward to Level 2 Screening, including Mendenhall Peninsula, Sunny Point West, Sunny Point East, Vanderbilt, Twin Lakes, and Salmon Creek. She noted, to enable the project team to quantify the impacts of each alternative, conceptual alignments were developed with start and end points, or termini, that tie into existing transportation facilities on either Douglas Island or Juneau. Conceptual bridge deck and approach typical sections were shared. She noted these typical sections were applied and adjusted based on the unique characteristics of each alternative to quantify the potential impacts of each alternative.

Renee shared the scoring criteria performance matrix, noting for environmental impacts, it was assumed any impacts would require additional evaluation prior to determining their extent, so the scale used for environmental impacts started at zero, where no impacts were identified, and used a negative scale to -2 to enable differentiation between lower and higher potential areas of impact. As many of the criteria used reflected environmental characteristics, this resulted in all the alternatives having negative scores.

Renee presented the alternatives in order from highest scoring to lowest scoring, noting all the build alternatives score relatively well in relation to the PEL study's purpose and need, as they all provide alternative access and transportation infrastructure resilience, improve travel time for non-motorized users, reduce idling and congestion, improve emergency response times, and improve access to emergency healthcare and services, as well as access to workplaces and critical resources. In relation to the additional goals, all the build alternatives also perform relatively strongly by creating additional traffic capacity to support future housing and economic development opportunities and protect and enhance the health and safety of communities that transportation facilities serve. Because all the build alternatives create potential environmental impacts, they score relatively poorly in relation to avoidance, minimizing and mitigating effects of the environment, and a future NEPA process will need to evaluate the extent of impacts in greater detail for any alternatives that advance. Impacts on residential areas and the visual, cultural, and scenic identity also scored relatively low, with some alternatives having likely more impacts than others, depending on locations and build features.

Sunny Point East

The greatest potential impacts quantified are to protected lands, neighborhoods that are potentially divided or disrupted, and the need for residential property acquisition. Other environmental impacts include wildlife habitat impacts, eagle nesting trees, Section 4(f) and 6(f) resources, residential uses and land, commercial uses, and the need for additional right-of-way (ROW). Although these impacts were identified, they are lower total areas or likely impacts than some of the other alternatives, as noted on the draft impact table and scoring sheet.

The Sunny Point East alternative has a relatively high level of public support when compared to other alternatives, and the updated planning level cost estimate indicates the cost of the Sunny Point East Alternative is approximately $420 million.

Twin Lakes

The greatest potential impacts quantified are to the intertidal zone, essential fish habitat, impervious surfaces added, neighborhoods that are potentially divided or disrupted, and impacts to vacant commercial land. Other environmental impacts included wetlands directly impacted, wildlife habitat effects, migratory bird habitat impacts, eagle nesting trees, Section 4(f) and 6(f) resources, commercial uses, and the need for commercial

property acquisition. Although these impacts were identified, they are lower total areas or likely impacts areas than some of the other alternatives, as noted on the draft impact table and scoring sheet.

The Twin Lakes alternative has a relatively lower level of public support when compared to other alternatives, with it being the second least favored of the build alternatives. The updated planning level cost estimate indicates the cost of the Twin Lakes Alternative is approximately $320 million.

Sunny Point West

The greatest potential impacts quantified are to wetlands, anadromous streams, important migratory bird habitat, impervious surfaces added, neighborhoods that are potentially divided or disrupted, and impacts to and within 100 feet of residential property. Other environmental impacts included intertidal zone impacts, stream and riparian habitats, wildlife habitat effects, eagle nesting trees, Section 4(f) and 6(f) resources, residential uses, vacant residential land, and ROW impacts. Although these impacts were identified, they are lower total areas or likely impacts than some of the other alternatives, as noted on the draft impact table and scoring sheet.

The Sunny Point West alternative has a relatively high level of public support when compared to other alternatives. The updated planning level cost estimate indicates the cost of the Sunny Point East Alternative is approximately $390 million.

Vanderbilt

The greatest potential impacts quantified are to wetlands, intertidal zones, streams and riparian habitats, essential fish habitat, wildlife habitat, impervious surfaces added, residential uses, total ROW needed, and impacts from residential property acquisition. Other environmental impacts included anadromous stream impacts, important migratory bird habitats, Section 4(f) and 6(f) resources, potential impacts to environmental justice populations, neighborhoods divided or otherwise disrupted, proximity to residential properties, and areas of vacant residential land potentially impacted. Although these impacts were identified, they are lower total areas or likely impacts than some of the other alternatives, as noted on the draft impact table and scoring sheet.

The Vanderbilt alternative has a relatively high level of public support when compared to other alternatives. The updated planning level cost estimate indicates the cost of the Vanderbilt Alternative is approximately $270 million, depending on the intersection type on Egan Drive.

Mendenhall Peninsula

The greatest potential impacts quantified are to wetlands, wildlife habitat, eagle nesting trees, Section 4(f) and 6(f) resources, impervious surfaces added, vacant residential properties, commercial use impacts, and ROW needed. Other environmental impacts included intertidal zone impacts, stream and riparian habitats, and essential fish habitat. Although these impacts were identified, they are lower total areas or likely impacts than some of the other alternatives, as noted on the draft impact table and scoring sheet.

The Mendenhall Peninsula Alternative has a moderate level of public support when compared to other alternatives. The updated planning level cost estimate indicates the cost of the Mendenhall Peninsula Alternative is approximately $1.7 billion.

Salmon Creek

The greatest potential impacts quantified are to residential and commercial land uses, and proximity to commercial land uses. Other environmental impacts included wetland impacts, intertidal zone impact, stream

and riparian habitats, essential fish habitat, important migratory bird habitat, eagle nesting trees impacted, Section 4(f) and 6(f) impacts, impervious surfaces added, environmental justice populations or public spaces, neighborhoods divided or disrupted, proximity to residential properties and impacts to vacant residential and commercial land. ROW impacts and the need for residential and commercial property acquisition were also noted. Although these impacts were identified, they are lower than some of the other alternatives, as noted on the draft impact table and scoring sheet.

The Salmon Creek alternative has a relatively low level of public support when compared to other alternatives and is the least favored of the build alternatives. The updated planning level cost estimate indicates the cost of the Salmon Creek Alternative is approximately $330 million, using a grade-separated interchange. The planning level cost estimate is based on a crossing that is low in relation to the water level. If a higher crossing is needed to retain the navigable channel, then the cost of the alternative will be significantly higher.

No Build

The No Build alternative does not provide for any action. It does not generate impacts. The No Build alternative does not meet the purpose and need but will be carried forward into any future NEPA process to provide a baseline against which to evaluate the other alternatives.

Planning Level Cost Estimates

After reviewing the preliminary Level 2 Screening results, Steve shared the planning level cost estimates for each alternative, noting the cost has not yet been scored in the draft Level 2 screening and property acquisition for ROW is not yet calculated or included.

Group Discussion

A participant asked for clarification on when the PEL study was expected to be completed and opportunities to comment. Steve shared the draft PEL study report was expected to be completed by the end of May 2024, followed by a 30-day comment period and a public open house in June 2024.

A participant asked the study team to define how potential impacts are calculated. Steve shared most potential impacts are measured by acreage and number of resources potentially impacted.

A participant requested information on the type of crossings evaluated being fill versus piling. Steve shared the study design team assumed crossings on pilings based on feedback received so far and clarified the scoring is premised on this type of crossing structure.

One participant asked where the newly located Bog/Fen was. The project team responded it was shown as the hatched area on habitat mapping.

One participant asked for clarification on how information gathered during habitat mapping and migratory bird count helps supplement existing data. He emphasized the report was well written, and the habitat mapping added useful data, but the information presented on bird species presence should not be considered useful as the time window of observation was inappropriately brief. He added this part of the study wasted time and money. Steve responded the study team has tried to include as much data as possible and acknowledged the

limited scope of data collection due to this being a planning level study. The study would not replace other existing studies, nor preclude future studies.

A participant asked for clarification on how the data collected during the additional studies would be used. Steve replied the data is supplemental to the existing data collected during the baseline, largely confirming and augmenting that data.

One participant expressed concern about how data was weighted during scoring. Steve responded the data sets are maps, with each set of data adding a quantitative map to the database of information. He noted more specific data is needed to make design decisions, which will happen in the NEPA process. He invited participants to follow up for individual explanations of how data is weighted in the scoring criteria.

One participant noted Southeast Alaska Land Trust (SEALT) and the Alaska Department of Fish and Game (ADF&G) are currently working on a comprehensive habitat remapping, expressing concern this data would not be included. The study team responded the ADF&G study was shared with the team and used in the level 2 screening preliminary results, and the SEALT mapping efforts would likely be ready for use in a potential future NEPA effort.

One participant commented they are concerned about alternatives being eliminated based on the narrow scope of the corridor. Steve responded minor changes to the alternative may still be made during the planning level design process, and the scale of the areas surrounding each alternative are not being ignored in criteria evaluation.

A participant expressed concerns the criteria lacked a mechanism to score potential impacts to undisturbed lands in relation to each alternative.

One participant expressed concern about the assignment of values for each criterion, noting focus on the relative environmental impact scores for Vanderbilt and both Sunny Point alternatives. The project team responded the criteria need to be quantified to be compared. Specific value assignments are open for explanation and feedback for criteria. The study team requested participants to send written comments and questions, noting small group meeting will be set up to answer questions and receive feedback about environmental impact ratings.

One participant requested clarification on the buffer zone around each alternative. The study team responded buffer zones vary based on alignment and scoring criteria. In general, 100 to 200 feet is used for environmental impact analysis.

One participant commented geophysical data should be used as a direct criterion in the alternative matrix. The project team responded the results of the geophysical data cannot be quantified as a single value, but the data will impact other criteria such as the cost needed for different construction methods based on varying surface and subsurface conditions.

One participant commented the public should have access to information about the airport's plans and potential conflicts, stating any conflict with the airport should be a criterion. Steve responded the airport is currently developing a new master plan, which will indicate long-term plans and potential conflicts, affirming no option will be considered that conflicts with the airport's current or future aircraft approach plans. DOWL has conducted meetings with the airport and the Federal Aviation Administration (FAA) to gather information on airport priorities and plans.

One participant asked how essential fish habitat (EFH) is defined, noting EFH is too broad of a term to be used as criterion.

One participant expressed concern about using the criterion of public support in scoring, noting the Refuge was not shown on the study area and alternatives maps early in the PEL study. This could have significantly impacted the results of public support for alternatives enough to discount the results.

One participant asked what qualifies an area as a wildlife habitat or a fish habitat. The study team responded they would consult with the subject matter experts and respond.

One participant asked if the Coast Guard supports any of the alternatives. The study team responded it is too early in the process to get a definitive answer, but the Salmon Creek alternative is the least flexible of the options in terms of proximity to navigable waters. The two options have been developed at different elevations based on height restrictions from the Coast Guard.

One participant asked why the cost estimate for the Salmon Creek alternative is higher for a relatively short span. Steve responded specific breakdown of cost analysis can be discussed in further detail, as estimates were only recently determined and will be published in the future. He added generally the price per foot of bridge can vary widely depending on span and abutment construction details.

One participant asked why the proposal for the Mendenhall Peninsula alternative includes the construction of a new road rather than tying it into the existing roads. Steve responded residents on the Mendenhall Peninsula commented repeatedly the disturbance caused by development tying into existing roads would be significantly more impactful than the construction of a new road.

A participant commented the criteria to include impacts to commercial property and impacts within 100 feet of commercial property are redundant. Renee requested participants submit written comments on criteria.

One participant expressed concern the study is being crafted to downgrade the Salmon Creek alternative to make the process of proving there are no viable alternatives outside the Refuge easier. Steve responded no alternatives are being up- or downgraded, but the criteria were created without knowing the scoring outcomes. The only interest is moving forward with alternatives that will not present fatal flaws later in the process.

One participant asked if NEPA will reevaluate the environmental impact. Steve responded NEPA will evaluate all viable options at a deeper level as required by law.

One participant asked what the cost of the higher elevation option would be at Salmon Creek. Steve responded the cost for the Salmon Creek alternative at a higher elevation has not been estimated.

Several participants commented they would like to see the Salmon Creek alternative continue into the NEPA process as it is the only remaining off Refuge alternative.

One participant expressed concerns about longevity of the Salmon Creek Dam, and the need for a barge landing area, which would both be affected be the Salmon Creek alternative. He noted the high cost of living in Juneau is affected by barging costs. The project team responded a barge landing study had not been conducted.

One participant asked if ROW acquisition costs have been included in the evaluation. The project team responded no; they did not want to inadvertently effect property values in these areas due to gathering data about potential acquisition values.

One participant asked about the funding source for this project for construction and maintenance costs. The project team responded the DOT&PF will be looking into grants for the construction phase of this project, in addition to STIP funding. Maintenance costs will involve CBJ.

Wrap Up and Next Steps

Steve reviewed project funding, noting there is $7 million designated in Congressionally Designated Spending (CDS) along with $16 million in a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant obtained for moving this project forward into the NEPA phase. He also noted the project is in the draft Statewide Transportation Improvement Plan (STIP).

He then shared information on what will happen after the PEL Study wraps up, noting preliminary engineering and NEPA, engineering design and ROW acquisition, and construction.

Steve closed the meeting by reviewing study team contacts, email address, and website, and thanked participants for their involvement in the process. He asked committee members to provide feedback by March 28, 2024, and noted the project team would be happy to meet with members who have additional comments or questions. He reviewed the project schedule for the next few months, including the draft PEL Study Report to be released for comment by the end of May, a Public Open House in June, and the Final PEL Study Report to be completed by the end of July.

Action Items

Study Team:

- Post meeting materials to the study website.
- Put together a list of responses to questions that could not be answered during this meeting and share with committee members.

Committee Members:

- Provide additional feedback by March 28, 2024. Subsequent the meeting, advisory committee members requested additional time to provide feedback and the deadline was extended to April 11, 2024.

JOINT TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEES

Meeting No. 6

October 17, 2024

The environmental review, consultation, 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 April 13, 2023, and executed by FHWA and DOT&PF.

1

ZOOM REQUESTS AND FUNCTIONS

TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEE MEETING

- Please keep your microphone muted. Phone uses press *6 to mute or unmute your line.
- Use “Chat” to view the chat window or send a message.
- Select “Raise Hand” under “Reactions” to indicate you have a question/comment. Phone users press *9 to raise hand.
- Make sure you are identified by name and organizational affiliation. Open the “Participants” window, hover your mouse over your name, select the ellipse (…), then “Rename,” and “Change.”
- If your connection cuts out, this is the phone number you need to dial back into the meeting: (253) 215-8782, Meeting ID: 820 3301 3027, Passcode: 209049.
- Use the “Show Captions” function to view closed captioning.

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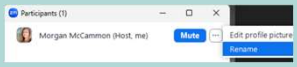

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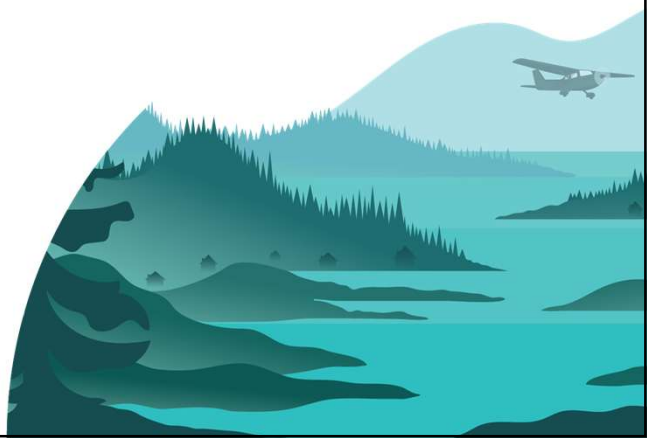
AGENDA

- Welcome and Introductions
- Schedule Update
- Level 2 Screening - Update
- New Information
- Discussion
- Wrap-up & Next Steps



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PROJECT TEAM

Greg Lockwood Project Manager **Jill Melcher** Project Planner **Christy Gentemann** Environmental Analyst	**Katie Koester** City Manager **Denise Koch** Director of Engineering & Public Works **Bridget LaPenter** Project Manager	**Steve Noble, PE** Project Manager **Renee Whitesell, PTP** PEL Study Lead **Theresa Dutchuk** Environmental

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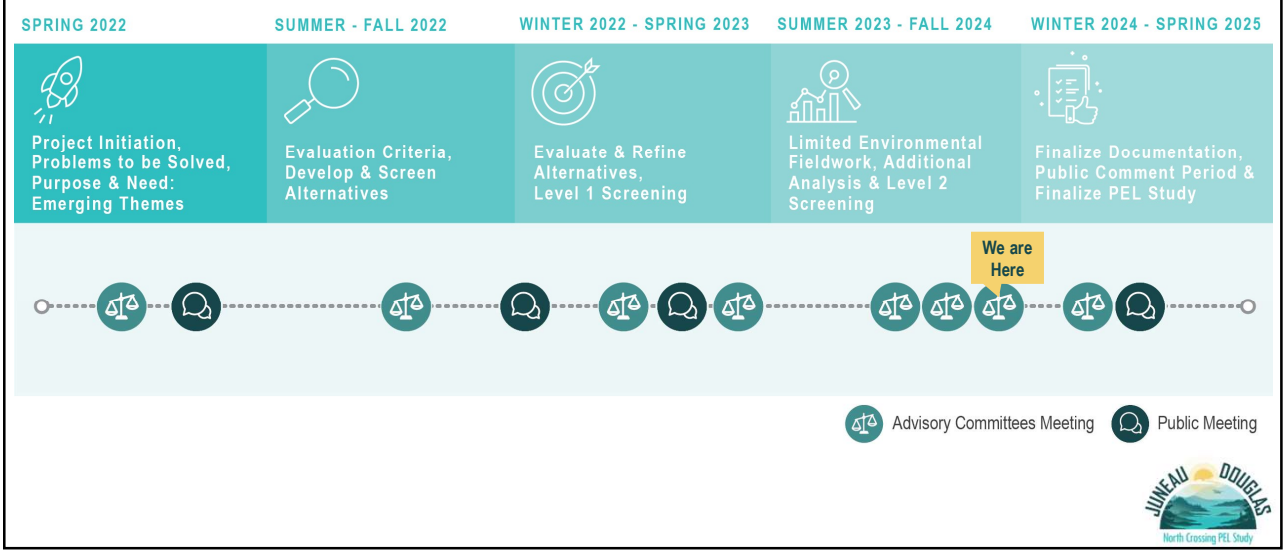
SCHEDULE



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SCREENING PROCESS

6

ALTERNATIVES SCREENING PROCESS

Level 1 screening evaluated how well each alternative:

- Satisfies the proposed projects purpose:
  - Improve connection between Douglas Island and Juneau
  - Improve transportation for non-motorized users
  - Reduce transportation related energy consumption
- Meets the transportation needs:
  - Alternate access and transportation infrastructure resiliency
  - Decrease traffic pressure on Douglas Island Bridge and its intersections
- Satisfies identified additional goals



Alternative screening process was designed to incorporate new information discovered throughout the process

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LEVEL 2 SCREENING - DETAILS

Level 2 Screening quantitatively evaluated how well each alternative:

- Satisfies the proposed projects purpose and meets the transportation needs
- Satisfies adopted planning documents
- Is technically implementable and constructable from an engineering perspective
- Is financially feasible
- Is reasonable under the National Environmental Policy Act (NEPA)
- Is practicable under the Clean Water Act
- Is prudent and feasible under Section 4(f) of the Department of Transportation Act of 1966



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SCORING TIMELINE

Alternatives Screening process presented to Advisory Committees	*November 17, 2022*
Comments received through February 2, 2023	
Level 1 Screening presented to Advisory Committees	*March 6, 2023*
14 Day review Period	
Revised Level 1 Screening	*April 27, 2023*
Decision to collect additional data during PEL phase	*August 2023*
Data collection	*Fall 2023*
Draft Level 2 Screening Results shared with Advisory Committees	*March 1, 2024*
42 Day review period	
Revised Level 2 screening in progress	*Ongoing*
Draft Revised Level 2 Screening to Advisory Committees	*TBD*

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REVISED LEVEL 2 SCREENING

10

UPDATES PROPOSED BASED ON FEEDBACK

- Weighted scoring for impacts within Mendenhall Wetland State Game Refuge (MWSGR)
- Important migratory bird habitat updated to only include acreage of impact within the MWSGR
- Acreages of direct impact updated to include bridge deck
- Functional assessment used to evaluate impacts to high value wetlands
- Stream and riparian impacts adjusted from acreage to linear feet calculations
- Included Hendrickson Point as a potential 4(f) resource
- Added Hendrickson Point to the category of "protected lands"
- Removed overlapping counts between residential uses directly affected and within 100ft of residential property. Same for commercial.



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PROPOSED REVISED SCORING

	No Build	Mendenhall Peninsula	Sunny Point West	Sunny Point East	Vanderbilt	Twin Lakes	Salmon Creek
Original	-18	-15	-6	-2	-6	-2	-11
Revised	-16	-12	-23	-20	-17	-11	*pending*

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NEW INFORMATION

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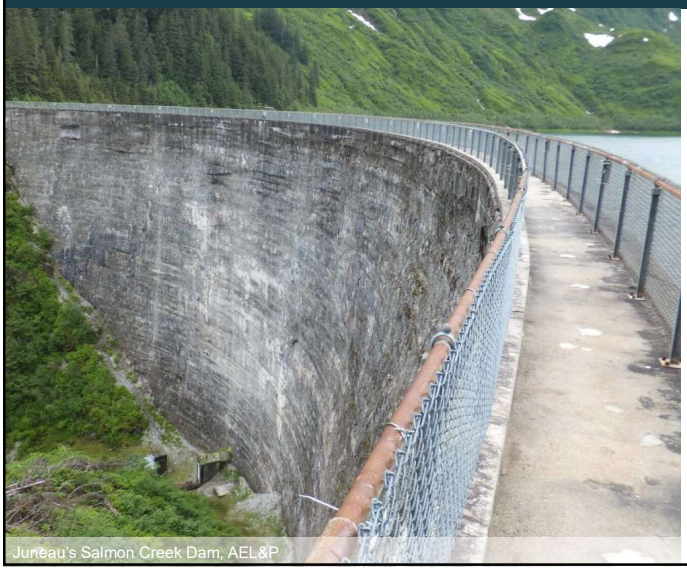
ALASKA ELECTRIC LIGHT & POWER SALMON CREEK DAM



Juneau's Salmon Creek Dam, AEL&P

- April 2024: AEL&P shared information with DOT&PF concerning the Salmon Creek Dam
- Federal Energy Regulatory Commission (FERC) requirements:
  - Annual inspections
  - Dam Safety Surveillance and Monitoring Plan
  - Thorough independent inspections every five years
- AEL&P monitors reservoir level, with alarm system if normal parameters are exceeded

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North Crossing PEL Study

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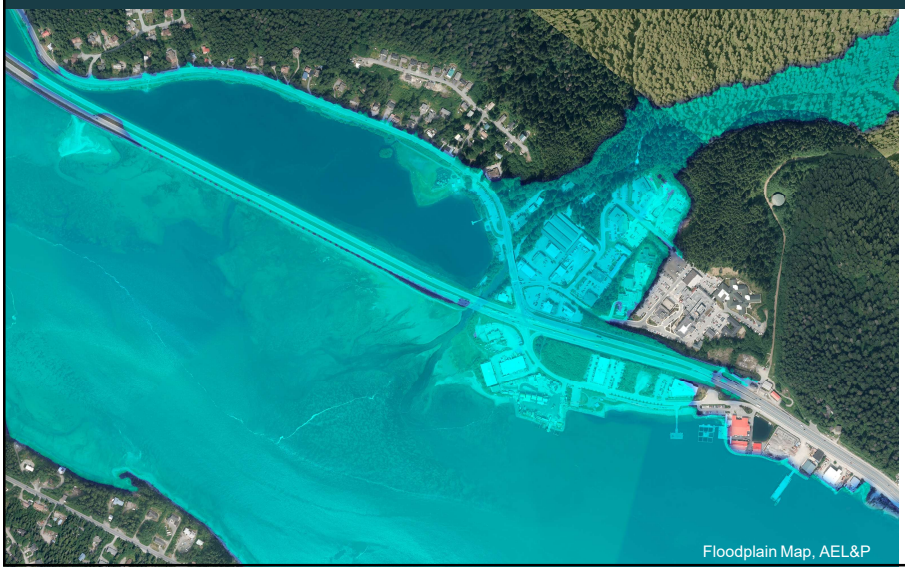
ALASKA ELECTRIC LIGHT & POWER SALMON CREEK DAM



- Floodplain map representing the high-water line under “sunny day” conditions

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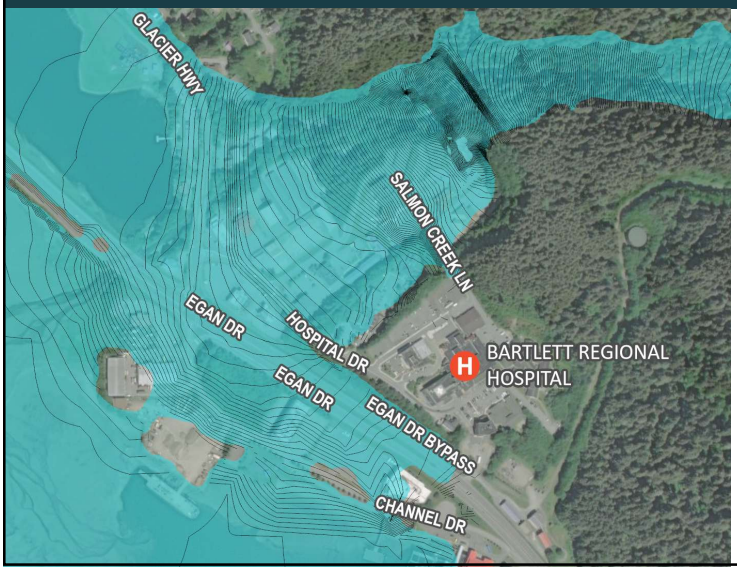
ALASKA ELECTRIC LIGHT & POWER SALMON CREEK DAM



- Floodplain map representing the high-water line under “sunny day” conditions
- Two-foot contours

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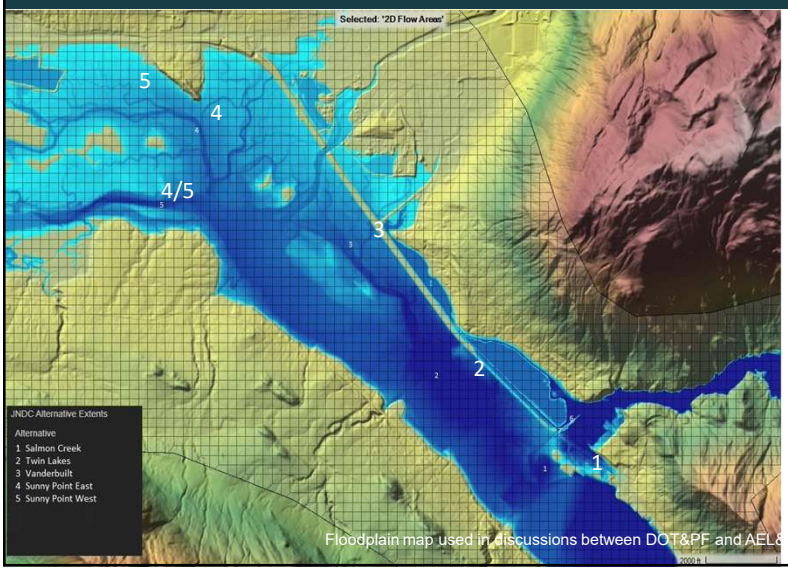
ALASKA ELECTRIC LIGHT & POWER SALMON CREEK DAM



Crossing Location	Maximum Depth above existing (ft)	Maximum Velocity (ft/sec))
1. Salmon Creek	12.99	**11.80** *(8.0 mph)*
2. Twin Lakes	16.05	**10.73** *(7.3 mph)*
3. Vanderbilt	8.46	**6.23** *(4.2 mph)*
4. Sunny Point East	7.36	**1.57** *(1.1 mph)*
5. Sunny Point West	9.08	**5.13** *(3.5 mph)*

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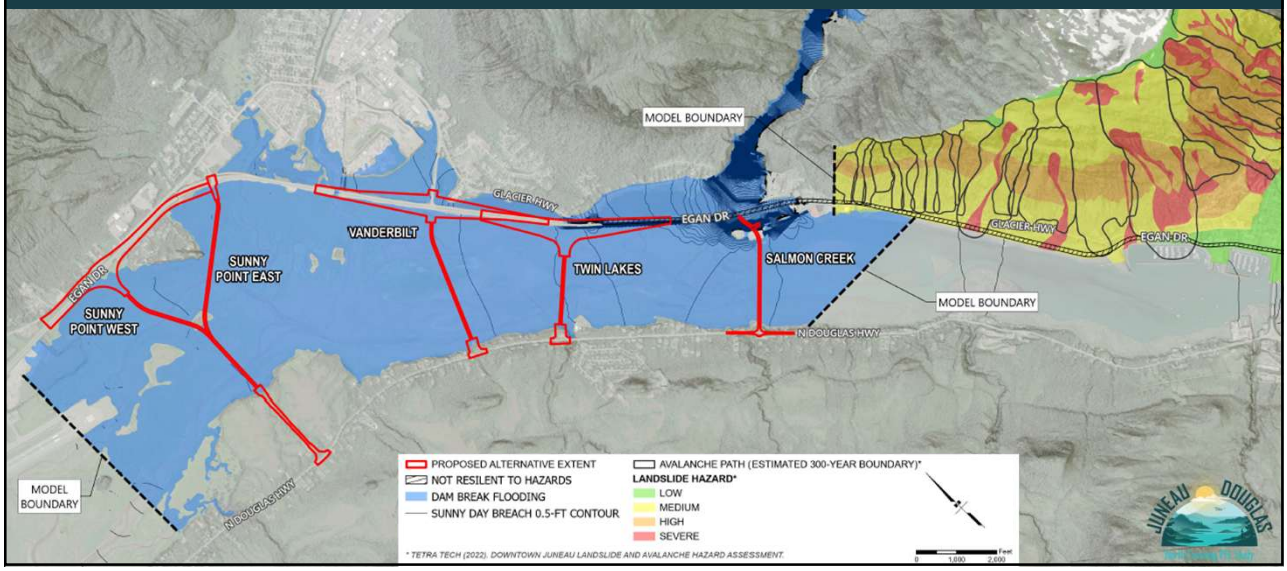
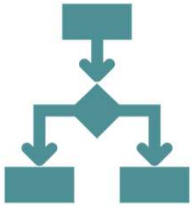
AVALANCHE PATH – LANDSLIDE HAZZARD



18

PROGRESS ON THE SCREENING FOR SALMON CREEK

- Paused pending additional information on the risk analysis.
- Freedom of Information Act (FOIA) has been submitted to FERC on August 30 and October 10, 2024, to obtain more information.
- Continuing to consult with Statewide Environmental Office on the path forward.
- Eventually, the team will need to decide if sufficient information exists to be able to make a determination on the Salmon Creek Alternative or, if additional information is needed:
  - Will additional studies be completed during the PEL Study?
  - Will we include Salmon Creek in the alternatives moving forward to NEPA and conduct the additional studies at that time?



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WHAT'S NEXT?

Advisory Committee Meetings	Focus	When
1	▪ Baseline data and existing conditions ▪ Purpose and need	Spring 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	Summer 2022
3 & 4	▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria ▪ Additional field studies	Winter 2022 - Winter 2024
5 & 6	▪ Detailed alternative screening results ▪ Recommended alternatives	Winter - Fall 2024
7	▪ Final Level 2 Screening Results	Tentatively December 2024
[Public Meeting]	▪ Draft PEL Study ▪ Final Public Open House	Tentatively January 2025

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GROUP DISCUSSION

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WE WANT YOUR FEEDBACK!

Please provide feedback on the materials presented today. The earlier feedback is received, the easier it is to include in the process.

- Call a study team member
- Send an email to JDNorthCrossing@dowl.com
- One-on-one meetings
- Small group meetings

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PROJECT CONTACTS:

Greg Lockwood, DOT&PF Project Manager
(907) 465-2393

Bridget LaPenter, CBJ Project Manager
(907) 586-0800 ext. 4187

Steve Noble, DOWL Project Manager
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

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JOINT TECHNICAL ADVISORY COMMITTEE AND STAKEHOLDER ADVISORY COMMITTEE | MEETING 6

October 17, 2024, 4:00 – 5:00 p.m. via Zoom

Zoom, Meeting ID: 820 3301 3027, Passcode: 209049

Meeting Objective

Present update on Level 2 Screening results, share new information, and receive comments.

Agenda

Welcome and Introductions

Schedule Update

Level 2 Screening – Update

New Information

Discussion

Wrap Up and Next Steps

Attendees – PEL Study Team

Name	Organization
Greg Lockwood, Project Manager	Alaska Department of Transportation and Public Facilities
Jill Melcher, Planning	Alaska Department of Transportation and Public Facilities
Christy Gentemann, Environmental	Alaska Department of Transportation and Public Facilities
Brett Nelson, Planning	Alaska Department of Transportation and Public Facilities
Sam Dapcevich, Information Officer	Alaska Department of Transportation and Public Facilities
Doug Kolwaite, Statewide Environmental Office	Alaska Department of Transportation and Public Facilities
Nina Keller, Statewide Environmental Office	Alaska Department of Transportation and Public Facilities
Benjamin Storey, Environmental	Alaska Department of Transportation and Public Facilities
Jill Taylor, Environmental	Alaska Department of Transportation and Public Facilities
Leslie Daugherty, Bridge Design	Alaska Department of Transportation and Public Facilities
Bridget LaPenter, Project Manager	City and Borough of Juneau Engineering and Public Works
Ashley Heimbigner, Grant Manager	City and Borough of Juneau Engineering and Public Works
Nate Rumsey, Deputy Director	City and Borough of Juneau Engineering and Public Works
Steve Noble, Project Manager	DOWL
Renee Whitesell, PEL Study Lead	DOWL
Kristen Hansen, Environmental	DOWL

Theresa Dutchuk, Environmental	DOWL
Jovie Garcia, Public Involvement	DOWL
Morgan McCammon, Public Involvement	DOWL

Attendees – Technical & Stakeholder Advisory Committee Members

Name	Organization
Beth Weldon	City and Borough of Juneau Mayor
Christine Woll	City and Borough of Juneau Assembly
Dave Hanna	Access Alaska
Aaron Brakel	Southeast Alaska Conservation Council
Adeyemi Alimi (Yemi)	Alaska Department of Environmental Conservation Division of Air Quality
Alex Wertheimer	Mendenhall Wetlands Study Group
Barb Mecum	Friends of Fritz Cove
Brian Holst	Juneau Economic Development Council
Cathy Schlingheyde	Senator Khiel's office
Ellen Ferguson	North Douglas Neighborhood Association
Franke Rue	Mendenhall Wetlands Study Group
J. Mitchell	
Jesse Lindgren	Alaska Department of Fish and Game
Kristen Bartlett	Juneau School District
Margaret Custer	Southeast Alaska Land Trust
Mason Auger	Alaska Department of Natural Resources Division of Mining, Land, and Water
Matt Robus	Territorial Sportsmen and Mendenhall Wetlands Study Group
Michael Williamson	Goldbelt
Michael Stanley	North Douglas Neighborhood Association
Molly Zaleski	National Oceanic and Atmospheric Administration Fisheries
Nathan Newcomer	Southeast Alaska Conservation Council
Randal Vigil	United States Army Corps of Engineers
Rebecca Bellmore	Southeast Alaska Watershed Council
Ron Somerville	Mendenhall Wetlands Study Group
Roy Churchwell	Alaska Department of Fish and Game
Sarah Markegard	US Fish and Wildlife Service
Stephanie Banua	Central Council of Tlingit and Haida Indian Tribes of Alaska
Teri Tibbett	Bonnie Brae Neighborhood Association and Douglas Advisory Board
Tyler Breen	Southeast Alaska Conservation Council
Unidentified phone user	

Presentation Summary

Welcome and Introductions

Greg Lockwood, Department of Transportation and Public Facilities (DOT&PF) Project Manager, opened the meeting by welcoming committee members, sharing Zoom requests and functions, reviewing the agenda, introducing the study team, and establishing the meeting purpose.

Schedule Update

Steve Noble, DOWL Project Manager, presented an updated schedule, highlighting the previous milestones, public meetings, and listening sessions. He shared the status of the additional fieldwork, noting most fieldwork to be conducted during the PEL study is complete.

Level 2 Screening – Update

Renee Whitesell, DOWL PEL Study Lead, summarized details of the level 1 and level 2 screening processes. She explained the alternative screening process was designed to incorporate new information discovered throughout the PEL study. After reviewing the process details, she reviewed the scoring timeline, including the dates of project activities and comment timing. The timeline also noted level 2 screening is ongoing awaiting further information.

Theresa Dutchuk shared revisions to level 2 screening results, modified based on feedback received during level 2 screening. Changes to the screening include:

- Weighted scoring for impacts within the Mendenhall Wetland State Game Refuge (MWSGR).
- Important migratory bird habitat updated to only include acreage of impact within the MWSGR.
- Acreages of direct impact updated to include bridge deck.
- Functional assessment used to evaluate impacts to high value wetlands.
- Steam and riparian impacts adjusted from acreage to linear feet calculations.
- Included Hendrickson Point as a potential 4(f) resource, which will be confirmed during the National Environmental Policy Act (NEPA) process.
- Added Hendrickson Point to the category of “protected lands”.
- Removed overlapping counts between residential uses directly affected and within 100 feet of residential property. Same for commercial.

A question in the chat from J. Mitchell followed this review asking: “What’s a 4f resource?”. Theresa answered 4(f) is a provision under the United State Department of Transportation (US DOT) act which creates protection for recreational resources, refuges, and sanctuaries. In this case, it would focus on recreational resources in the MWSGR.

Theresa continued sharing revised scoring with a table showed preliminary level 2 scoring and the revised scoring for comparison. Theresa specified the scores within the MWSGR dropped significantly due to the

newly applied scoring weight. The Salmon Creek alternative is pending due to ongoing research, but Theresa indicated the Salmon Creek alternative would score more highly under the revised scoring.

New Information

Steve presented new information regarding the Salmon Creek Dam from AEL&P, which was not previously considered, describing hazards of the dam potentially impacting the Salmon Creek alternative and Egan Drive. Hazards included potential flooding should the dam release. The study team requested additional information from the Federal Energy Regulatory Commission (FERC) through a Freedom of Information Act (FOIA) request to supplement the floodplain map shared. He said the study team hopes to have the response within a few weeks.

Steve presented the "sunny day" scenario, which showed two-foot water flood contours during a magnitude eight earthquake. Steve further shared the velocity of the flood and depth in the flooding scenario and next reminded committee members of the landslide and avalanche hazards closer to downtown Juneau.

The PEL study is paused pending additional risk analysis. Steve summarized the status on obtaining information for the Salmon Creek Dam and actions needed after information is provided to determine whether the study team has enough information to include or exclude the Salmon Creek alternative moving forward to the NEPA process, if additional studies are needed, and in consultation with the DOT&PF Statewide Environmental Office (SEO).

After presenting area hazards, Steve shared what is coming next. The study team is planning a seventh joint advisory committee meeting tentatively scheduled for December 2024, and the final open house tentatively scheduled for January 2025, with a comment period ending in February 2025, to share the draft PEL Study report. The target date for finalizing the PEL Study report is March 2025. This timeline would be dependent on when the study team receives a response to the FIOA request for additional information about the Salmon Creek Dam.

Group Discussion

The group discussion began with reviewing questions typed in the chat, and Renee invited participants to ask questions and encouraged the hand raise function.

- Q: J. Mitchell asked in the chat "is negative scores better or worse, ie is -23 better or worse than -12?"

  A: Rebecca Bellmore answered in the chat "more negative is worse." Theresa expanded negative scores indicate the alternative performed poorly against a particular criterion. The more negative a score is, the poorer it performs against environmental, social, and economic criteria.

- Q: Margaret Custer, Southeast Alaska Land Trust (SEALT), asked in the chat: "Has FERC been contacted for their opinion on the safety of the dam, other than submitting a FOIA request to request documents? Is there any indication that either FERC or AEL&P believe that the dam is unsafe, and if so, is CBJ preparing to put all available resources into mitigating the increasingly complex flood risks to the community? This is more important than a sidebar in a second crossing study."

  A: Steve answered DOWL does a lot of FERC licensing and dam site reviews across the western United States. He shared his personal experience about working with FERC, describing FERC as very risk averse. The information regarding specific dams is mostly considered confidential information. One must

meet certain requirements to achieve certain levels of access to that information. Meaning simple phone calls to FERC requesting information will not achieve getting the desired information, only the process on the proper channel to obtain requested information. Steve said the study team has gone through their process of obtaining information. Greg added there have not been additional discussions about potential flooding from the Salmon Creek dam with the CBJ.

- Q: Alex Wertheimer, Mendenhall Wetlands Study Group, asked for additional information on why the study team scored the Twin Lakes alternative but not the Salmon Creek alternative, as a catastrophic flood event could impact access to the hospital for these and other alternatives. He further asked if this issue would be resolved with this FERC information or would the issue be carried on into NEPA to be resolved.

  A: Theresa answered the study team is waiting for additional information about the Salmon Creek Dam before scoring the Salmon Creek alternative as that would lead to the most accurate scoring. Steve added much of the northern section of Egan Drive would remain above the flood elevation according to the model; however, if a flood were to occur, it would be likely to wash out southern sections of Egan Drive, Channel Drive, and the bridges around Salmon Creek. The bridge structure in that location could be designed to withstand a potential flood at Salmon Creek, but it would remain inaccessible from Egan Drive coming from the north. This is where the Salmon Creek alternative is questionable to meet the purpose and need. Purpose and need of this study focus on redundancy and ability to serve Juneau residents in the event of traffic impacts on Egan Drive. If it takes months for infrastructure to be re-established, regardless if a crossing at Salmon Creek were to survive, the infrastructure around it would not. Whereas at Twin Lakes, Egan Drive stayed above that projected flood level in the model.

- Q: Matt Robus, Territorial Sportsmen and Mendenhall Wetlands Study Group, speculated if a flood impacts Egan Drive at Salmon Creek, none of the alternatives would meet the purpose and need under that situation because the hospital would not be accessible from the north. He then asked for clarification on Hendrickson Point being a 4(f) resource, and if the MWSGR is considered a protected area.

  A: Theresa confirmed the MWSGR is considered a 4(f) resource, having a management plan and being managed by the State of Alaska as a recreational resource. Hendrickson Point will require additional research to determine whether it is a 4(f) resource.

  Steve shared a crossing constructed at Twin Lakes or further north would provide access during a flood from Lemon Creek or Auke Valley to the hospital by traveling south on Egan Drive, across the inlet to Douglas Highway, south to the Juneau Douglas bridge crossing to downtown, and then north on Egan Drive to the hospital.

  Dave Hanna, Access Alaska, added the CBJ is currently working on alternate access to the hospital in the event Egan Drive was inaccessible.

- Q: Dave Hanna, Access Alaska, added the CBJ is currently working on alternate access to the hospital in the event Egan Drive was inaccessible. He then asked if new information on Goldbelt's upcoming development on the backside of Douglas Island would affect the PEL study traffic analysis. He noted the development with increased commercial and residential usage could change the analysis on traffic use.

  A: Renee responded the study team had just received the news release as well. Steve shared the study team considered the PEL process may be far enough along the PEL study will be completed, and the NEPA process will address this new development. He continued, the information in the news release has the potential to impact the purpose and need. Whether this is addressed during the PEL study the NEPA process is yet to be determined.

Greg added the study team is interested to find out more, seeing how it could affect the PEL study and traffic models.

- Q: Margaret Custer asked in the chat: “Is ADOT&PF considering improvements to Egan Drive, and the hospital area infrastructure, so that it would not be impacted by a flood from AEL&P's dam? Sounds like the concerns are more for existing infrastructure than a future bridge.”

  A: Greg responded DOT&PF is not looking at that during this PEL process; the focus is identifying risks. The CBJ may be working on alternate access to the hospital, but the PEL study and DOT&PF are not. This may be explored more in the NEPA process.

- Q: Dave Hanna made a follow up comment in the chat: “I would think it might weight the Mendenhall option higher. In regards to the North Douglas development.”

  A: Renee said that was interesting feedback and the study team is evaluating the new information further.

- Q: Alex Wertheimer asked if the revised scoring incorporated the construction and maintenance costs as part of the evaluation.

  A: Theresa answered, yes, the maintenance and construction costs were included in the revised scoring.

- Q: Alex Wertheimer asked if this presentation would be shared on the study website.

  A: Steve answered, yes, all presentations and discussion materials for advisory committee meetings were shared on the study website.

- Q: Margaret Custer asked in the chat: “Did AEL&P reach out independently to share concerns about dam safety, or were they contacted by the study team in level 2 screening? If the study team reached out first, why did they wait until level 2, and then propose to modify the previously finalized level 1 results as a consequence of that conversation?” She followed up in the chat: “Please answer my second question relating to whether AEL&P flagged the dam safety concerns.”

  A: Steve Noble answered he did not think the study team reached out to AEL&P. He recalled AEL&P reached out to the study team as a response to the more general public outreach. Greg answered AEL&P asked if the study team considered the Salmon Creek Dam, and the study team asked to meet with them. AEL&P shared the modeling, and the study team decided to evaluate it further.

- Q: Brian Holst, Juneau Economic Development Council, asked how the Mendenhall Valley flooding might impact the analysis. Juneau had flooding impacting 30 homes last year and 300 homes this year. Scientists at the University of Alaska Southeast explained this is a multi-decade phenomenon, with some suggestions flood levels could be higher. Brian speculated this would point to reasonable concerns about further development and investment in the Mendenhall Valley, where most single-family housing stock exists. Brian said he would imagine people who would want to stay in Juneau would want to look to the next best alternative: the North Douglas area. Brian asked how this would be incorporated into the PEL study analysis.

  A: Steve shared this was more of a CBJ planning question to be incorporated into the discussion. He continued, maybe when the NEPA process occurs, a greater discussion surrounding the purpose and need could occur. During the NEPA process, that project team will revisit the purpose and need. The purpose and need as it is currently written is focused on congestion on the Juneau Douglas bridge and Douglas Highway and redundancy of transportation facilities based on Federal Highway Administration (FHWA) criteria. There are some additional goals in the PEL study purpose and need including economic and development concerns. The housing concern has been mentioned a lot and not just the Mendenhall Valley,

which is a new concern not yet discussed. Steve added the CBJ may be considering updates to their comprehensive plan, which would address those issues.

Steve then asked Bridget LaPenter, CBJ Project Manager, if the comprehensive plan update was in development. Bridget said the comprehensive plan update has not yet started but it is planned. It was her understanding the CBJ was moving away from area plans and wanted to instead look at the community as a whole, working on the comprehensive plan moving forward. The CBJ identified areas on North Douglas that are not wetlands, are city-owned property, and look reasonably accessible to possibly develop for housing. North Douglas is a sparsely populated area that could be something the CBJ looks at further for development.

Renee shared her thoughts as a planner, noting it is a good approach to look at the comprehensive plan as a way for the community to comprehensively consider issues, including changing environment, the ongoing challenges with housing, and land use. Those issues would need to be considered as the study team completes the PEL study and in a future NEPA process.

- Q: Margaret Custer commented in the chat: "If AEL&P is volunteering concerns about increased likelihood of a catastrophic event with an 8.0 earthquake, maintaining water levels outside of their FERC license, and subsequent failure of the entire Salmon Creek dam structure, CBJ needs to be taking action on this new flood risk to the community."

  A: Steve corrected the study team has no information to suggest that AEL&P is maintaining water levels outside of their FERC license. They have controls in place to keep the Salmon Creek Dam at a certain elevation or less. Greg added that he does not think this is a new risk to AEL&P, rather something they recently pointed out to the study team. They have information on their website regarding this issue. Greg said he thinks AEL&P also puts notices out to the residents there each year for potential flooding awareness. Additionally, there is a siren system in the event of a dam break.

- Q: Michael Stanley, North Douglas Neighborhood Association, noted in the chat: "I am advised that a CBJ staff member has acknowledged initiating the inquiry to AELP. Would someone from CBJ confirm if this is correct?"

  A: Bridget responded she has no knowledge of someone from CBJ contacting AEL&P and asked if Michael knew who. Michael did not respond.

- Q: Frank Rue, Mendenhall Wetlands Study Group, commented in the chat: "The need for a bench road being evaluated as part of the West Douglas development and a second crossing seems even more important given the Goldbelt development and Mendenhall flooding."

- A: Steve noted the comment and said the study team has heard many comments concerning the bench road. The bench road is being addressed to the extent possible in the PEL study.

- Q: J. Mitchell commented in the chat: "Note there is a number of public notices for growth on N Douglas already".

- A: Renee thanked J. Mitchell for the comment.

- Q: Margaret Custer asked in the chat: "When were wetland functional assessments conducted, what protocol was used, and when will that report be published?"

  A: Theresa answered that she could provide Margaret with all the updates via email or an additional meeting.

- Q: Margaret Custer commented in the chat: “The scenario you discussed in the dam flood would require them to be operating with water levels higher than their license allows. I have reviewed AEL&P's plan, so this is an informed question”.

  A: Steve responded if that is the case, Margaret knows information that the study team does not. The study team will ask AEL&P about that specific information being referenced.

- Q: Dave Hanna commented the dam flooding scenario is not just a question of the earthquake or the water levels, rather there is a big sediment load behind the dam. For example, a big land slide into the lake or something similar could impact the stability of the dam. Dave confirmed notices posted on North Douglas being correct. The CBJ is already asking for a significant amount of acreage on North Douglas to be zoned for a higher density level. A higher level of development on North Douglas needs to be considered. Dave additionally commented the CBJ has already started on a revision to subdivision requirements, and revisions to the comprehensive plan will be starting shortly.

  A: Renee thanked Dave for the feedback. She said the study team will continue to factor in the development as we wrap up our evaluation and recommendations in the PEL study. It will be relevant in a future NEPA process as well.

- Q: Margaret Custer noted in the chat: “I would prefer that the entire advisory committee group receive those answers.”

  A: Theresa responded that she would discuss this issue with DOT&PF and the study team. She said some questions do not have specific answers yet, so that is why another meeting outside of this one is recommended.

  Steve suggested the study team provide a written response to the advisory committee in an email after an answer is received. Theresa agreed with this approach.

- Q: Margaret Custer provided feedback in the chat: “A major piece of feedback in the comments we submitted in April was that DOWL has not answered or responded to most technical advisory committee members' questions in a group setting, or posted information so that all can review it. Scheduling a 1:1 with me to get into questions that we all need to know answers to is not helpful to this study's forward progress.”

- A: Renee responded to Margaret the study team is continuing to revise the level 2 screening results, to respond to the comments and questions, and respond to further information. The intention of today’s meeting was to update advisory committee members on the status of the PEL study. Theresa added the study team has a list of all the comments received for the level 2 screening and have responses drafted. But they have been on hold because some responses are pending the resolution of Salmon Creek alternative meeting the purpose and need. Theresa said it is not the case the study team has not responded or considered all the comments. The study team has not shared the responses yet and will.

- Q: Margaret Custer requested in the chat: “The next meeting we have, please send an agenda and materials ahead of time.”

  A: Renee thanked Margaret for her feedback.

Wrap Up and Next Steps

Steve closed the meeting by reviewing study team contacts, email address, and website, and thanked participants for their involvement in the process. Greg added there are drainage improvements being done around the hospital separate from the PEL study and did not want to confuse people with the earlier answer.

Greg and Renee concluded the meeting. Morgan McCammon, DOWL Public Involvement, commented in the chat the contact information for the study team.

Alex Wertheimer commented in the chat: “Thank you for the update.”

Action Items

Study Team:

- Post meeting materials and meeting recording to the study website.
- Update the Advisory Committees on the wetland functional assessment.

Committee Members:

- Provide additional feedback.
- Participate in the next meeting, tentatively scheduled for December 2024.

JOINT TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEES

Meeting No. 7

March 4, 2025

The environmental review, consultation, 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 April 13, 2023, and executed by FHWA and DOT&PF.

1

ZOOM REQUESTS AND FUNCTIONS

TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEE MEETING

- Please keep your microphone muted. Phone users can press *6 to mute or unmute their line.
- Use “Chat” to view the chat window or send a message.
- Select “Raise Hand” under “Reactions” to indicate you have a question or comment. Phone users can press *9 to raise hand.
- Make sure you are identified by name and organizational affiliation. Open the “Participants” window, hover your mouse over your name, select the ellipse (…), then “Rename,” and make the change.
- If your connection cuts out, dial back into the meeting using this phone number: (253) 215-8782, Meeting ID: 824 6196 8544, Passcode: 208666.
- Use the “Show Captions” function to view closed captioning.

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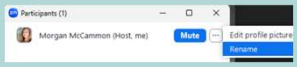

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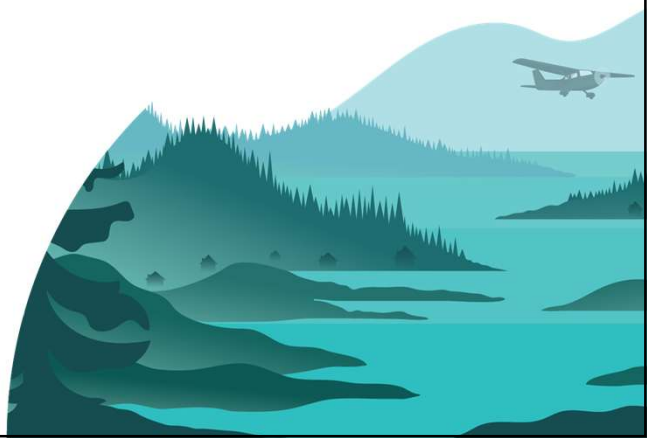
AGENDA

- Welcome and Introductions
- Schedule
- Level 2 Screening - Final
- Discussion
- Wrap-up & Next Steps



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PROJECT TEAM

Greg Lockwood, PE Project Manager	**Katie Koester** City Manager	**Steve Noble, PE** Project Manager
Jill Melcher Project Planner	**Denise Koch** Director of Engineering & Public Works	**Renee Whitesell, PTP** PEL Study Lead
Christy Gentemann Environmental Analyst	**Nate Rumsey** Deputy Director of Engineering & Public Works	**Theresa Dutchuk** Environmental Lead
Christopher Goins, PE Southcoast Regional Director	**Bridget LaPenter, PE** Project Manager	

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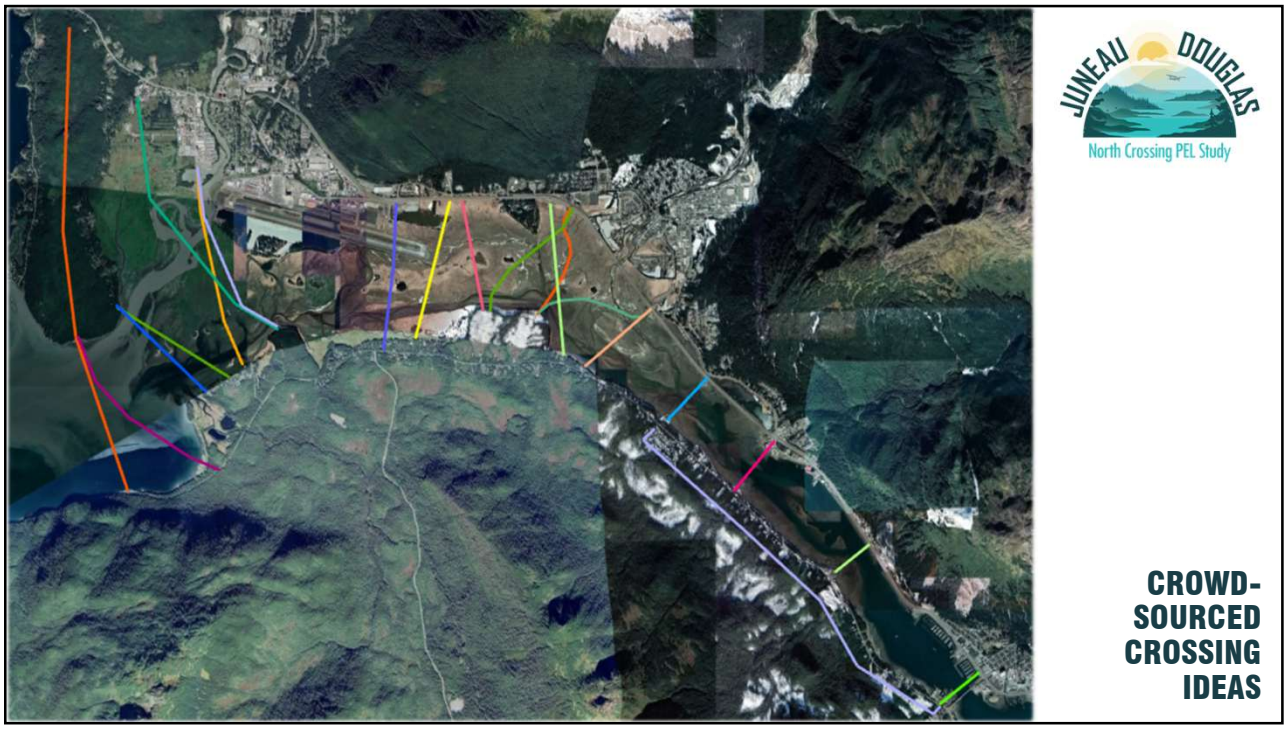
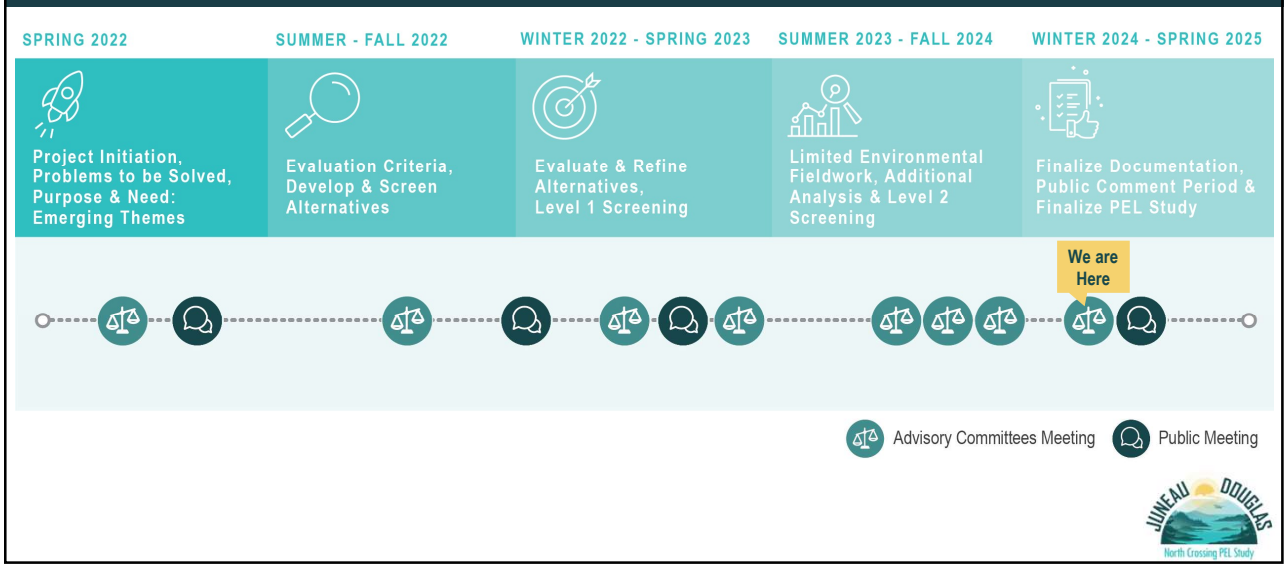

JUNEAU DOUGLAS
North Crossing PEL Study
CROWD-SOURCED CROSSING IDEAS

5

SCHEDULE


SPRING 2022
SUMMER - FALL 2022
WINTER 2022 - SPRING 2023
SUMMER 2023 - FALL 2024
WINTER 2024 - SPRING 2025
Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes
Evaluation Criteria, Develop & Screen Alternatives
Evaluate & Refine Alternatives, Level 1 Screening
Limited Environmental Fieldwork, Additional Analysis & Level 2 Screening
Finalize Documentation, Public Comment Period & Finalize PEL Study
We are Here
Advisory Committees Meeting
Public Meeting
JUNEAU DOUGLAS
North Crossing PEL Study

6

SCREENING PROCESS

7

ALTERNATIVES SCREENING PROCESS

Level 1 screening evaluated how well each alternative:

- Satisfies the proposed projects purpose:
  - Improve connection between Douglas Island and Juneau
  - Improve transportation for non-motorized users
  - Reduce transportation related energy consumption
- Meets the transportation needs:
  - Alternate access and transportation infrastructure resiliency
  - Decrease traffic pressure on Douglas Island Bridge and its intersections
- Satisfies identified additional goals



Alternative screening process was designed to incorporate new information discovered throughout the process

8

LEVEL 2 SCREENING - DETAILS

Level 2 Screening quantitatively evaluated how well each alternative:

- Satisfies the proposed project purpose and meets the transportation needs
- Satisfies adopted planning documents
- Is technically implementable and constructable from an engineering perspective
- Is financially feasible
- Is reasonable under the National Environmental Policy Act (NEPA)
- Is practicable under the Clean Water Act
- Is prudent and feasible under Section 4(f) of the Department of Transportation Act of 1966



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SCORING TIMELINE

Alternatives Screening process presented to Advisory Committees	*November 17, 2022*
Comments received through February 2, 2023	
Level 1 Screening presented to Advisory Committees	*March 6, 2023*
14 Day review Period	
Revised Level 1 Screening	*April 27, 2023*
Decision to collect additional data during PEL phase	*August 2023*
Data collection	*Fall 2023*
Draft Level 2 Screening Results shared with Advisory Committees	*March 1, 2024*
42 Day review period	
Level 2 screening paused to address Salmon Creek Dam questions	*August 2024 – January 2025*
Revised Level 2 screening completed and submitted to Agencies and Advisory Committees	*February 2025*

10

REVISED LEVEL 2 SCREENING

11

SCREENING UPDATES BASED ON FEEDBACK

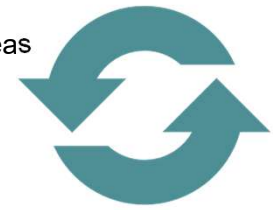
- Weighted scoring for impacts to resources within Mendenhall Wetland State Game Refuge (MWSGR).
- Important migratory bird habitat updated to only include acreage of impact within the MWSGR.
  - Updated the online webmapper.
- Acreages of direct impact updated to include bridge deck.
- Functional assessment used to evaluate impacts to high value wetlands.
- Stream and riparian impacts adjusted from acreage to linear feet calculations.
- Included Hendrickson Point as a potential 4(f) resource.



12

SCREENING UPDATES BASED ON FEEDBACK

- Added Hendrickson Point to the category of “protected lands.”
- Removed overlapping counts between residential uses directly affected and those within 100ft of residential property. Same for commercial.
- Removed the Essential Fish Habitat category and identified intertidal areas and anadromous streams as Essential Fish Habitat.
- Added construction and maintenance cost estimates.
- Excluded 5-mile beach as a community gathering place.
- Updated potential right-of-way needs to include 200-ft corridor.
- Anadromous streams were confirmed were based on ADF&G 2024 data.



13

REVISED SCORING

	No Build	Mendenhall Peninsula	Sunny Point West	Sunny Point East	Vanderbilt	Twin Lakes	Salmon Creek
Original	-18	-15	-6	-2	-6	-2	-11
Revised	-16	-11*	-23	-20	-18	-10	3**

* Dismissed as financially infeasible
** Proceeding without information regarding Salmon Creek Dam

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KEY OBSERVATIONS ON REVISED SCORING

- Scoring was revised to place greater weight on all resources located within the Refuge.
- A Freedom of Information Act (FOIA) request was submitted to Federal Energy Regulatory Commission (FERC) on August 30 and October 10, 2024, to obtain more information. No response has been received. Decision was made to address this issue during the NEPA phase.
- All alternatives will require a United State Coast Guard (USCG) determination for navigation that is less than the existing bridge. The Salmon Creek Alternative is most sensitive to this issue and will be addressed during the NEPA phase.
- All alternatives were evaluated under worst case scenarios and will be further evaluated during NEPA.

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KEY OBSERVATIONS ON REVISED SCORING

- Mendenhall Peninsula Alternative was determined to not be feasible based on cost. It is 2 to 4 times the cost of other alternatives and it is not realistic to obtain $1.1 to $1.7B in funding.
- All Level 2 Screening Alternatives, except for the Mendenhall Peninsula Alternative, will be recommended to be forwarded for further analysis as part of NEPA.
- The Level 2 Screening did not identify substantial impacts or constraints that were sufficiently outlying from the other alternatives to justify dismissal of any of the alternatives, except for the Mendenhall Peninsula Alternative which has been eliminated as it is not financially feasible.

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RECOMMENDED ALTERNATIVES

	No Build	Mendenhall Peninsula	Sunny Point West	Sunny Point East	Vanderbilt	Twin Lakes	Salmon Creek
Score*	-16	-11	-23	-20	-18	-10	3
Recommendation	NEPA	Dismiss	NEPA	NEPA	NEPA	NEPA	NEPA

*Scores will not follow alternatives into NEPA. Environmental impacts will be reviewed and confirmed through additional NEPA analysis.

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WHAT'S NEXT?

ADVISORY COMMITTEE MEETINGS	FOCUS	WHEN
1	▪ Baseline data and existing conditions ▪ Purpose and need	Spring 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	Summer 2022
2 & 3	▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria ▪ Additional field studies	Winter 2022 - Winter 2024
4, 5, & 6	▪ Detailed alternative screening results ▪ Recommended alternatives	Winter - Fall 2024
7	▪ Final Level 2 Screening Results	February 2025
Public Meeting	▪ Draft PEL Study ▪ Final Public Open House and Comment Period ▪ Final PEL Study	Spring 2025

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HOW WE WILL RESPOND TO COMMENTS

- All comments received from **today's meeting** will be documented and responded to with feedback on the draft PEL study report
- Comment documentation in the draft PEL study report will include **all comments** received throughout the entire PEL study process
- CBJ sent a letter to DOT stating that the statute that created the Mendenhall Refuge provided CBJ with a preferential right for a transportation corridor in the Refuge.
  - Will be documented and responded to with feedback on the draft PEL study report



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GROUP DISCUSSION





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WE WANT YOUR FEEDBACK!

We welcome your feedback.

All comments will be reviewed and addressed during the comment period on the draft PEL Study.

- Call a study team member
- Send an email to JDNorthCrossing@dowl.com
- One-on-one meetings

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PROJECT CONTACTS:

Greg Lockwood, DOT&PF Project Manager
(907) 465-2393

Bridget LaPenter, CBJ Project Manager
(907) 586-0800 ext. 4187

Steve Noble, DOWL Project Manager
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

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THANK YOU

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JOINT TECHNICAL ADVISORY COMMITTEE AND STAKEHOLDER ADVISORY COMMITTEE | MEETING 7

Tuesday, March 4, 2025, 4:00 – 6:00 p.m. via Zoom

Zoom, Meeting ID: 824 6196 8544, Passcode: 208666

Meeting Objective

Present the results of the Level 2 Screening and receive comments.

Agenda

- Welcome and Introductions
- Schedule Update
- Level 2 Screening – Final
- Discussion
- Wrap-up and Next Steps

Attendees – PEL Study Team

Name	Organization
Greg Lockwood, Project Manager	Alaska Department of Transportation and Public Facilities
Chris Goins, Southcoast Region Director	Alaska Department of Transportation and Public Facilities
Jill Melcher, Planning	Alaska Department of Transportation and Public Facilities
Christy Gentemann, Environmental	Alaska Department of Transportation and Public Facilities
Doug Kolwaite, Statewide Environmental Office	Alaska Department of Transportation and Public Facilities
Nina Keller, Statewide Environmental Office	Alaska Department of Transportation and Public Facilities
Benjamin Storey, Environmental	Alaska Department of Transportation and Public Facilities
Alexandria Lawrence, Transportation Planner	Alaska Department of Transportation and Public Facilities
Bridget LaPenter, Project Manager	City and Borough of Juneau Engineering and Public Works
Denise Koch, Director of Engineering and Public Works	City and Borough of Juneau Engineering and Public Works
Steve Noble, Project Manager	DOWL
Renee Whitesell, PEL Study Lead	DOWL
Tim Jameson, GIS	DOWL
Theresa Dutchuk, Environmental	DOWL
Jovie Garcia, Public Involvement	DOWL
Talli Vittetoe, Public Involvement	DOWL

Attendees – Technical & Stakeholder Advisory Committee Members

Name	Organization
Christine Woll	City and Borough of Juneau Assembly
Dave Hanna	Access Alaska
Cody Hargreaves	Alaska Airlines
Sue Rodman	Alaska Department of Fish and Game
Kate Kanouse	Alaska Department of Fish and Game
Roy Churchwell	Alaska Department of Fish and Game
Mason Auger	Alaska Department of Natural Resources Division of Mining, Land, and Water
Teri Tibbett	Bonnie Brae Neighborhood Association and Douglas Advisory Board
Royal Hill	Central Council Tlingit and Haida
Paul Kelly	City and Borough of Juneau Assembly
Craig Dahl	Great Juneau Chamber of Commerce
Winston Smith	Juneau Audubon Society
Brian Holst	Juneau Economic Development Council
Brenda Wright	Mendenhall Wetlands Study Group
Ron Somerville	Mendenhall Wetlands Study Group
Dave Gann	National Marine Fisheries Service
Linda Shaw	National Marine Fisheries Service
Michael Stanley	North Douglas Neighborhood Association
Cole Osowski	Senator Khiel's office
Margaret Custer	Southeast Alaska Land Trust
Clint Scott	US Coast Guard
Sarah Markegard	US Fish and Wildlife Service

Presentation Summary

Welcome and Introductions

Greg Lockwood, Department of Transportation and Public Facilities (DOT&PF) Project Manager, opened the meeting by welcoming committee members, sharing Zoom requests and functions, reviewing the agenda, introducing the study team, and establishing the meeting purpose. He then turned the time over to Chris Goins, DOT&PF Southcoast Region Director. Chris used a spaghetti bowl analogy to explain the Planning and Environmental Linkages (PEL) process and the crowd-sourced alternatives, noting that the displayed alternatives were being refined for potential progression to the National Environmental Policy Act (NEPA) process. Chris emphasized that the PEL process would include multiple alternatives, which would be examined in greater detail in subsequent phases.

Schedule Update

Renee Whitesell, DOWL PEL Study Lead, presented the project schedule, emphasizing previous Advisory Committee and Public Meetings. She thanked participants for their support and feedback throughout the PEL process. Renee explained that the purpose of this Advisory Committee Meeting was to review the results of the Level 2 Screening and incorporate feedback into the Draft PEL Study, which would be provided for public review and comment.

Screening Process

Renee provided an overview of the screening process. She explained that the Level 1 Screening assessed how well each alternative met the project's purpose and need and reminded participants that the process was designed to incorporate new information as it became available.

The Level 2 Screening quantitatively evaluated each alternative based on several criteria: how well it satisfied the project's purpose and need, alignment with adopted planning documents, technical feasibility and constructability, financial feasibility, reasonableness under NEPA, practicability under the Clean Water Act (CWA), and prudence and feasibility under Section 4(f) of the Department of Transportation Act of 1966.

She shared an overview of the scoring timeline, noting the alternatives screening process that was presented to Advisory Committees, followed by a comment period. Level 1 Screening was then introduced, reviewed, and revised based on feedback. A decision was made to collect additional data during the PEL phase. Draft Level 2 Screening results were later shared with Advisory Committees, followed by a review period. However, Level 2 screening was paused to address questions related to the Salmon Creek Dam. The revised Level 2 Screening was then completed and submitted to agencies and Advisory Committees.

Renee turned the time over to Theresa Dutchuk, DOWL Environmental Specialist, to present the results of Level 2 Screening.

Revised Level 2 Screening

Theresa reviewed the results of the Level 2 Screening and key findings. Before beginning, she reminded participants that additional analyses would take place during the NEPA process. The screening reflected planning-level environmental analysis, which was limited to desktop analyses and limited fieldwork verifications.

The Level 2 Screening included assumptions about certain resources, such as Section 4(f) and protected lands. Since these topics are not procedurally addressed until NEPA and permitting officially commenced, assumptions were made for this planning-level evaluation.

Theresa shared that feedback was received through comments, small group meetings, and review rounds with the project team. This feedback was used to revise the draft Level 2 Screening to its final version. The most common comment emphasized the importance of the resources within the boundaries of the Mendenhall Wetlands State Game Refuge (MWSGR). As a result, the score of impacts within the refuge boundaries — whether wetlands, bird habitat, intertidal zone, or the addition of impervious surfaces — were weighted

accordingly. She noted that Hendrickson Point was included as a potential 4(f) resource, however, this will need to be verified once the NEPA process begins.

Screening updates were made based on feedback, including adding Hendrickson Point to the protected lands category and refining how residential and commercial impacts were counted by removing overlapping areas. The Essential Fish Habitat category was removed, with intertidal areas and anadromous streams now classified as Essential Fish Habitat. Construction and maintenance cost estimates were added, and 5-mile Beach was excluded as a community gathering place. Right-of-way (ROW) needs were updated to include a 200-foot corridor, and anadromous streams were confirmed using the latest Alaska Department of Fish and Game (ADF&G) 2024 data.

Theresa then shared the revised scoring for each alternative, explaining that the scores for Mendenhall Peninsula and Salmon Creek increased due to the weight placed on impacts to resources located within the MWSGR. The scores for Salmon Creek and Mendenhall Peninsula reflected the impacts associated with the alternatives being outside, or partially outside, the refuge. Conversely, the scores for Sunny Point West, Sunny Point East, Vanderbilt, and Twin Lakes alternatives decreased.

Another key observation she discussed from the memo was that the Freedom of Information Act (FOIA) request was still outstanding to assess the risk of a dam breach event, which would be addressed during NEPA. An observation from the screening memo indicated that additional consultation would be needed with the United Stated Coast Guard (USCG) regarding clearance requirements for the bridges with respect to navigability. All bridge alternatives were below the elevation of the existing structure and would require further analysis during NEPA. While all alternatives could be adapted to higher bridge elevations, the impacts would likewise increase.

She shared that all the alternatives were evaluated with worst-case assumptions, such as considering maximum ROW and considering indirect impacts as direct impacts. These impacts will be refined more precisely during the NEPA phase with more detailed analyses than was appropriate for this planning-level PEL study. Another finding she discussed was that the Mendenhall Peninsula alternative was determined not feasible based on cost. At two to four times the cost of other alternatives, its value did not support the need as well as other options. All other alternatives were recommended for NEPA. The relative scoring did not reveal any significant outliers based on scoring alone that would justify the dismissal of an alternative.

She then explained that during a NEPA analysis, alternatives would be reviewed with a blank slate. There are no preferences or preferred alternatives based on the PEL study; rather, it provides a recommendation of which alternatives should move forward to a NEPA review. The scores shown would not follow an alternative through to NEPA but reflect screening for significant outliers. Theresa handed the presentation back to Renee.

What's Next?

Renee showed an overview of the Advisory Committee Meetings throughout the project with an overview of the purpose and objectives of each meeting. She shared that the next steps in the process were the Draft PEL Study, final Public Open House and comment period, and the Final PEL Study. She shared that all comments received from the meeting will be documented and addressed with feedback in the Draft PEL Study report. The report will also include documentation of all comments gathered throughout the entire PEL study process.

She also shared an update that City and Borough of Juneau (CBJ) had sent a letter to DOT&PF stating that the statute that created the Mendenhall Refuge grants CBJ a preferential right for a transportation corridor within the Refuge. This will also be documented and responded to in the Draft PEL Study report. The letter is attached to these minutes for reference.

Group Discussion

The group discussion began by reviewing questions that had been typed in the chat. Renee then invited participants to ask questions and encouraged them to use the hand raise function.

- Q: Margaret Custer asked a question regarding the recent Federal Energy Regulatory Commission (FERC) order to amend the Salmon Creek Hydroelectric Project license to permit the installation of a new penstock. She noted that the order did not reflect any awareness of the safety concerns suggested by DOWL during the PEL process, despite the detailed information provided in the Environmental Assessment (EA) and other analyses performed for the license amendment. This suggested that FERC was either unaware of DOWL's concerns about catastrophic flood risk or did not consider them serious. Margaret inquired about the information DOWL submitted to FERC as part of the FOIA request.

  A: Steve Noble, DOWL Project Manager, responded that FERC has a very rigid process for obtaining information regarding existing facilities, noting that the project team has not been able to have a conversation with FERC. The team has submitted a request for information but has no update on when they will receive it. Greg affirmed that there is a risk, but that the team is unable to gauge at this time how big the risk is. Chris asked if Steve could clarify the classification of the dam. Steve responded that the dam has historical significance from an engineering perspective and is a concrete arch dam that was constructed in the early 1900s. It is classified as a high hazard dam due to the residences and businesses that are located in the failure zone, and not something inherent to the design. It also has a maximum pool elevation that was implemented in the 1980s, since the dam does not meet seismic standards if the reservoir exceeds that elevation. Other information regarding the dam classification will need to be addressed when the team receives the risk assessment from FERC.

- Q: Ron Somerville stated that any selection must minimize Section 4(f) impacts and expressed doubt about alternative selection avoiding the Refuge. He noted that the crossing options have differing impacts but was unclear on how these alternatives had been assessed. Ron also asked if it had been decided who would be conducting the NEPA analysis.

  A: Theresa responded that Ron’s observations were consistent with the Section 4(f) process but noted that the project team had not been able to conduct a robust evaluation for this PEL study, as these evaluations are better initiated during the NEPA process. She explained that the full evaluation would occur under the NEPA analysis. Steve added that the project team’s contract would end upon the completion of the PEL study. DOT&PF and CBJ would determine whether a consultant would be part of the NEPA phase, and DOWL would need to compete for that contract like any other firm.

- Q: Michael Stanley asked if the CBJ letter would be posted on the Juneau Douglas North Crossing website.

  A: Steve responded that it was the project team’s intent to make the CBJ letter available as part of the summary from this Advisory Committee meeting.

- Q: Winston Smith asked for more details about the added information regarding the preferential selection of a crossing within the state conservation area. He requested specifics on when this occurred and the circumstances that would permit the selection of an alternative if there was an option to avoid the conservation area entirely.

  A: Renee noted that the CBJ letter had only been received a few days earlier and that the team was still seeking to understand its contents. Denise Koch, CBJ Director of Engineering and Public Works, acknowledged that many of the alternatives passed through the wetlands and emphasized the importance of incorporating what CBJ had learned from reviewing minutes, hearings, and the statute from 1976. She shared that when the Refuge was created, it was contemplated that CBJ could have a transportation corridor through it. Denise noted that this project was important for CBJ, and that they are enthusiastic partners with DOT&PF. She mentioned that the second crossing had been the number one priority on the CBJ Assembly project list for many years.

- Q: Winston Smith asked for additional clarification on when the statute occurred.

  A: Denise responded that the statute occurred in 1976. She added that the statute did not require the selected alternative to go through the Refuge, but provided that as an option. She confirmed that the CBJ letter would be posted for review.

- Q: Margaret clarified that the Alaska Electric Light and Power (AEL&P) worst-case scenario described the risk to existing infrastructure, specifically Egan Drive, rather than to a bridge, following operations of excess water levels in violation of their license and an 8.0 earthquake in Chatham Strait. She noted that such a scenario would cause catastrophic damage across the community, with temporal flooding along the roadway being the least of the concerns. Margaret questioned why FERC had not adjusted the water level allowed in the dam's operating permit or mentioned safety concerns, suggesting that raising this issue in a PEL study unrelated to the Salmon Creek Dam lacked credibility. She emphasized that FERC should be responsible for evaluating the safety of the project, not DOWL. Margaret also questioned the success of the PEL study in reducing the number of alternatives considered by an Environmental Impact Statement (EIS), noting that the results in March 2025 were essentially the same as in 2023 with minor differences. She expressed concern that the PEL Study was supposed to narrow down the alternatives to an ideal panel of two or three for NEPA review, yet six alternatives, several with objectively negative values, were advancing into an EIS.

  A: Steve responded that he did not have any new information regarding the question on FERC, as he had not seen their risk analysis. He anticipated that the risk analysis would be available by the time the NEPA document began, and that FERC would provide comments and express concerns. Steve shared that the goal was to narrow down the alternatives. He explained that the PEL process is meant to streamline the NEPA process, but the team did not feel there was a sufficient gap between the alternatives to eliminate many of them. Theresa added that NEPA requires the evaluation of all alternatives that are reasonable, feasible, and meet the project's purpose and need. She noted that the PEL study allows for additional analysis to identify outliers prior to moving into NEPA, but the disparity between the scores did not produce a clear outlier other than the Mendenhall Peninsula alternative, which is being dismissed.

- Q: Roy Churchwell asked why the Sunny Point East and West alternatives, which were scored well below the others, were not being considered for elimination.

  A: Renee responded that Theresa's prior response addressed this question as well.

- Q: Sue Rodman shared language from the from the MWSGR management plan: *"The City and Borough of Juneau may acquire land for a public transportation corridor, including a water corridor, only after the following have been demonstrated: 1) that there is a significant public need for the corridor which cannot reasonably be met off-refuge; 2) that the use of the refuge lands are avoided or minimized to the maximum extent feasible including use of subsurface or elevated, no-fill corridor options where feasible; 3) that public access to the refuge is maintained; and 4) that all unavoidable impacts to the refuge and to refuge resources are fully mitigated through restoration, replacement and/or other compensation. It is not the intent of this policy to prevent the maintenance of the Gastineau navigational channel. New private, exclusive use transportation corridors will not be authorized within the refuge."* Sue stated that she provided this language to help answer Winston's previous questions.

  A: Renee reminded participants that the CBJ letter was received on Friday. Denise added that CBJ plans to work closely with ADF&G to accomplish any transportation corridor.

- Q: Dave Hanna observed that those who had been monitoring the wetlands noticed a rapid transformation and a significant loss of wetlands. He suggested that a project of this scale could help mitigate wetland loss, providing the necessary funds and processes to address the issue effectively.

  A: Renee thanked him for his comments.

- Q: Linda Shaw inquired about who would be conducting the NEPA analysis and suggested that the lead action agency should have a NEPA policy available for sharing.

  A: Christy Gentemann, DOT&PF Environmental Specialist, responded that Federal Highways Administration and DOT&PF would be the lead agencies for the NEPA policy. She also mentioned that the Environmental Procedures Manual[1] outlines DOT&PF's environmental processes and shared this document in the meeting chat.

- Q: Margaret noted that CBJ had previously requested a corridor based on studies for a second crossing but failed to meet the criteria with ADF&G for selecting a transportation corridor through the Refuge. She mentioned that CBJ's counsel had provided a memo to the assembly in 2010, explaining why this would not be successful at that time or in the future, given the existence of off-Refuge alternatives that could meet any possible purpose and need. She questioned how the new CBJ letter determined that they had met the criteria for a crossing through the Refuge in 2025 under the same statute that existed in 2010.

  A: Denise responded that further investigation had been conducted, including reviewing the minutes from the creation of the refuge, as well as additional research by CBJ's legal team. She reiterated that the letter does not mandate that the alignment must be within the Refuge, but that it is a possibility. She mentioned that the Alaska Constitution supports a transportation corridor through the Refuge.

- Q: Margaret stated that the land trust, recognized as the expert on wetlands in Juneau, had recently completed a comprehensive functional assessment[2] of 5,252 acres, including the PEL study area. She emphasized that the tidal wetlands are stable and highlighted that Clean Water Act CWA mitigation is not

[1] Environmental Procedures Manual: https://dot.alaska.gov/stwddes/desenviron/resources/enviromanual.shtml

[2] Southeast Alaska Land Trust Mendenhall Wetlands Functional Assessment Report: https://www.southeastalaskalandtrust.org/lands-we-steward/juneau/mendhenhall-wetlands/

permitted on freshwater streams for tidal and intertidal impacts. She asserted that any suggestion that a second crossing would positively affect wetlands is not supported by facts or regulations.

A: Renee thanked Margaret for her comment.

- Q: Linda followed up on Margaret's comment by explaining that the primary mechanism for mitigating wetland loss has been preservation, as creating new wetlands of similar type and location has not been feasible. She noted that several of the proposed alternatives would impact these preserved wetlands, which is unprecedented for the mitigation of a previous project. Linda emphasized that this would add to cumulative impacts, which should be considered in a NEPA review.

  A: Theresa thanked Linda for her comment.

- Q: Ron asked for clarification on the timeline regarding the completion of the PEL process.

  A: Renee announced that this was the final meeting for the Advisory Committee. She explained that the next step for the team was to compile everything into the PEL study report, incorporating notes from this Advisory Committee Meeting. Renee stated that the intention was to submit the study report to DOT&PF for their review, followed by a review from the Statewide Environmental Office. She mentioned that the report would then be made available to the public alongside the final Public Open House, which would initiate a final thirty-day comment period. She reiterated that all comments would be documented and responded to.

- Q: Margaret asked when the Technical Advisory Committee members would receive responses to their comments submitted in April 2024. She noted that they had not yet received any response to the 57 pages of detailed questions, comments, and analysis they had provided a year ago.

  A: Theresa responded that they have been logging comments for the duration of the process. Renee added that many of the comments are reflected in the revised screening process.

Wrap Up and Next Steps

Renee closed the meeting by reviewing study team contacts, email address, and website, and thanked participants for their involvement in the process.

Steve thanked the Advisory Team Committee for their meaningful contributions.

Action Items

Study Team:

- Post meeting materials and meeting recording to the study website.
- Update the Advisory Committees on the CBJ letter.

Committee Members:

- Provide additional feedback.
- Participate in the final Public Open House.

Committee Members:

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- Participate in the final Public Open House.

9. Public Meetings

MEETINGS	DATE	ITEMS	Page
1	3/11/2022	Notice Presentation Summary Comments	436
Listening Sessions	9/17/2022	Notice Boards Printed Materials Summary Comments	470
2	12/12/2022	Notice Presentation Printed Materials Summary Comments Sign-In Sheet	493
3	5/15/2025	Notice Boards Printed Materials Summary Comments Sign-In Sheet	2559

VIRTUAL OPEN HOUSE #1

Wednesday, May 11, 2022 | 4:30-6:30 PM

The Alaska Department of Transportation and Public Facilities (DOT&PF) has partnered with the City and Borough of Juneau to study a possible transportation corridor to connect Juneau with the north end of Douglas Island. A connection has been studied since the 1980s but has not progressed beyond identification and recommendation of preliminary alternative alignments. The previous studies highlighted several reasons for a north crossing:

- Congestion during peak periods on the existing Douglas Island Bridge
- Concerns about safety and emergency response in the event of a bridge closure
- The potential for residential, commercial, industrial and port development at west Douglas Island

DOT&PF has chosen the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island.

Join us to learn more about the PEL Study process, provide feedback on the existing conditions in the area, and give us your thoughts on the draft purpose and need. This is the first of three open house meetings planned during the PEL Study.

State Project No. SFHWY00299
Federal Project No. 0003259

JUNEAU DOUGLAS
North Crossing PEL Study



For more information about the project, visit: **www.JDNorthCrossing.com**

ZOOM/TELECONFERENCE INFORMATION:

Wednesday, May 11, 2022 | 4:30-6:30 PM

Join the meeting in one of three ways:

1. Scan the QR code below with your smart phone camera to directly access the Zoom meeting.
2. Open your Zoom app or web browser (www.zoom.com) and type in the meeting ID and passcode provided below.
3. Participate by phone using the call-in number and the same meeting ID and passcode:

Meeting ID: 872 5158 1127
Passcode: 460799
Call-in number: (253) 215-8782

QUESTIONS OR COMMENTS?

Marie Heidemann | DOT&PF Project Manager | (907) 465-4477
Renee Whitesell | PEL Study Lead | (907) 562-2000

JDNorthCrossing@dowl.com

DOWL
4041 B Street
Anchorage, AK 99503

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ANCHORAGE, AK*

The environmental review, consultation, 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 Alaska DOT&PF operates without regard to race, color, national origin, sex, age, or disability regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, and state funds. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml. For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-676-3777

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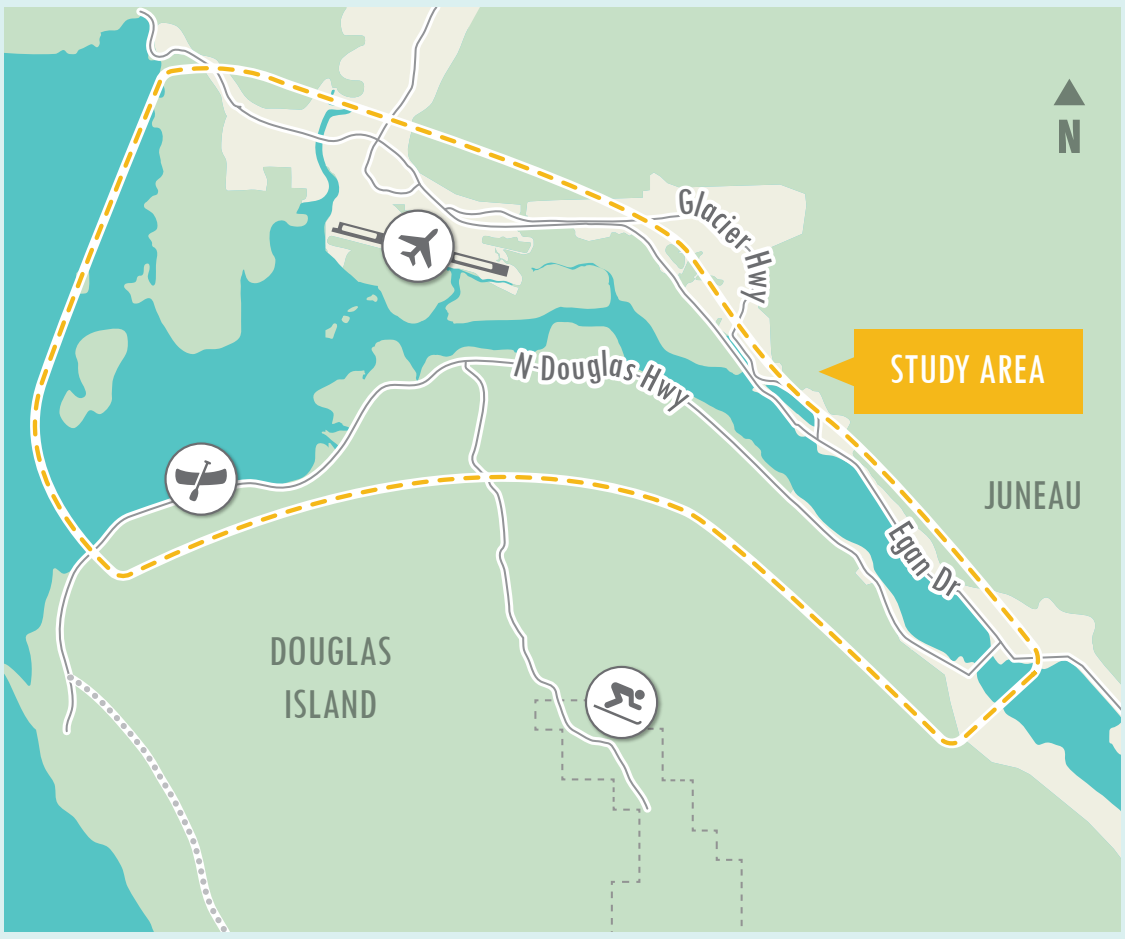

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For more information about the project, visit: **www.JDNorthCrossing.com**

City and Borough of Juneau Events

Juneau Douglas North Crossing Virtual Open House, Zoom Webinar

WEDNESDAY, MAY 11, 2022, 4:30 – 6:30PM

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Location us06web.zoom.us…

Meeting ID: 872 5158 1127 Passcode: 460799

Group Type Other

Link us06web.zoom.us…

Events calendar powered by Trumba

Printed: Thursday, April 28, 2022 at 7:12 PM PDT

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:

Virtual Open House	
April 24, 2022	
May 7, 2022	

X _____

SUBSCRIBED AND SWORN before me on this

12 day of May, 2022.

_____
NOTARY PUBLIC in favor for the State of Alaska.

My commission expires 15.04.2022

NOTARY PUBLIC
BETHANY EASAW
STATE OF ALASKA
MY COMMISSION EXPIRES April 15, 2026

Alaska Department of Transportation and Public Facilities

State Project No. SFHWY00299
Federal Project No. 0003259

JUNEAU DOUGLAS NORTH CROSSING PEL STUDY VIRTUAL OPEN HOUSE #1

Wednesday, May 11, 2022, 4:30 PM – 6:30 PM

Zoom ID: 872 5158 1127, Passcode: 460799

The Alaska Department of Transportation and Public Facilities (DOT&PF) has partnered with the City and Borough of Juneau to study a possible transportation corridor to connect Juneau with the north end of Douglas Island.

DOT&PF has chosen the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island. The PEL process will provide opportunities for public input and involvement.

Join us to learn more about the PEL Study process, provide feedback on the existing conditions in the area, and give us your thoughts on the draft purpose and need. This is the first of three open house meetings planned during the PEL Study.

Meeting materials, including the prerecorded presentation, will be posted to the project website by May 10, 2022. Comments can be made during the meeting verbally or in writing, as well via the project website www.jdnorthcrossing.com or project email JDNorthCrossing@dowl.com.

Visit the website to join the email list, make a comment, and to learn more about this effort.

The environmental review, consultation, 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 Alaska DOT&PF operates without regard to race, color, national origin, sex, age, or disability regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, and state funds. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml. For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-770-8973.

PROPOSED SCRIPT

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to a Virtual Public Open House for the Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study.

D-O-T-and-P-F has partnered with the City and Borough of Juneau to study a possible transportation corridor to connect Juneau with the north end of Douglas Island.

Join us to learn more about the PEL Study process, provide feedback on the existing conditions in the area, and give us your thoughts on the draft purpose and need. This is the first of three open house meetings planned during the PEL Study.

The open house will be held Wednesday, May 11, 2022 from four-thirty to six-thirty pm via Zoom, Meeting ID: 872 5158 1127, and Meeting Passcode: 460799.

For more information visit www.JDNorthCrossing.com.

State of Alaska Online Public Notice Website Text

Category: Public Notices
Title: Public - Virtual Open House #1
Project Title: Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study
Project No.: SFHWY00299 / 0003259
Location: Southcoast Region
Publish Date: 4/22/2022
Archive Date: 5/12/2022

Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study Virtual Open House #1
Wednesday, May 11, 2022
4:30 PM – 6:30 PM
Zoom
Meeting ID: 872 5158 1127
Meeting Passcode: 460799
Teleconference: (253) 215-8782

https://us06web.zoom.us/j/87251581127?pwd=a1VwalhQVUtSSWtSSXIrNjJDR3c2dz09

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to a Virtual Public Open House for the Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study.

DOT&PF has partnered with The City and Borough of Juneau to study a possible transportation corridor to connect Juneau with the north end of Douglas Island.

DOT&PF has chosen the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island. The PEL process will provide opportunities for public input and involvement.

Join us to learn more about the PEL Study process, provide feedback on the existing conditions in the area, and give us your thoughts on the draft purpose and need. This is the first of three open house meetings planned during the PEL Study.

Visit www.JDNorthCrossing.com to join the email list, make a comment, and to learn more about this effort.

To contact the project team directly:

- Marie Heidemann | DOT&PF Project Manager | (907) 465-4477
- Renee Whitesell | PEL Study Lead | (907) 562-2000
- Email: JDNorthCrossinga@dowl.com

Alaska Department of Transportation & Public Facilities
21 April at 09:33 ·



City and Borough of Juneau
21 April at 08:37 ·

The Alaska Department of Transportation & Public Facilities (DOT&PF) is holding a virtual open house on May 11 to introduce the Juneau Douglas North Crossing project. DOT&PF, in partnership with CBJ (bit.ly/3vDqVXr), recently started a Planning

and Environmental Linkages Study, or PEL, to closely evaluate a possible transportation corridor to connect Juneau with the north end of Douglas Island.

The study area considers potential crossing locations between Douglas Island and mainland Juneau in the area north of the existing Douglas Island Bridge. The PEL process will identify and evaluate a purpose and need for connecting Juneau with Douglas Island; look at the study area, environmental setting, and potential alternatives; and provide opportunities for public input and involvement. The analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

CBJ has long identified the need and interest for a north crossing to Douglas Island. Planning for it is a current Assembly goal (bit.ly/3OpEtyf) and the project is ranked second on CBJ's FY23 Legislative Priority List (bit.ly/3EHCCjN). The crossing would provide another transportation route and open up additional borough land for development as identified in the 2013 Comprehensive Plan. An ordinance appropriating $250,000 of general funds towards the planning stage of the Juneau Douglas North Crossing capital improvement project is up for public hearing (bit.ly/3EqoQlH) at a Juneau Assembly Regular Meeting on Monday, April 25 at 7 p.m.

DOT&PF will hold three open houses; the first is scheduled for May 11, 4:30-6:30 pm, and will be held virtually. Join online https://us06web.zoom.us/j/87251581127... or call 1-253-215-8782 with Meeting ID: 872 5158 1127 and Passcode: 460799. This open house will focus on introducing the project and understanding the

existing conditions.

The following two open houses are planned for Fall 2022 and Spring 2023. In addition to the Public Open House meetings, the study team will accept comments throughout the PEL study process. The earlier input is received, the easier it is for the study team to incorporate into the alternatives, analysis, and recommendations. Email comments to JDNorthCrossing@dowl.com.

Learn more on the:

- project website jdnorthcrossing.com
- FAQs bit.ly/37y8hYQ
- fact sheet bit.ly/37y63st

For more information, contact:
• Juneau Douglas North Crossing project team at JDNorthCrossing@dowl.com
• DOT&PF Project Manager Marie Heidemann at 907-465-4477 or marie.heidemann@alaska.gov
• CBJ Senior Planner Irene Gallion at 907-586-0753 opt. 2 or Irene.Gallion@juneau.org

19 5 shares

State Project No. SFHWY00299
Federal Project No. 0003259

JUNEAU DOUGLAS
North Crossing PEL Study

JOIN US FOR A VIRTUAL OPEN HOUSE

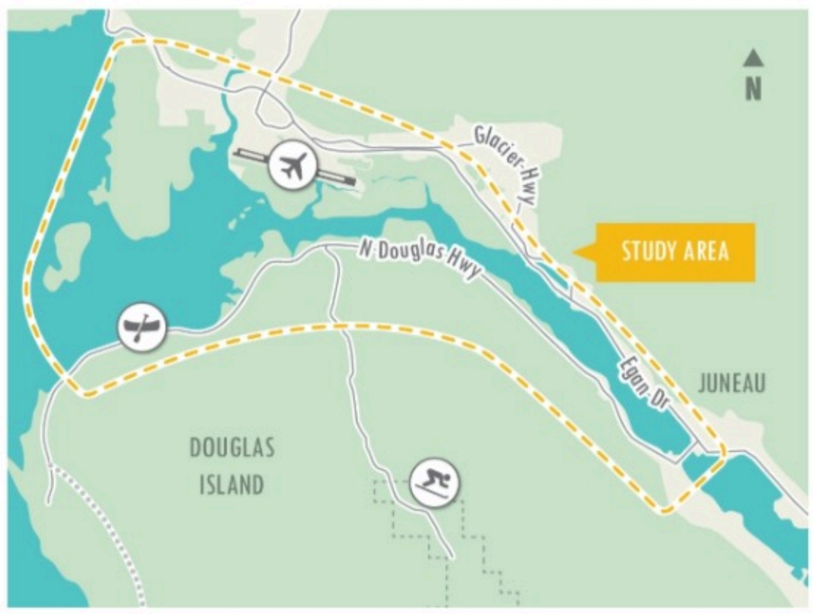
Wednesday, May 11, 2022
4:30 - 6:30 PM

The Alaska Department of Transportation and Public Facilities (DOT&PF) has partnered with the City and Borough of Juneau to study a possible transportation corridor to connect Juneau with the north end of Douglas Island. A connection has been studied since the 1980s but has not progressed beyond identification and recommendation of preliminary alternative alignments. The previous studies highlighted several reasons for a north crossing:

- Congestion during peak periods on the existing Douglas Island Bridge
- Concerns about safety and emergency response in the event of a bridge closure
- The potential for residential, commercial, industrial and port development at west Douglas Island

DOT&PF has chosen the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island.

Join us to learn more about the PEL Study process, provide feedback on the existing conditions in the area, and give us your thoughts on the draft purpose and need. This is the first of three open house meetings planned during the PEL Study.



Zoom/Teleconference Information

Join the meeting in one of three ways:

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Sign up to receive study updates!

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State Project No. SFHWY00299
Federal Project No. 0003259

North Crossing PEL Study

JOIN US TODAY FOR A VIRTUAL OPEN HOUSE

Wednesday, May 11, 2022
4:30 - 6:30 PM

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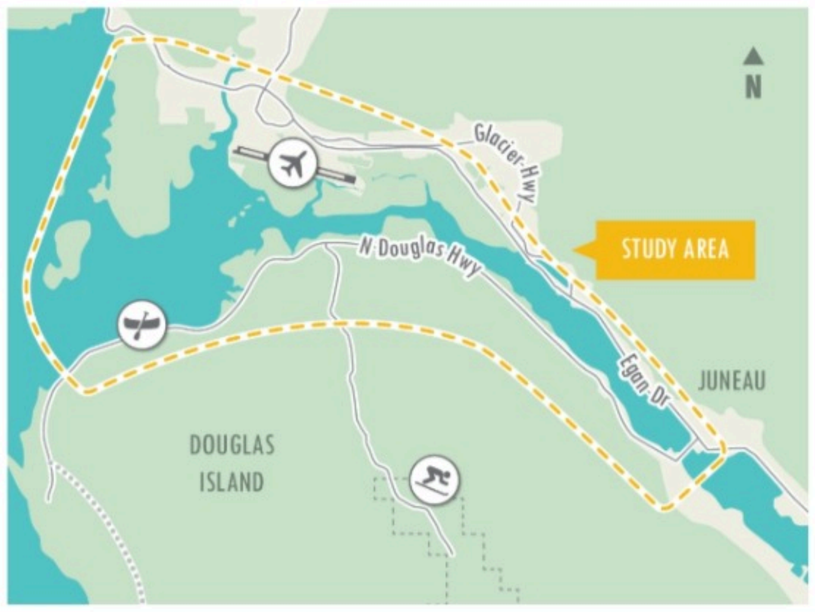

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VIRTUAL PUBLIC OPEN HOUSE

MEETING #1

May 11, 2022

WELCOME

1

PROJECT TEAM

Marie Heidemann Project Manager/Planner **Christy Gentemann** Environmental Analyst **Greg Lockwood** Design Group Chief	**Alec Venechuk** Project Manager **Irene Gallion** Senior Planner	**Steve Noble, PE** Project Manager **Renee Whitesell, PTP** PEL Study Lead **Rachel Steer** Public Involvement Lead

2

OPEN HOUSE #1

- Background & history
- The PEL Study process
- PEL study area & schedule
- Review of existing conditions and observations
- Purpose & Need
- Emerging themes
- What's next & feedback



3

BACKGROUND & HISTORY

- An alternative crossing has been studied since the 1980s

- Reasons for a north crossing:
  - Congestion during peak periods on the existing Douglas Island Bridge
  - Concerns about safety and emergency response in the event of a bridge closure
  - Potential for residential, commercial, industrial and port development on Douglas Island

4

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

This study will:

- Evaluate existing conditions and issues
- Develop a clear purpose and need
- Identify alternatives

5

PEL PROCESS

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process

2. Saves cost and time; focuses expenditures on viable options

6

PEL BENEFITS

The benefits of stronger linkages between the transportation planning and project development processes can include:

- Stronger agency and public relationships
- Improved project delivery timeframes
- Earlier identification of key environmental resources
- Better funding and project development information
- Build projects with better outcomes
- Flexible approach for development of transportation improvement strategies

7



STUDY AREA

9

PRELIMINARY SCHEDULE



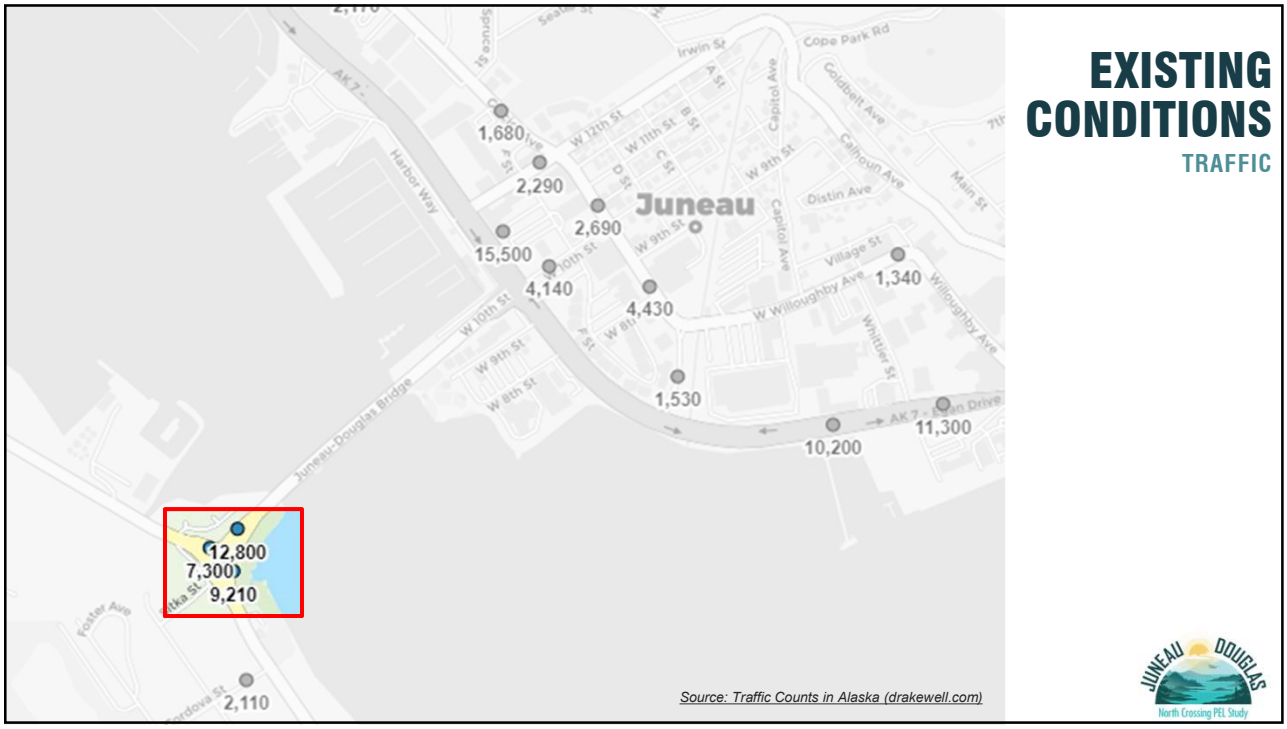
10

EXISTING CONDITIONS

15


EXISTING CONDITIONS
TRAFFIC
Juneau
1,680
2,290
2,690
15,500
4,140
4,430
1,530
10,200
11,300
1,340
12,800
7,300
9,210
2,110
Source: Traffic Counts in Alaska (drakewell.com)

16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10,200
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1,340
12,800
7,300
9,210
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Source: Traffic Counts in Alaska (drakewell.com)

17

EXISTING CONDITIONS

DOUGLAS ISLAND BRIDGE

- No alternative access between Douglas Island and Juneau when bridge closures are needed for construction, maintenance, or emergency purposes
- Non-motorized facilities for pedestrians and bicyclists are only present on one side of the bridge



Image source: https://commons.wikimedia.org/wiki/File:Douglas_Bridge.jpg

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EXISTING CONDITIONS

LAND

- Developable land is constrained by topography and local geological conditions.
- Land on the north and west side of Douglas Island is viewed as promising areas for future development.
- Travel time to and from North Douglas has been an impediment to development.



Image source: DOWL drone

19

POPULATION OBSERVATIONS

Source: Economic Forecast Discussion, Setting Pre-Forecast Parameters, April 5, 2022 (Jonathan King Advisors)

20

JUNEAU POPULATION CHANGES 2000-2020

MORE SENIORS, FEWER CHILDREN

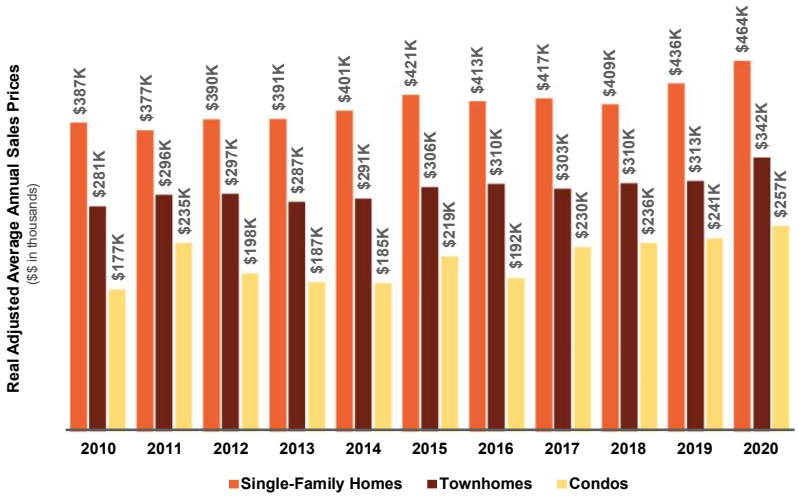
Age Group	Population 2000	Population 2020	Change
Children (under 19)	9,204	7,619	-1,585
Reproductive Age (20-44)	11,753	11,085	-668
Middle Age (45-59)	6,970	6,402	-568
Seniors (60+)	2,784	6,777	+3,993
Total Population	30,711	31,833	+1,172
Median Age	35.3	38.8	+3.5 years

Source: Economic Forecast Discussion, Setting Pre-Forecast Parameters, April 5, 2022 (Jonathan King Advisors)

21

JUNEAU SINGLE-FAMILY, TOWNHOME & CONDO PRICES

UP, BUT MOSTLY IN 2019-2020



IN REAL TERMS:

- Single-family home prices rose 20%
- Townhome prices rose 22%
- Condo prices rose 45%

Source: Economic Forecast Discussion, Setting Pre-Forecast Parameters, April 5, 2022 (Jonathan King Advisors)

22

ALL THESE EXISTING CONDITIONS AND OBSERVATIONS HELP INFORM THE STUDY'S

PURPOSE AND NEED

23

WHAT IS THE PURPOSE AND NEED?



PURPOSE

Why the study is being proposed and the positive outcomes intended



NEED

The key problems to be addressed and explanation of underlying causes of those problems

24

WHY IS PURPOSE AND NEED IMPORTANT?

- Helps identify a reasonable range of alternatives
- Creates a shared understanding of the transportation problems, objectives, and possible solutions
- Defines scope, guides development and evaluation of alternatives
- Helps streamline environmental analysis and identify solutions
- Justifies impacts and funding

25

EMERGING THEMES FOR PURPOSE AND NEED

- Economic Impact
- Developable Land
- Emergency Response
- Redundancy
- Travel Time and Congestion
- Population
- Active Transportation Facilities and Recreation
- Utilities

26

WHAT'S NEXT?

UPCOMING OPEN HOUSES

Meeting #	Focus	When
1	▪ Baseline data and existing conditions ▪ Purpose and need	May 11, 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	Summer 2022
3	▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria	Fall/Winter 2022
4	▪ Detailed alternative screening results ▪ Recommended alternatives	Winter/Spring 2023

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WE WANT YOUR FEEDBACK!

SCAN ME!

Scan this code with your smartphone
camera to take a short survey.
Survey will close at 5:00 PM on May 30, 2022

You can also find the survey on the PEL study website
www.JDNorthCrossing.com

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PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
(907) 465-4477

Steve Noble, DOWL Project Manager
(907) 562-2000

Renee Whitesell, DOWL PEL Study Lead
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

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VIRTUAL OPEN HOUSE #1

May 11, 2022, 4:30 pm – 6:30 pm, via Zoom

This planning document may be adopted in a subsequent environmental review process in accordance with 23 U.S.C. 168 Integration of Planning and Environmental Review.

This environmental review, consultation, 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 virtual public open house meeting kicked off with a welcome and introductions, which was followed by the 11-minute pre-recorded presentation. Following the presentation, a live question and answer session was facilitated with participants asking questions verbally and via the chat function of the hosting platform.

More than 70 people participated, including 15 members from the project team.

Question and Comment Summary:

To encourage public participation, the team answered the following questions during quiet times:

- **The project has been looked at for many years, why is something not being built now?**
  This PEL study starts from square one, using the work from previous studies to inform the process while incorporating conditions that have changed overtime. The PEL study allows public participation early, incorporating diverse opinions.

- **Will this PEL study consider widening the existing bridge?**
  The study area extends to the existing bridge. Widening the existing bridge and providing a parallel bridge next to the existing bridge are options to be considered.

- **Would a bridge impact hunting at the Mendenhall Wetlands State Game Refuge and how would potential impacts be addressed?**
  The team has documented that there is hunting and fishing at the refuge. The potential impacts to these activities are not known at this time. There are agencies participating on the Advisory Committees that can assist with determining these impacts based on alternatives identified.

- **How is this PEL study being funded?**
  This study is funded with Federal Highway funding with a City and Borough of Juneau (CBJ) match.

- **With limited funds, how would any potential project moving forward out of this study compete with other projects around the state?**
  While this project may be larger than local and state funds can cover, there are many federal grant opportunities that could be applied for to receive funding, along with state earmarks and appropriations, along with other options.

- **How are alternative selection and criteria are established as part of a PEL study?**
  The emerging themes presented at this meeting, along with public feedback will support the development of the purpose and need, which will be used to evaluate the benefits and drawbacks for each alternative. Stepped criteria will be developed to consider social, environmental, economic, and transportation factors to determine if each alternative meets the purpose and need of the project. After this, the team moves into a more qualitative analysis of remaining alternatives. Finally, the team applies a more quantitative screening that includes cost of each alternative. The Advisory Committees and public will have further opportunity to comment on the screening criteria and application as part of the PEL study process.

- **How are changes in technology, such as e-vehicles and smart vehicles, being accounted for in the PEL study?**
  Traffic forecasts will consider future demands and changing technology. Dramatic changes are hard to predict.

Members of the public asked the following questions and made the following comments:

- **Is the project in the scoping phase?**
  The PEL process occurs before National Environmental Policy Act (NEPA) process begins. Once alternatives are identified, issues related to those alternatives can be identified. The public was shown the project schedule, including its location on the website.

- **Would various project locations be expected to be impacted by glacial rebound?**
  Over the past 40 years, there has been glacial rebound, causing changes to the Gastineau Channel. This could be a factor as glacial rebound impacts wetlands and hydrology. The team is in the process of collecting baseline conditions. A future decision to proceed would begin the official environmental process, with the work of the PEL Study informing that process.

- **How will the team forecast the intersection of isostatic rebound and rapid sea level rise?**
  The future environmental process will look at these along with cumulative impacts of any project to move forward.

- **What is the soonest a project could be built?**

Currently only the PEL Study is funded. The environmental document and design phases are not yet funded. More information could be available when alternatives are reviewed later as a part of this process.

- North Douglas residents expressed concerns about where the crossings are proposed to be located and the potential impacts to people and their homes.

- A participant noted that if it is done properly, a north crossing could be an asset to the neighborhood.

- A participant commented that the process has been dragging on for too long.

- **What is the impact of this project on the CBJ's greenhouse gas emission goals?**
  The baseline analysis will inform any future environmental process. The alternatives selected to move forward will then be further studied to identify the environmental consequences. A north crossing could potentially make transportation more efficient for CBJ and Douglas Island.

- Concerns were expressed about silt and glacial fill in the Gastineau Channel.

- **Where are places to build bridge abutments?**
  It is too early in the process to answer this question. When alternatives are identified, these types of questions will be addressed as part of the evaluation.

- **Has an intersection evaluation been conducted to bound the scope and range of alternatives?**
  An study of traffic at intersections on both the Juneau CBJ and Douglas Island sides of the existing Douglas Island Bridge is being conducted as part of the analysis of existing baseline conditions.

- **How involved will the airport and airlines be in the process?**
  The airport, Alaska Airlines, and Delta Airlines have representatives on the Technical Advisory Committee to address potential impacts to the airport from identified alternatives.

- **What organizations are part of the Advisory Committees and how were the members selected?**
  There are two Advisory committees: a Technical Advisory Committee and a Stakeholder Advisory Committee. The organizations invited to participate were selected based on involvement in previous studies, recommendations from the Department of Transportation and Public Facilities (DOT&PF) and CBJ, and outreach to active groups. The groups invited offer diverse viewpoints while representing a specific community within the broader CBJ community. The lists below are the organizations that have committed to participating on these committees. Other organizations were invited and are being sent information.

  Stakeholder Advisory Committee Organizations:
  - Alaska Marine Lines
  - Bonnie Brae Neighborhood Association

- Douglas Advisory Board
- CBJ – School District
- Fritz Cove Neighborhood Association
- Goldbelt, Inc.
- Greater Juneau Chamber of Commerce
- Juneau Audubon Society
- North Douglas Neighborhood Association
- Southeast Alaska Land Trust
- Southeast Alaska Watershed Coalition
- State Senate
- AK State Troopers
- Central Council of Tlingit and Haida Indian Tribes of Alaska
- Douglas Indian Association
- Juneau Economic Development Council
- Sealaska
- Juneau Assembly Representatives
- Southeast Conference
- Mendenhall Wetlands Study Group (MWSG)
- Territorial Sportsmen

Technical Advisory Committee Organizations:

- State of Alaska DOT&PF Departments
- State of Alaska Department of Environmental Conservation
- State of Alaska Department of Fish and Game
- State of Alaska Department of Natural Resources
- CBJ Departments
- Juneau International Airport
- National Marine Fisheries Service
- United States Army Corps of Engineers
- Southeast Alaska Land Trust
- Alaska Department of Environmental Conservation
- United States Coast Guard
- United States Environmental Protection Agency
- Alaska Airlines
- Delta Airlines

- **Are the Advisory Committee meetings open to the public?**
  The meeting materials and summaries are available on the project website. The Advisory Committees are intended to be small groups providing more detailed input and feedback to the team from a segment of the community. The meetings take place immediately before public meetings and help to inform and shape information presented to the broader members of the public. If a member of the public has a specific topic of importance to the project that is not covered by an Advisory Member, the project team can consider appointing an additional member to represent that topic and those that are impacted by it.

- Concerns were expressed about impacts to the Mendenhall Wetlands State Game Refuge from a potential crossing.

- The project team were encouraged to list environmental resources as an emerging theme for PEL Study's Purpose and Need. The team clarified that these themes are the reasons to develop a north crossing. Community values and the environmental setting will be considered and evaluated as part of the baseline conditions.

- A North Douglas Master Plan was requested as a mechanism to guide future development and to include considerations of any crossing alternatives.

- Concerns were expressed that a north crossing would permanently change the rural feel of north Douglas.

- Participants requested that any north crossing project should include improvements to the existing road systems on north Douglas.

- **Is CBJ planning to update Comprehensive Development Plan without impending projects?**
  Irene Gallion answered on behalf of CBJ. An update to the Comprehensive Plan will restructure the Plan to be more high-level. There are so many goals and initiatives in the current plan that it is hard to focus on the community's intended direction. Ideally, a sub-area plan for north Douglas would allow neighbors to better shape or fine-tune the goals of their area. CBJ plans a press release when the Comprehensive Plan Update moves forward.

- **How far along in the process did earlier studies get and were environmental studies completed at those times?**
  The most prominent previous study took place from 1983-1984 and looked at 14 alternative crossings. Some high-level environmental work was undertaken as part of that study. In 2007, this work was revisited as part of a draft Environmental Impact Statement to update the environmental data and cost analysis of the previous work. That effort paused in 2007. The new PEL study will consider the 2007 work completed as part of the baseline conditions, but much of it is more than 15 years old.

- **What are the relative cost and utility of non-bridge options to providing redundancy and emergency response? For example, a 24/7 ferry with fire and ambulance capability.**
  All options are under consideration at this point in the study. This suggestion will be included in the record.

- **Will this plan address additional infrastructure on Douglas Island to accommodate an additional crossing?**
  A bench road was considered under previous studies that would run parallel to the North Douglas Highway to provide additional access. Additional infrastructure can be considered as part of the PEL study.

- **What is a bench road, and will it be considered?**
  A bench road was defined as a parallel, inland road to the existing North Douglas Highway. No options have been ruled out yet.

- **Will the study consider the impacts of landslides and avalanches for a no-build alternative? CBJ recently designated multiple locations along Egan Drive that are adjacent to Mt. Juneau as severe with a 30-yr recurring interval. If one of these locations were to slide what would the impacts be and how long would it take to resolve?**
  The PEL study will evaluate this at a high-level as part of the emerging theme of redundancy.

- **Could a new crossing include new technologies such as tidal power generation for example?**
  This suggestion will be included in the record. Once alternatives are identified, options such as this could be considered.

- **The Juneau Chamber of Commerce is lobbying for a deep-water port on the back (west) side of Douglas Island. Will this be considered as part of the study?**
  The team is aware of the idea of a deep-water port on west Douglas Island to separate freight and tourism activities. This idea has been considered since the 1980s in cooperation with Goldbelt. This concept will require more cooperation and collaboration to move forward.

- **Is the presumption that a potential deep-water port will lower shipping cost a driving factor in this PEL study?**
  Irene Gallion answered on behalf of CBJ. At this point, the idea of a deep-water port is about reducing emissions for transport of goods. The economics are uncertain. Private companies are reluctant to share proprietary strategic finances for use in publicly-available studies, as these are available to competitors. Deep water port economic studies would need to generalize the impacts and shelter the financial interests of individual companies.

- **Comments are being made about impacts to the Douglas Highway, but what about impacts to the North Douglas Highway, which is a different highway? The area around the Douglas Highway is highly populated and designed to be so. The North Douglas Highway is zoned rural residential, has important viewsheds, and extensive bike lanes. How would a crossing that connects to North Douglas Highway impact these important features?**
  North Douglas Highway is the highway north of the existing bridge, while Douglas Highway is south of the existing bridge that extends down into the town of Douglas. The team has been using Douglas Highway interchangeably with North Douglas Highway during this conversation and will be more specific in the future to distinguish between the two highways. The circumstances for each highway are unique with differentiated impacts.

- Participants noted that north Douglas has a certain character, and this should be considered when evaluating any proposed alternative.

- Suggested alternative: From the point where the crossing intersects the North Douglas Highway, assume a tunnel through the island to about elevation 100 meters near Hilda Creek, to avoid most incremental traffic on North Douglas Highway. Tunnel alignment should transit the island directly below the Eaglecrest lodge, whereby the lodge is served by an elevator, to eliminate much skier and user traffic.

- **Can you look at environmental justice and gentrification impacts? If North Douglas land becomes more developable, will that help take pressure from displacing people outside of the study zone? How are you ensuring that underserved groups will not be harmed by these decisions?**
  Reviewing environmental justice is required. Social and environmental conditions are included in the development of the baseline. Potential impacts of alternatives will be evaluated later.

- **Study options should also include (1) several assumptions about transportation modes and vehicle miles traveled (VMT) for various vehicle sizes and (2) a range of assumptions about Juneau's potential, and intended, total population, in year 2050. Migration of present US citizens to escape fires and rapid sea level rise, for example, may bring thousands of people to share our long winters, and Juneau has isostatic rebound lifts Juneau faster than seal level rises, for about a century. How could CBJ accommodate this?**
  The environmental document would include climate change as part of the evaluation. The team uses the Department of Labor, Census data, and historical trends to forecast future population trends.

- **If we can free ourselves from private auto dependence to some extent, should the study include the consequences as alternative(s)?**
  This could be part of the screening and evaluation of alternatives.

- **Is the Eaglecrest intersection with the North Douglas Highway a choice as a terminal location for an alternative crossing?**
  This is an option that was considered previously and may be an alternative considered as part of this PEL study.

- A participant commented that the future will not be an extrapolation of the past, in Juneau, and elsewhere. "Outlier" options should be considered now so that we don't overlook these options too early in the process.

- A participant noted that an iconic image of Juneau is the Mendenhall Glacier. This bridge could be sited and designed to be an iconic image of Juneau, thereby enhancing tourism. rather than just being a bridge.

- A participant noted that tunnel boring is expensive, but the study team should compare Net Present Value of all alternatives over a 50-year economic life. On this basis a tunnel might win if we include the external costs of highway transportation via North Douglas Highway.

- A participant commented on the importance of preserving the beauty of north Douglas and its whale, seal, and sea lion habitat. Some of us remember North Douglas Highway as a dirt road. A north crossing seems premature with the population declining.

- A participant commented that we are living in a climate emergency and things will be quite different in the next 5-10 years.

- One participant requested the project team considers a crossing at the Vanderbilt intersection where a causeway would be simple.

Action Items/Next Steps:

Project team:
- Update Frequently Asked Questions (FAQ) to include questions and comments from the public.
- Post meeting materials to project website. Completed.
- Distribute the online survey for additional comments to the project team.

Q1 Your input is valuable. Tell us what you think about these emerging themes. What's important? What's missing?

Answered: 16 Skipped: 1

#	RESPONSES	DATE
1	Am glad this is being looked at. Haven't been involved so far, so don't know what's missing.	5/28/2022 7:38 PM
2	I believe that an additional crossing north of the existing bridge would be beneficial to Juneau for many reasons ranging from being more economical for those in the Valley that need to go to Douglas, better for the environment, as it would mean vehicles would not have to essentially back track and parallel their drive from the main part of Juneau to get to their destination over on Douglas. I also think that taking this opportunity to add an additional crossing location would even allow for better bicycle safety, as the crossing and bridge could provide for specific bike lanes for cyclists.	5/25/2022 4:14 PM
3	Get er done	5/23/2022 9:59 AM
4	A thorough understanding of development plans unleashed by a second crossing. Alternative ways to address traffic congestion on the bridge (thinking beyond private vehicles to better mass transit).	5/23/2022 9:17 AM
5	I believe a new bridge should be situated where it can reduce traffic on the most populated parts of N.D Hwy. It should expedite traffic from the valley to Eaglecrest & the boat launch. It should be located where it's more beneficial for tourists buses will stay on Egan before crossing to N.D in order to reach their destinations of Eaglecrest & end of the rd hiking & boating destinations. I believe reduced traffic on N.D is an important safety consideration. It has as many driveways in the beginning part of the rd as a neighborhood but a 45mph speed limit. This is dangerous. I also believe that creating more residential development is extremely important in Juneau & this is best facilitated w/ a 2nd crossing.	5/18/2022 5:13 AM
6	I appreciate the didactic approach to the PEL study: smart to gather as much information as possible before any significant endeavor. That being said, I hope there is an endeavor to be had; a second crossing makes sense on so many levels from safety concerns to climate/carbon-footprint iterations.	5/18/2022 12:39 AM
7	Do not build a second crossing	5/17/2022 9:11 PM
8	Before proceeding with a project of this size and a project with both anticipated and unanticipated consequences, we need to first figure out what Juneau will look like 20-30 years from now (taking into account international, national, and state impacts and decisions likely to impact our community between now and then) and determine whether we should make policy decisions now to impact where we want to be then. These policy decisions (to be made after the futures study) may or may not include a second crossing. As things stand now, the purposes and needs statements are unconvincing. It seems quite possible increased development of North and West Douglas Island will increase housing costs, increase traffic on the existing bridge, decrease the vitality of our downtown core, and increase CBJ costs due to the need for increased services. A few may benefit (and some greatly) at the expense of the greater community. How would this project affect a person living near the poverty line, a person retired on a fixed income being pushed out of the community due to rising CBJ costs, or a young family just starting out benefit? Will their costs exceed the benefits or the other way around?	5/17/2022 4:03 PM
9	Taking care of a larger transport/residential/recreational/plan for North Douglas and the impacts a crossing will have on the future of our community. Additionally, there's confusion about the need- and not a sustainable future.	5/17/2022 12:22 PM
10	RE the 1st PEL meeting: I thought that DOWL staff (most of whom seem to be located in Anchorage) really underestimated the values of the Mendenhall State Game Refuge. It's not the biological values on Douglas Island or Mainland that are of utmost concern, but the values of the wetlands BETWEEN the two that are rare in the region and valuable to wildlife and people.	5/17/2022 11:10 AM

11	you seem to have hit most themes	5/11/2022 6:32 PM
12	Themes look good. We have nothing to add at this time.	5/11/2022 5:43 PM
13	This whole boondoggle is unnecessary. It will Dramatically increase traffic on North Douglas Highway, Negatively impact the safety of cyclists and runners, and do little or nothing to decrease congestion on the 10th St. Bridge (which is really not currently an issue, anyway.) Maybe spend whatever transportation funds are available on maintaining/repairing the roads we already have. Fish Creek Rd. is getting progressively worse with each passing year.	5/11/2022 5:28 PM
14	Safety! I worry about emergencies on Douglas. Also, better transportation options for those on North Douglas.	5/11/2022 5:19 PM
15	Missing from the list that includes emergency access is any listing of environmental values why are you discounting them? R inPEL is environment.	5/11/2022 4:52 PM
16	Impact on existing neighborhoods. Any data supporting emergency response vs theoretical risk	5/11/2022 4:50 PM

State Project No. SFHWY00299
Federal Project No. 0003259

North Crossing PEL Study

JOIN US FOR A LISTENING SESSION

Saturday, September 17, 2022

The Alaska Department of Transportation and Public Facilities (DOT&PF) has partnered with the City and Borough of Juneau to study a possible transportation corridor to connect Juneau with Douglas Island north of the current bridge, using the Planning and Environmental Linkages (PEL) process.

Join us to learn more about the PEL Study process and provide feedback on possible corridor alignments and anything you think the Study Team should consider.



Discover Eaglecrest Day
Eaglecrest Ski Area

Saturday, September 17, 2022, 10:00 am to 2:00 pm

Safeway
3033 Vintage Boulevard, Juneau, AK

Saturday, September 17, 2022, 3:00 to 6:00 pm

Submit your comments directly to the study team verbally or in writing at a Listening Session.

You can submit comments any time via:

- Project website **www.jdnorthcrossing.com**
- Project email **JDNorthCrossing@dowl.com**

Visit the website to join the email list, make a comment, and to learn more about this effort.

The environmental review, consultation, 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.
It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability, regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, Federal Motor Carrier Safety Administration and State of Alaska funds. To file a complaint, go to: https://dot.alaska.gov/cvirts/complaint.shtml For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-770-8973.

Sign up to receive study updates!

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A New Notice Has Been Published on Alaska Online Public Notices

Juneau Douglas North Crossing PEL Study

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Alaska Online Public Notices

PROPOSED SCRIPT for KTOO Public Radio

The Alaska Department of Transportation and Public Facilities and City and Borough of Juneau is gathering input on the Juneau Douglas North Crossing Planning and Environmental Linkages Study at the Discover Eaglecrest Day on Saturday, September 17, ten am to two pm, and at Safeway on Saturday, September 17, three to six pm. Additional information at JDNorthCrossing.com.

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
(907) 465-4477

Irene Gallion, CBJ Liaison
(907) 586-0753

Nina Keller, DOWL Assistant Project Manager
(907) 562-2000



Email: **JDNorthCrossing@dowl.com**

Website: **www.JDNorthCrossing.com**

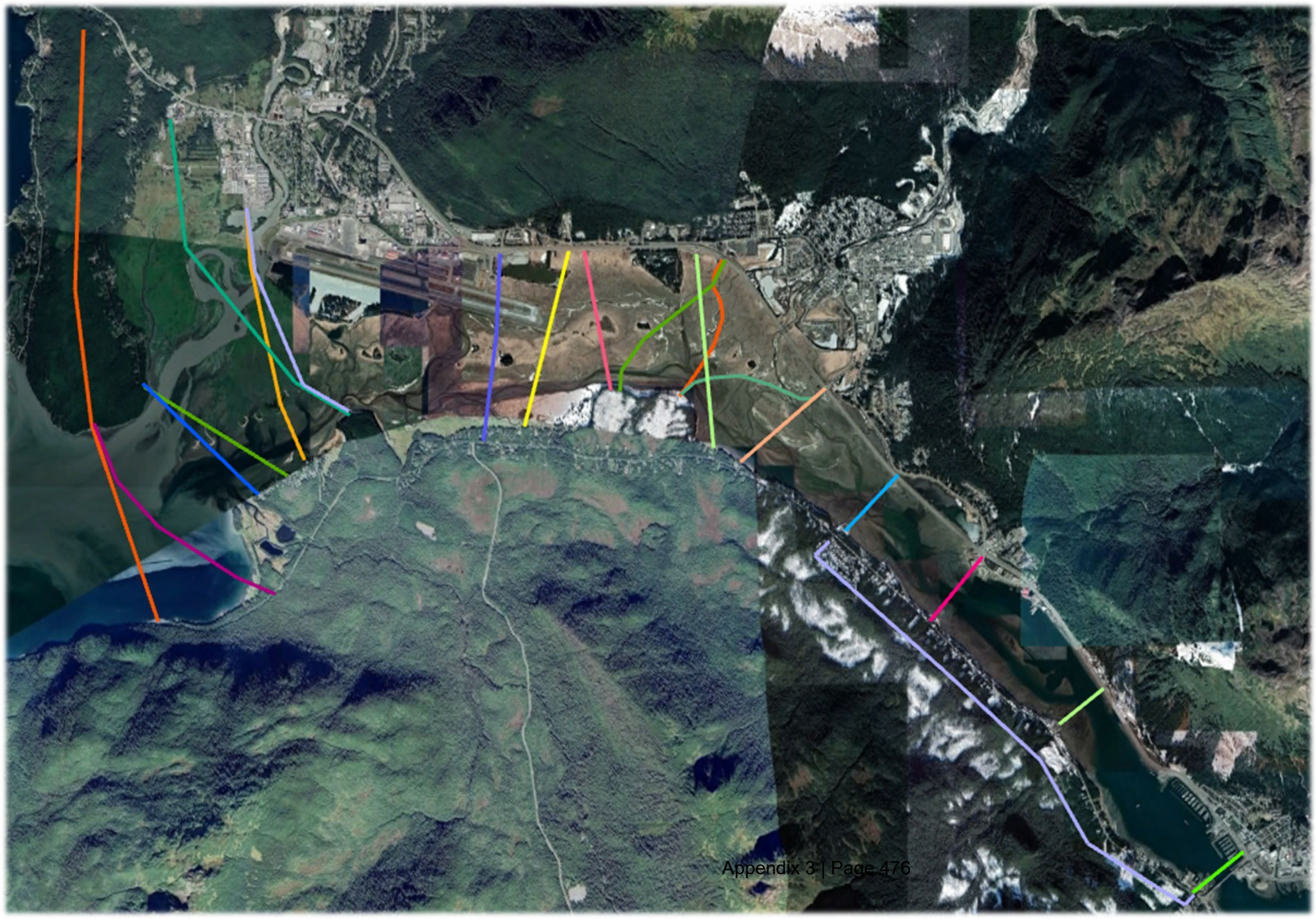
Scan with your smart phone to visit the website!

JUNEAU DOUGLAS
North Crossing PEL Study



JUNEAU DOUGLAS
North Crossing PEL Study

STUDY AREA



JUNEAU DOUGLAS
North Crossing PEL Study

IDEAS FOR CROSSING LOCATIONS WE HAVE HEARD SO FAR

State Project No. SFHWY00299
Federal Project No. 0003259

September 2022

PEL STUDY FACT SHEET

North Crossing PEL Study

Study Area

The study area is between mainland Juneau in the area north of the existing Douglas Island Bridge.



Study Overview

The City and Borough of Juneau has partnered with Alaska Department of Transportation and Public Facilities (DOT&PF) to study a possible transportation corridor to connect Juneau with the north end of Douglas Island. A connection has been studied since the 1980s but has not progressed beyond identification and recommendation of preliminary alternative alignments. The previous studies highlighted several reasons for a north crossing:

- Congestion during peak periods on the existing Douglas Island Bridge
- Concerns about safety and emergency response in the event of a bridge closure
- The potential for residential, commercial, industrial and port development at west Douglas Island

DOT&PF has chosen the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island. The PEL process will provide opportunities for public input and involvement. The analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

PEL Study Schedule

SPRING 2022	SUMMER / FALL 2022	WINTER 2022 / 2023	SPRING 2023
Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes	**Evaluation Criteria, Develop & Screen Alternatives**	**Evaluate, Refine, & Select Alternatives**	**Finalize Documentation**
Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes	Identify Crossing Alternatives and Develop Screening Criteria	Preferred Alternatives, Screening, Draft PEL Study	Public Comment Period *(30 days)* and Finalize PEL Study

- Advisory Committees Meeting #1
- Public Meeting #1
- Advisory Committees Workshop
- Advisory Committees Meeting #2
- Public Meeting #2
- Advisory Committees Meeting #3
- Public Meeting #3

WHAT IS A PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY AND WHAT ARE THE BENEFITS?

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process.
2. Saves cost and time; focuses expenditures on viable options.

How can I get involved?

- Contact the PEL study team: JDNorthCrossing@dowl.com
- Visit the PEL study website at: www.JDNorthCrossing.com
- Sign up to receive study update emails from the website
- Participate in Public Meetings, information available on the website

The benefits of stronger linkages between the transportation planning and project development processes can include:

- **Stronger agency and public relationships:** Regulatory and resource agencies are involved early. Collaborative working relationships with the public support more involvement and opportunities.
- **Improved project delivery timelines:** The PEL process can avoid duplication of effort and speed up project delivery.
- **Earlier identification of key environmental resources:** Knowing which resources are present can help alternative selection and save time and money by moving forward alternatives that minimize impacts to environmental resources and the built environment.
- **Better funding and project development:** Engineering team involvement produces more reliable cost estimates and project schedules.
- **Build projects with better outcomes:** Knowledge of agency and community concerns help developers design projects that better serve the community's needs.
- **Flexible approach for development of transportation improvement strategies:** The PEL Study can propose solutions to develop a series of smaller independent, fundable projects that can be implemented over time while fitting within a larger or longer-term context.

The environmental review, consultation, 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.

Points of Contact

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(907) 562-2000

Irene Gallion
CBJ Liaison
(907) 586-0753

For the latest updates and additional information about the study, visit:

www.JDNorthCrossing.com

1. What is the Juneau Douglas North Crossing PEL Study?

The City and Borough of Juneau has partnered with Alaska Department of Transportation and Public Facilities (DOT&PF) to study the potential for a transportation corridor to connect Juneau with the north end of Douglas Island.

DOT&PF has chosen the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island. The PEL process will provide opportunities for public input and involvement. The analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

2. What is a Planning and Environmental Linkages (PEL) Process?

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process.
2. Saves cost and time; focuses expenditures on viable options.

3. What are the benefits of a PEL Process?

The benefits of stronger linkages between the transportation planning and project development processes can include:

- **Stronger agency and public relationships:** Regulatory and resource agencies are involved early. Collaborative working relationships with the public support more involvement and opportunities.

- **Improved project delivery timelines:** The PEL process can avoid duplication of effort and speed up project delivery.

- **Earlier identification of key environmental resources:** Knowing which resources are present can help alternative selection and save time and money by moving forward alternatives that minimize impacts to environmental resources and the built environment.

- **Better funding and project development:** Engineering team involvement produces more reliable cost estimates and project schedules.

- **Build projects with better outcomes:** Knowledge of agency and community concerns help developers design projects that better serve the community's needs.

- **Flexible approach for development of transportation improvement strategies:** The PEL Study can propose solutions to develop a series of smaller independent, fundable projects that can be implemented over time while fitting within a larger or longer-term context.

4. There have been studies in this area for over 40 years. What happened to those studies and why do a new one?

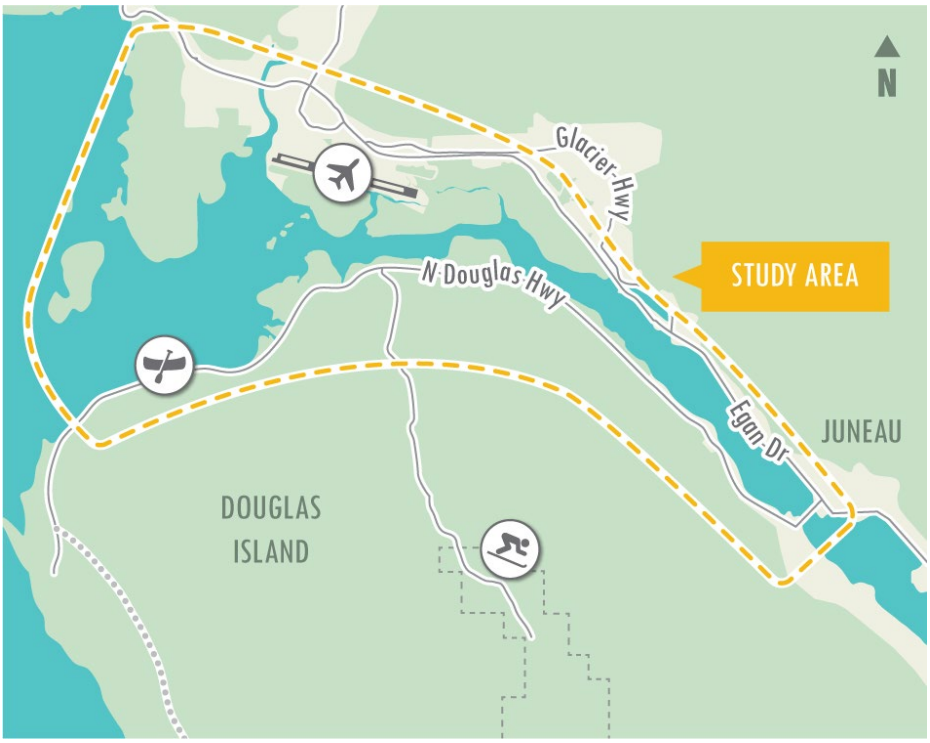
A north crossing between Juneau and Douglas Island has been the subject of numerous studies and analyses since the early 1980s, with multiple alternatives being evaluated and recommended. However, none have advanced beyond preliminary analysis.

Douglas Island Bridge accommodates over 14,000 vehicles per day. Delay is apparent during morning and evening peak periods also impacting intersection operations on either side of the bridge. When road closures are needed for maintenance or in an emergency, there are limited alternative accesses available between Douglas Island and Juneau. Active transportation facilities for pedestrians and bicyclists are only provided on one side of the bridge.

Land to accommodate future population development in Juneau is constrained by topography and local geological conditions. Land on the west side of Douglas Island is viewed as promising areas for future development. Studies indicate that the design and congestion of the existing highway, and the distance between developable lands on Douglas Island and the existing Juneau Douglas bridge, have been impediments to development.

5. What is the study area?

The study area considers potential crossing locations between Douglas Island and mainland Juneau in the channel area north of the existing Douglas Island Bridge. The study area is shown below:



6. What issues will the study address?

The study will consider:

- Purpose and need for a north crossing between Juneau and Douglas Island
- Range of alternative locations for a north crossing
- Transportation improvements needed to support a north crossing on Douglas Island and mainland Juneau
- Impacts to environmental resources, particularly recreational areas, wetlands and waterways, and the Mendenhall Wetlands State Game Refuge
- Impacts to neighborhoods and residents
- Financial Strategies to fund a potential crossing

Issues will continue to be added as the PEL study progresses.

7. How and when will public input be considered?

Public input will influence PEL process and the recommendations of the PEL Study. This study outlines three (3) Public Open House meetings:

- Open House No. 1 occurred on Wednesday, May 11, 2022, virtually
- Listening Sessions at Discover Eaglecrest Day and Safeway - Saturday, September 17, 2022
- Open House No. 2 - Fall 2022
- Open House No. 3 - Spring 2023

In addition to the Public Open House meetings, the study team will accept comments throughout the PEL study process. The earlier input is received, the easier it is for the study team to incorporate into the alternatives, analysis, and recommendations. Email your comments to the team at JDNorthCrossing@dowl.com.

8. How can I find out more about and be involved in the PEL Study?

- Visit the PEL study website: www.JDNorthCrossing.com
- Sign up to receive study update emails from the website
- Contact the PEL study team: JDNorthCrossing@dowl.com
- Participate in Public Meetings

The environmental review, consultation, 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.

Bound Documents

Baseline Data

Aviation	• Airport Approaches • Aviation and Navigation Data Summary
Contaminated Sites	• Contaminated Sites • Contaminated Sites Technical Memo
Crash Rates	• Crash Rates • Crash Types • Crashes Technical Memo
Floodplains	• Floodplains • Floodplains Data Summary
Geological and Geotechnical	• Geological and Geotechnical • Geological and Geotechnical Data Summary
Hydrology and Water Quality	• Hydrology and Water Quality • Hydrology and Water Quality Data Summary
Land Use and Ownership	• Comprehensive Plan • Zoning • Ownership • Land Use Memo
Major Utilities	• Major Utilities • Major Utilities Summary
Native Allotments	• Native Allotments • Native Allotments Data Summary
Navigable Waterways	• Navigable Waterways • Navigable Waters Memo
Parks and Recreation	• Parks and Recreation
Social Groups	• Demographics • Schools

	• Transit • Social Groups Memo
Transportation Network	• Functional Classification • Key Planned Projects • Non-Motorized Facilities • Transit Routes and Stops • Transportation Network Memo
Wildlife and Fish	• Essential Fish Habitat • Streams Used by Anadromous Fish • Species Habitat • Habitat Areas for Upland Species • Wildlife and Fish Memo
Wetlands and Waterways	• Wetlands and Waterways • Wetlands and Waterways Data Summary

Cross Sections

- Douglas Bridge Cross Sections
- Typical Crossing Approach
- Typical Crossing Bridge Deck
- Typical Crossing Interior

LISTENING SESSIONS

September 17, 2022
Discover Eaglecrest Day, 10:00 am – 2:00 pm
Safeway, 3:00 – 5:30 pm

Listening Sessions for the Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study were held at Discover Eaglecrest Day and Safeway.

Project team members set up booths and shared general information about the study, progress to date, and potential crossing locations that were shared with the team. More than 150 participants visited the booth at Eaglecrest and approximately 100 participants visited at Safeway, sharing their thoughts on crossing locations, their concerns, and benefits of a north crossing.

Public comments

We received the following comments, verbally and in writing, during listening sessions:

- **General Comments**
    - Thanks for the opportunity to comment and to do so on the community's schedule
    - Criticism about the lack of formal presentation
    - Appreciation for conducting this study
    - People voted against it in the past because it was a causeway and funded by CBJ 1% sales tax increase
- **Comments in support of a north crossing**
    - Improve emergency response times and emergency management
    - Reduce time for bussing high school students
    - Access to North Douglas for future housing development
    - Increase access to North Douglas including Eaglecrest and the boat launch
    - Alternative route needed in the event of a blockage of the Juneau Douglas Bridge
    - Port development
    - Safety
    - Access to/from North Douglas to the Valley/Lemon Creek areas
    - Reduce congestion of the downtown/south Douglas area

- **Crossing structure ideas**
  - Elevated structure but with consideration of aircraft access routes during low visibility
  - Electric commuter ferry from North Douglas boat launch area to Auke Bay
  - Tunnel
  - Emergency floating bridge, as used by the Army
- **Comments opposed to a north crossing**
  - High perceived cost
  - Not a necessity
  - Would only reduce travel time by 10 min
  - A medical professional mentioned that it does not make sense
  - Not important for the health/economy of Juneau
  - Would increase taxes
- **Environmental and wildlife concerns**
  - General environmental and wildlife impacts
  - Bird, duck, and great blue heron habitat
  - Western toad habitat
  - Fish Creek Park
  - Migrating bird corridor (flyway)
  - Wetlands (any impacts) and the breaking up of wetlands
  - Mendenhall Wetlands State Game Refuge
  - Wildlife habitat on Mendenhall Peninsula
  - Minimize visual impacts in the North Douglas boat launch area, Fritz Cove, and towards the Mendenhall Glacier
- **Recreation concerns**
  - Duck hunting and salmon fishing
  - Boating and kayaking
  - Surf and kite boarding
- **Neighborhood impact concerns**
  - Construction will be too disruptive anywhere along the built-up areas
  - Protect existing North Douglas residences
  - North Douglas residents live there because of the relative seclusion

  - Zoning is a problem
  - Safety concerns with traffic increases along North Douglas Highway

- **Preferred crossing locations and improvements**
  - Sunny Point
  - From Sunny Point eastward
  - Salmon Creek/Hospital area
  - Vanderbilt intersection
  - Industrial Boulevard
  - Mendenhall Peninsula
  - Near the airport
  - At the north end of Douglas
  - Connection to Egan Drive
  - Bench Road on Douglas
  - Additional roads are needed if increasing traffic

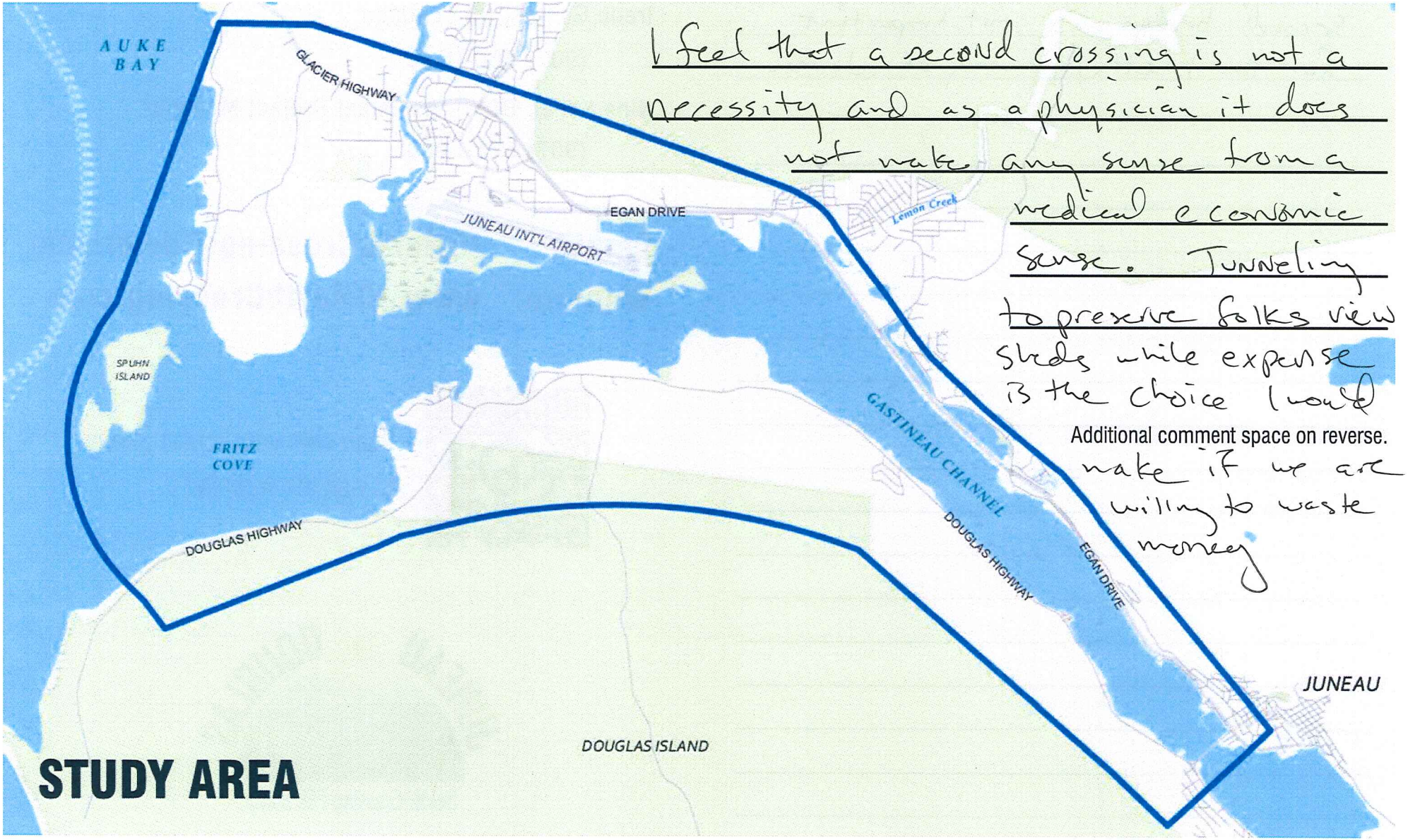
- **Suggested locations to avoid**
  - Mendenhall Wetlands State Game Refuge
  - Fish Creek Park
  - All western options
  - Mouth of Mendenhall River
  - Area west of Hendrickson Point to minimize visual impacts
  - Fritz Cove Road (cannot handle increased traffic)
  - Airport area
  - Atop Mendenhall Peninsula

Action Items/Follow-up

- The materials used during the listening sessions were posted on the website.
- We sent a thank you email to everyone who signed up for the project mailing list during the listening sessions and an update to the entire stakeholder register.

JUNEAU DOUGLAS
North Crossing PEL Study

Please share your ideas and concerns with the Study Team.



I feel that a second crossing is not a necessity and as a physician it does not make any sense from a medical economic sense. Tunneling to preserve folks view sheds while expensive is the choice I would make if we are willing to waste money

Additional comment space on reverse.

Building a bridge/ tunnel near Sunny Point seems rather silly as it cuts off ~8 miles.

Again I feel that building a second bridge is not important for the health/economy of Juneau

PROJECT CONTACTS:

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Nina Keller, DOWL Assistant Project Manager
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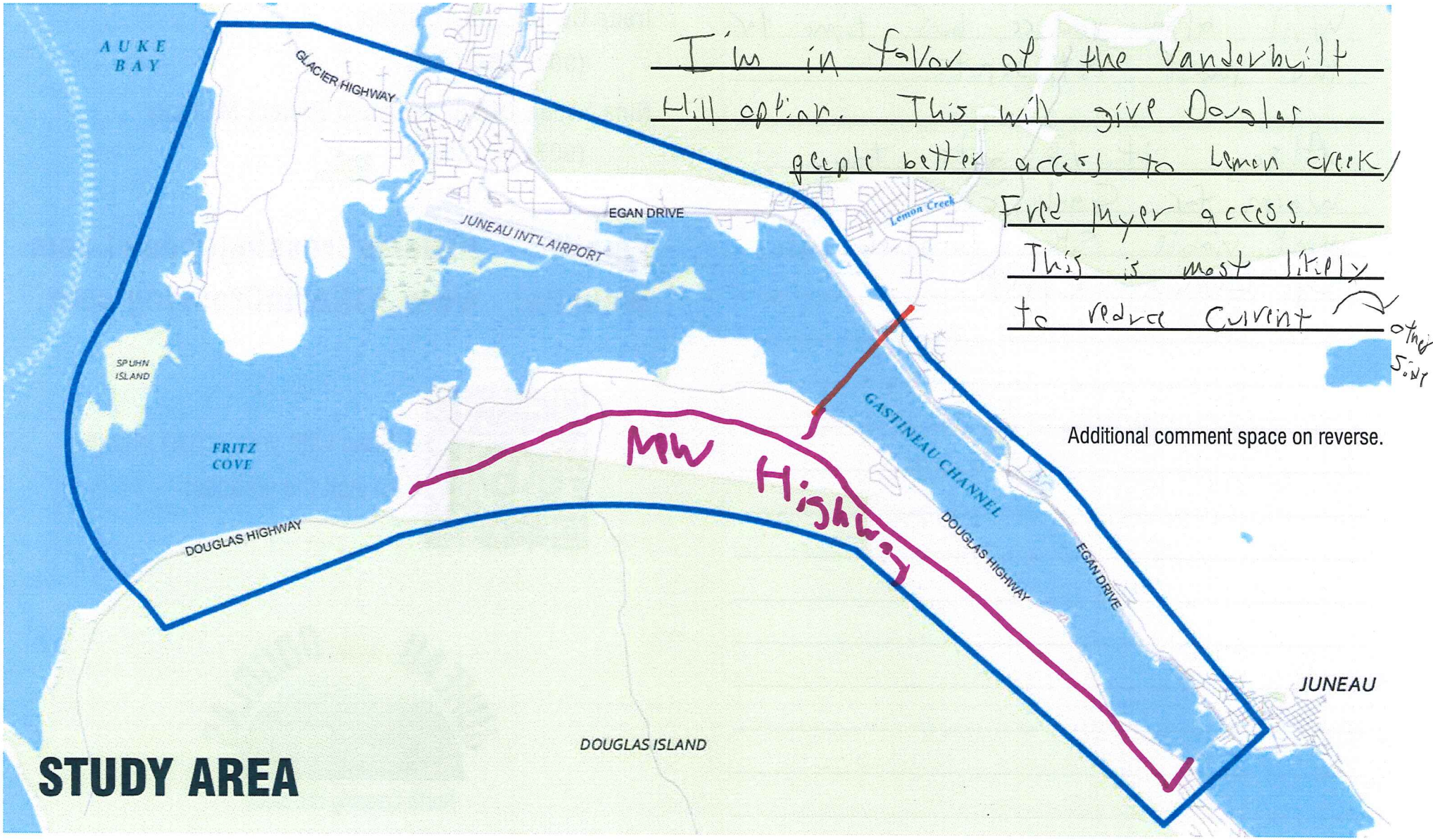

I'm in favor of the Vanderbuilt Hill option. This will give Douglas people better access to Lemon creek/ Fred Myer access. This is most likely to reduce current

other side

Additional comment space on reverse.

rush hour traffic.

If and when we go to a single high school, this will also reduce bus time for the most students.

Also, it it gets too warm for Eagle crest, the most viable ski location is up Lemon Creek.

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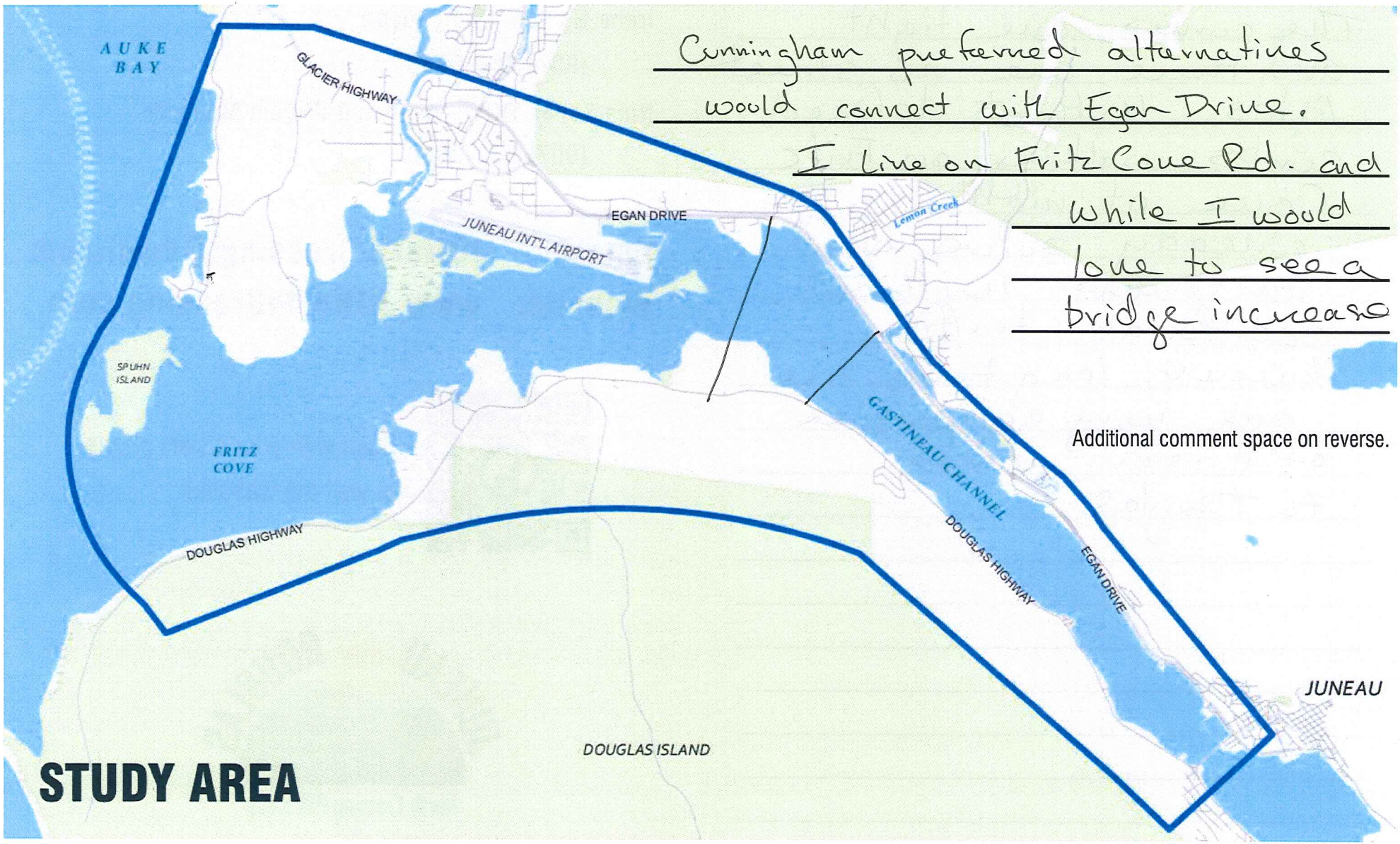

Cunningham preferred alternatives would connect with Egan Drive. I live on Fritz Cove Rd. and while I would love to see a bridge increase

Additional comment space on reverse.

access to Douglas Island, I do not believe Fritz Cove Road can handle increased traffic. The curves are tight and there are no street lights. Without defined curbs, walking on Fritz Cove at night is already somewhat dangerous without additional traffic. However, long term we are very supportive of easier access to Douglas.

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PUBLIC OPEN HOUSE #2

Monday, December 12, 2022 | 4:00-6:00 PM

Juneau Arts and Culture Center (JACC)
350 Whittier Street, Juneau, AK

Scan the QR code with your smartphone to access the website

QUESTIONS OR COMMENTS?

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9085 Glacier Highway, Suite 102
Juneau, AK 99801

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Join us to:

- Learn more about the PEL study and progress to date
- Provide feedback on the preliminary crossing locations and initial screening criteria
- Share your thoughts and concerns with the project team

Open House meeting materials will be available on the website by December 9, 2022. Comments on the preliminary crossing locations and initial screening criteria are requested by January 20, 2023.

State Project No. SFHWY00299
Federal Project No. 0003259

JUNEAU DOUGLAS
North Crossing PEL Study



For more information about the project, visit: **www.JDNorthCrossing.com**

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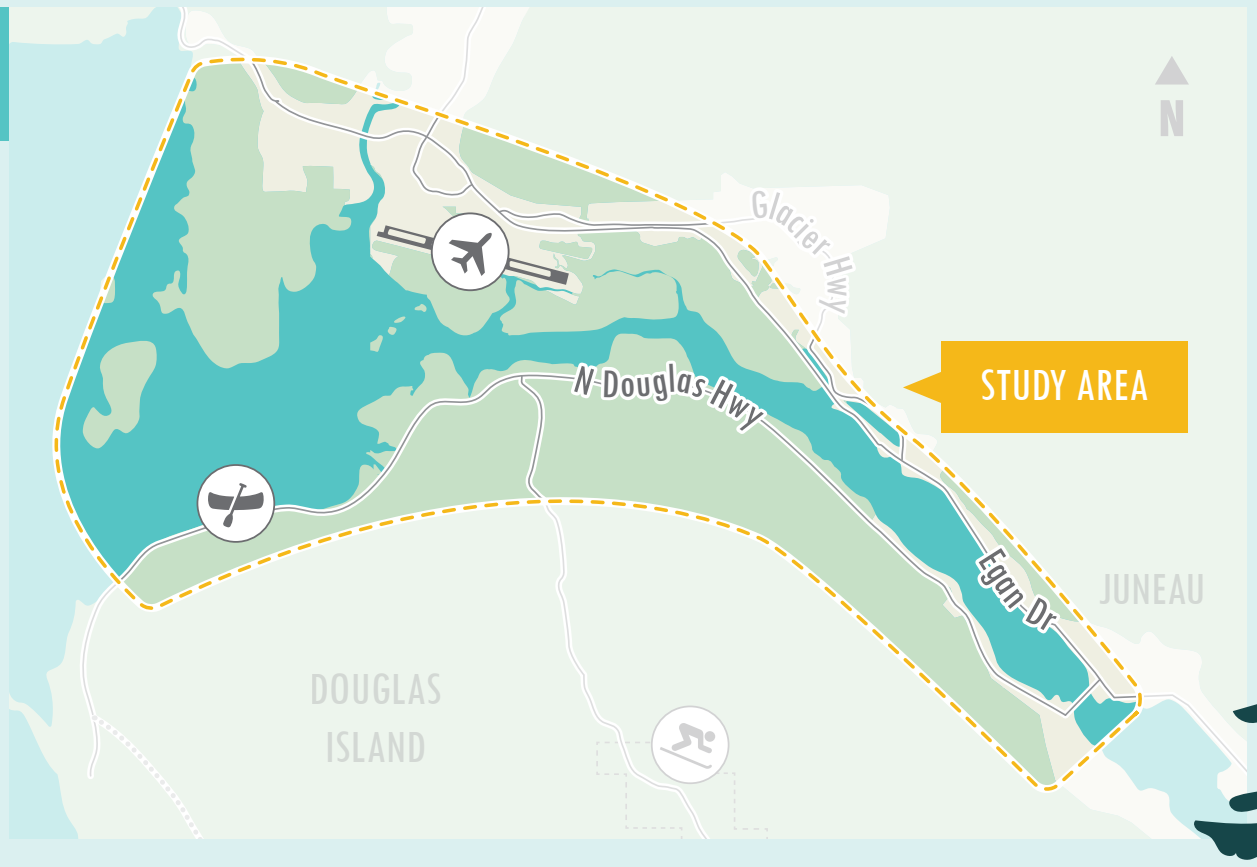

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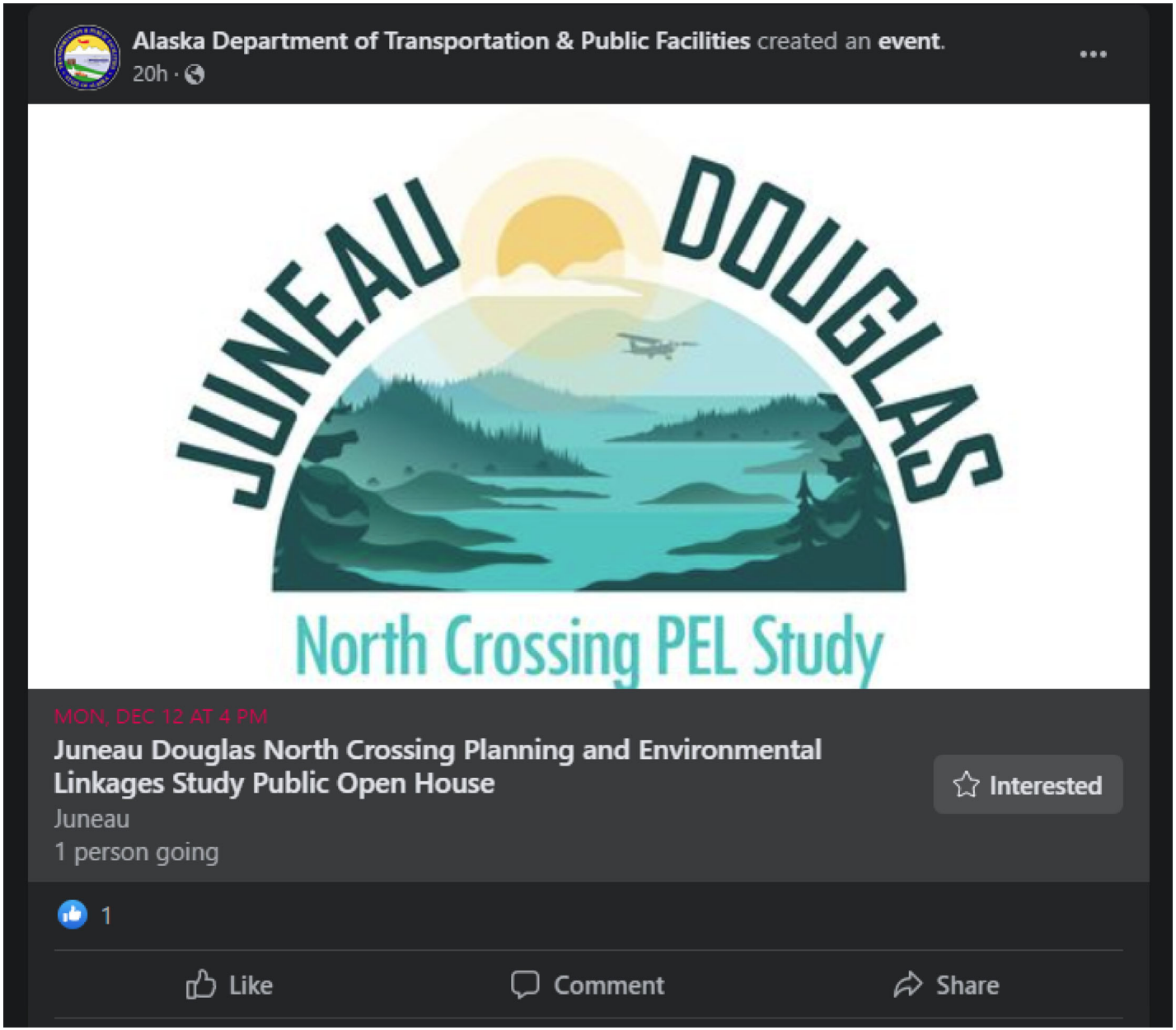
Alaska Department of Transportation & Public Facilities created an event.
20h ·
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North Crossing PEL Study
MON, DEC 12 AT 4 PM
Juneau Douglas North Crossing Planning and Environmental Linkages Study Public Open House
Juneau
1 person going
Interested
1
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Comment
Share

State of Alaska Online Public Notice Website Text

Category: Public Notices
Title: Public Open House No. 2
Project Title: Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study
Project No.: SFHWY00299 / 0003259
Location: Southcoast Region
Publish Date: 11/04/2022
Archive Date: 01/20/2023

Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study
Public Open House No. 2
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To contact the project team directly:

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Alaska Department of Transportation and Public Facilities

State Project No. SFHWY00299
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JUNEAU DOUGLAS NORTH CROSSING PEL STUDY PUBLIC OPEN HOUSE No. 2

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Talli Vittetoe

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Sent: Thursday, December 1, 2022 1:37 PM
To: Douglas Maller
Subject: Transaction Receipt from Juneau AK Communications for $1360.80 (USD)

Order Information

Description: DOWL

Billing Information
MONICA BRADBURY
5015 BUSINESS PARK BLVD 4000
ANCHORAGE, ALASKA 99503
douglas.maller@abcstations.com
907-865-1209

Shipping Information

Total: $1360.80 (USD)

Payment Information

Date/Time:	1-Dec-2022 13:36:37 AKST
Transaction ID:	43796061245
Payment Method:	Visa xxxx9559
Transaction Type:	Purchase
Auth Code:	011394

Merchant Contact Information

Juneau AK Communications
JUNEAU, AK 99801
US
richard@frontiermediausa.com
Thank you for your payment.

Juneau, AK Public Radio

PROPOSED SCRIPT

The Alaska Department of Transportation and Public Facilities invites you to the second Public Open House for the Juneau Douglas North Crossing Planning and Environmental Linkages Study.

D-O-T-and-P-F has partnered with the City and Borough of Juneau to study a potential north crossing between Juneau and Douglas Island using the P-E-L Process.

A public open house will be held Monday, December 12, 2022, from four to six p.m. at the Juneau Arts and Culture Center, 350 Whittier Street. For more information visit www.JDNorthCrossing.com.

Public Open House #2

WELCOME

December 12, 2022

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1

PROJECT BACKGROUND & HISTORY

An alternative crossing has been studied since the 1980s but has not progressed.

Previous studies highlighted several reasons for a north crossing:

- Congestion during peak periods on the existing Douglas Island Bridge
- Concerns about safety and emergency response in the event of a bridge closure
- Potential for residential, commercial, industrial, and port development on Douglas Island



2

SCHEDULE

SPRING 2022	SUMMER / FALL 2022	WINTER 2022 / 2023	SPRING 2023
Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes	**Evaluation Criteria, Develop & Screen Alternatives**	**Evaluate, Refine, & Select Alternatives**	**Finalize Documentation**
Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes	Identify Crossing Alternatives and Develop Screening Criteria	Preferred Alternatives, Screening, Draft PEL Study	Public Comment Period *(30 days)* and Finalize PEL Study

WE ARE HERE

- Advisory Committees Meeting #1
- Public Meeting #1
- Advisory Committees Workshop
- Pop-Up Listening Sessions
- Advisory Committees Meeting #2
- Public Meeting #2
- Advisory Committees Meeting #3
- Advisory Committees Meeting #4
- Public Meeting #3

3

PLANNING & ENVIRONMENTAL LINKAGES (PEL) PROCESS

PEL is a collaborative and integrated approach to transportation decision-making that:

- Considers environmental, community, and economic goals early in the transportation planning process
- Uses the information, analysis, and products during planning to inform the environmental review process



The PEL process can ease the path as transportation programs and projects move from planning to design and implementation.

4

PURPOSE & NEED STATEMENT

Purpose

The **purpose** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau. The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

Need

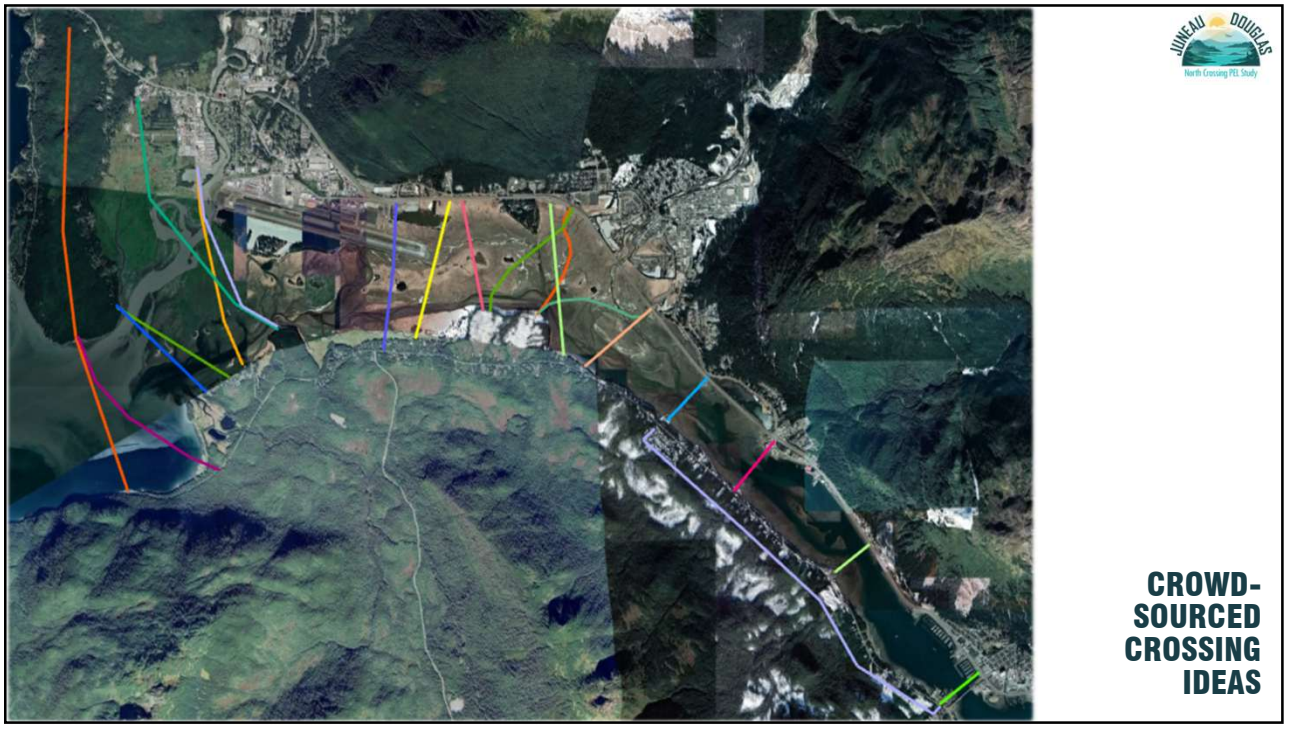
*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

*The identified alternative(s) should also strive to meet these **additional goals**:*

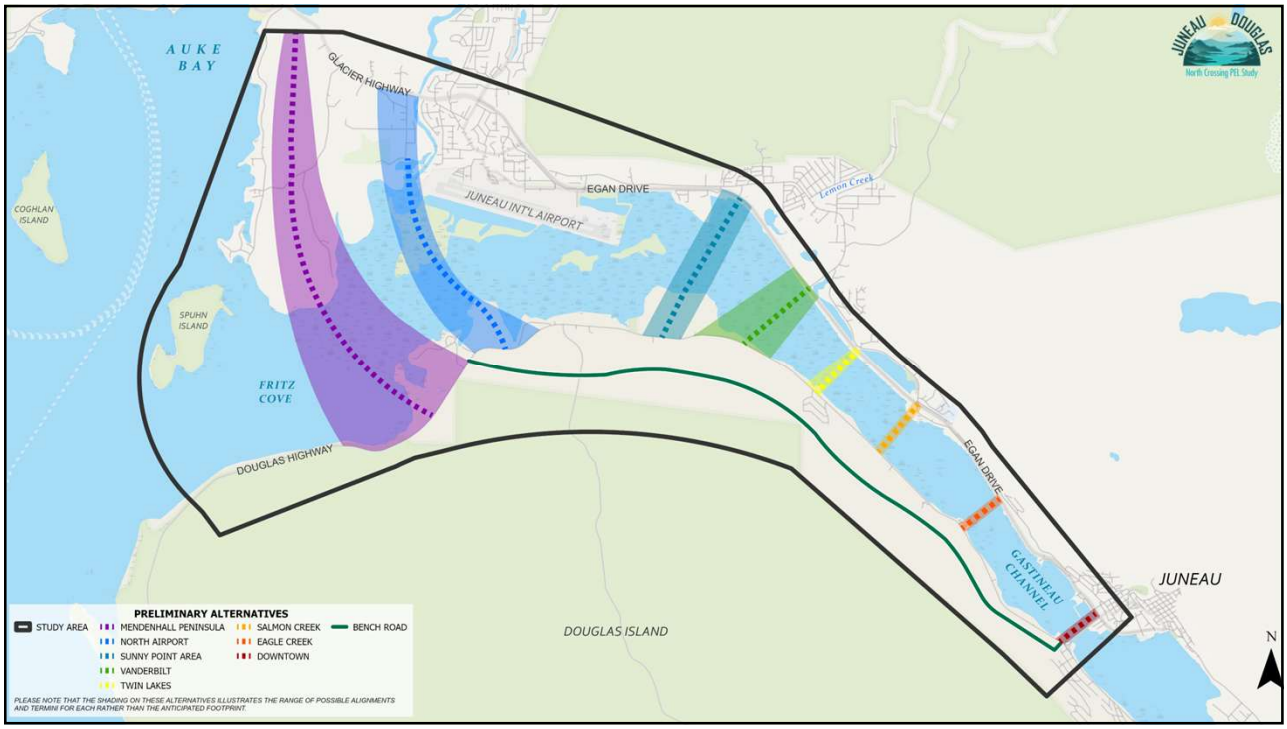
- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

5



CROWD-SOURCED CROSSING IDEAS

6


AUKE BAY
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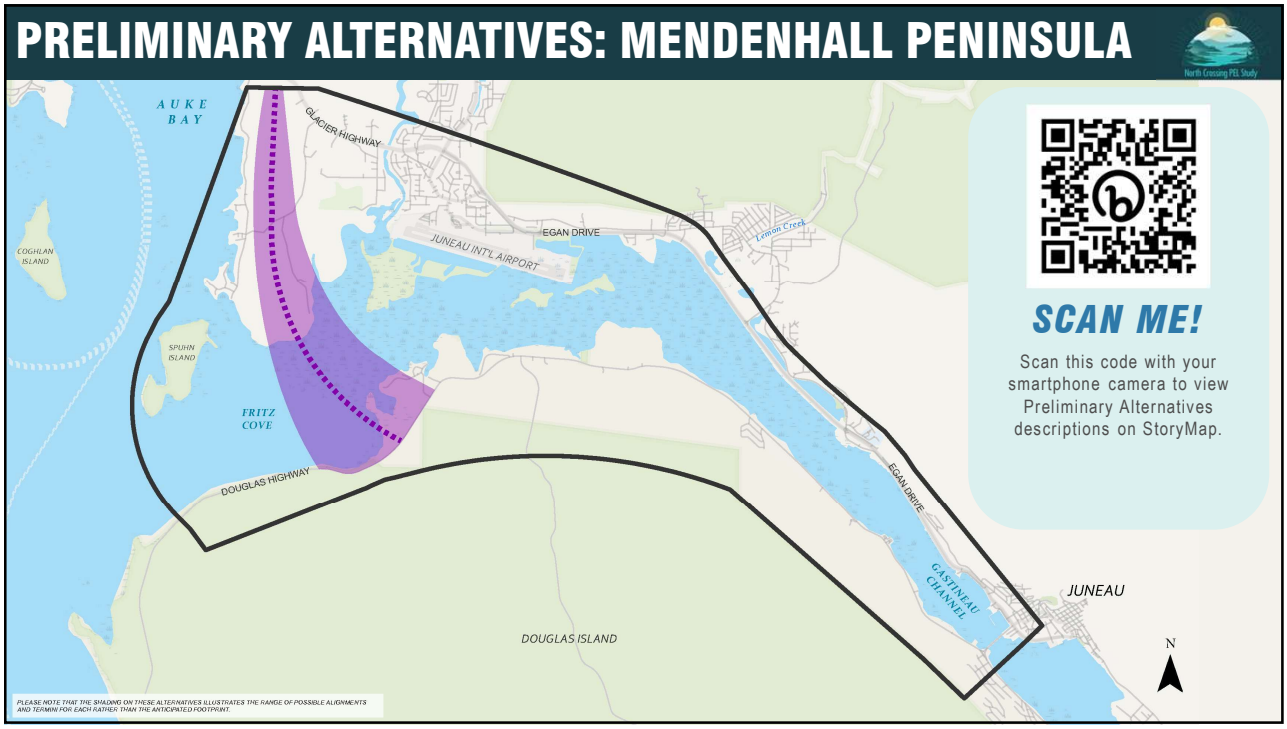
DOUGLAS ISLAND
N
PRELIMINARY ALTERNATIVES
STUDY AREA
MENDENHALL PENINSULA
NORTH AIRPORT
SUNNY POINT AREA
VANDERBILT
TWIN LAKES
SALMON CREEK
EAGLE CREEK
DOWNTOWN
BENCH ROAD
PLEASE NOTE THAT THE SHADING ON THESE ALTERNATIVES ILLUSTRATES THE RANGE OF POSSIBLE ALIGNMENTS AND TERMINI FOR EACH RATHER THAN THE ANTICIPATED FOOTPRINT.

7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SCAN ME!
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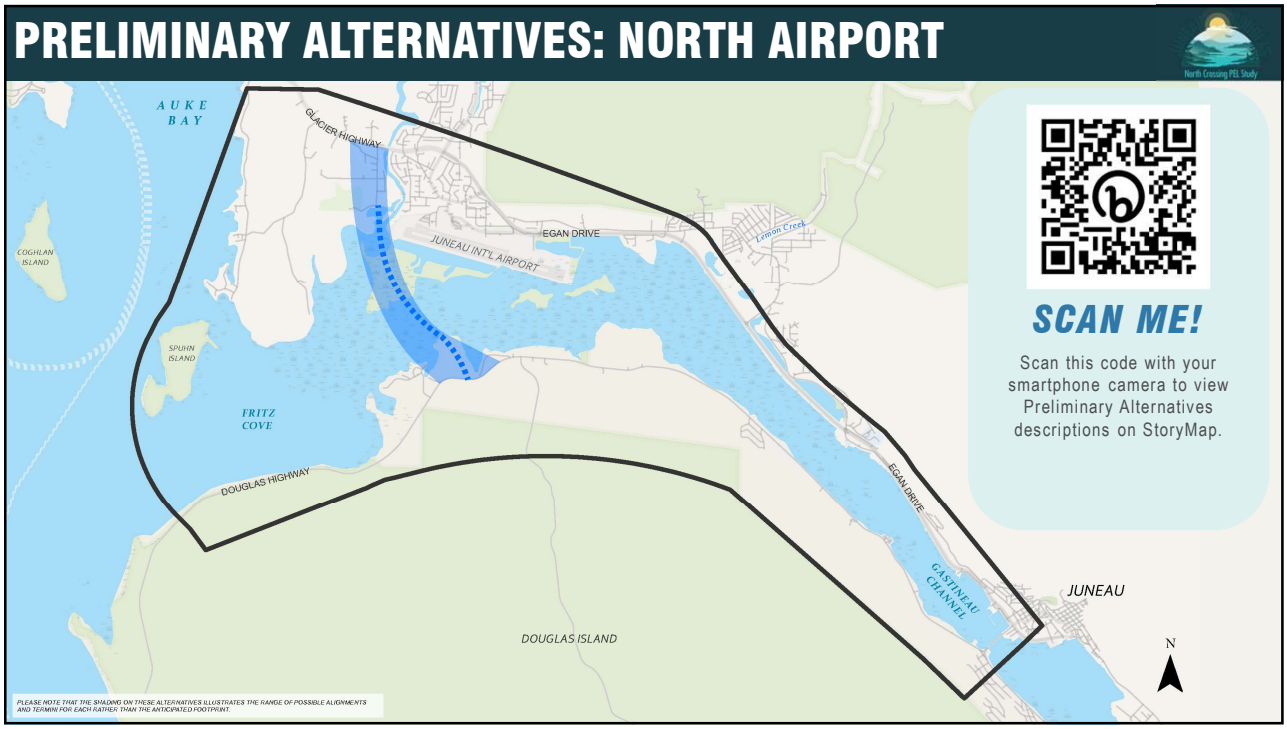
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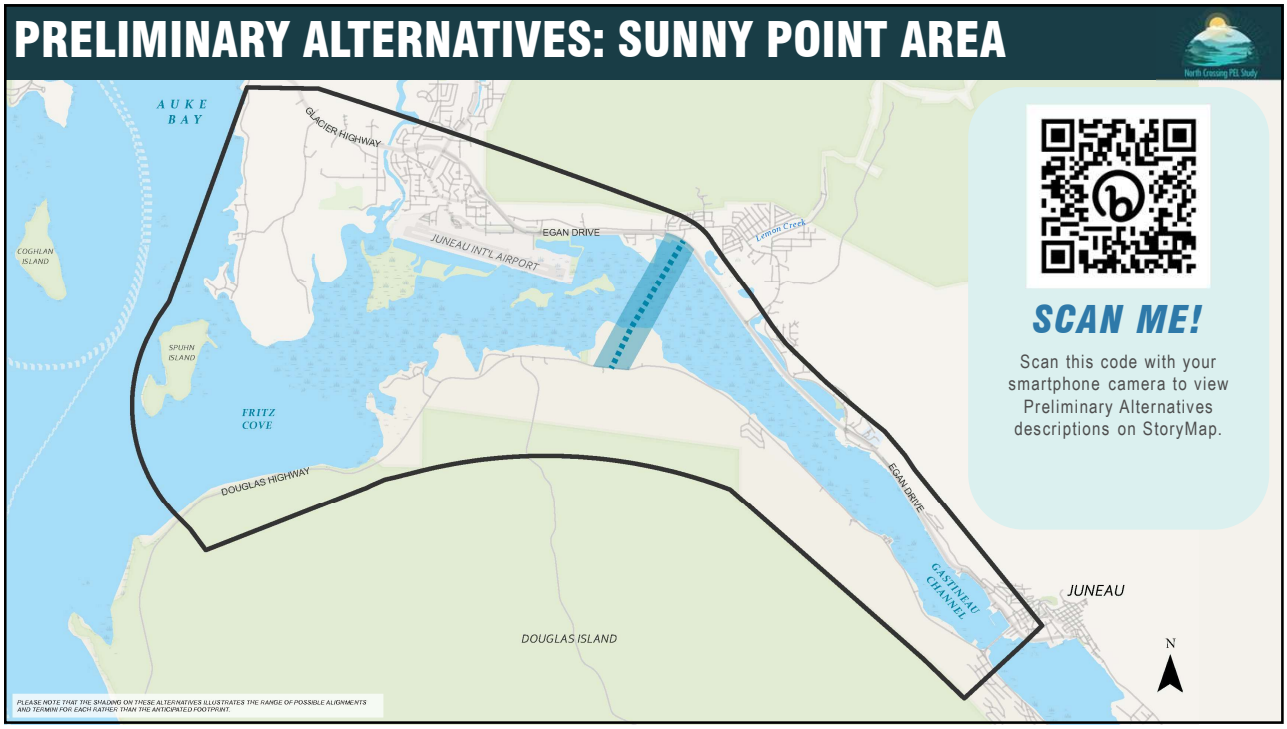
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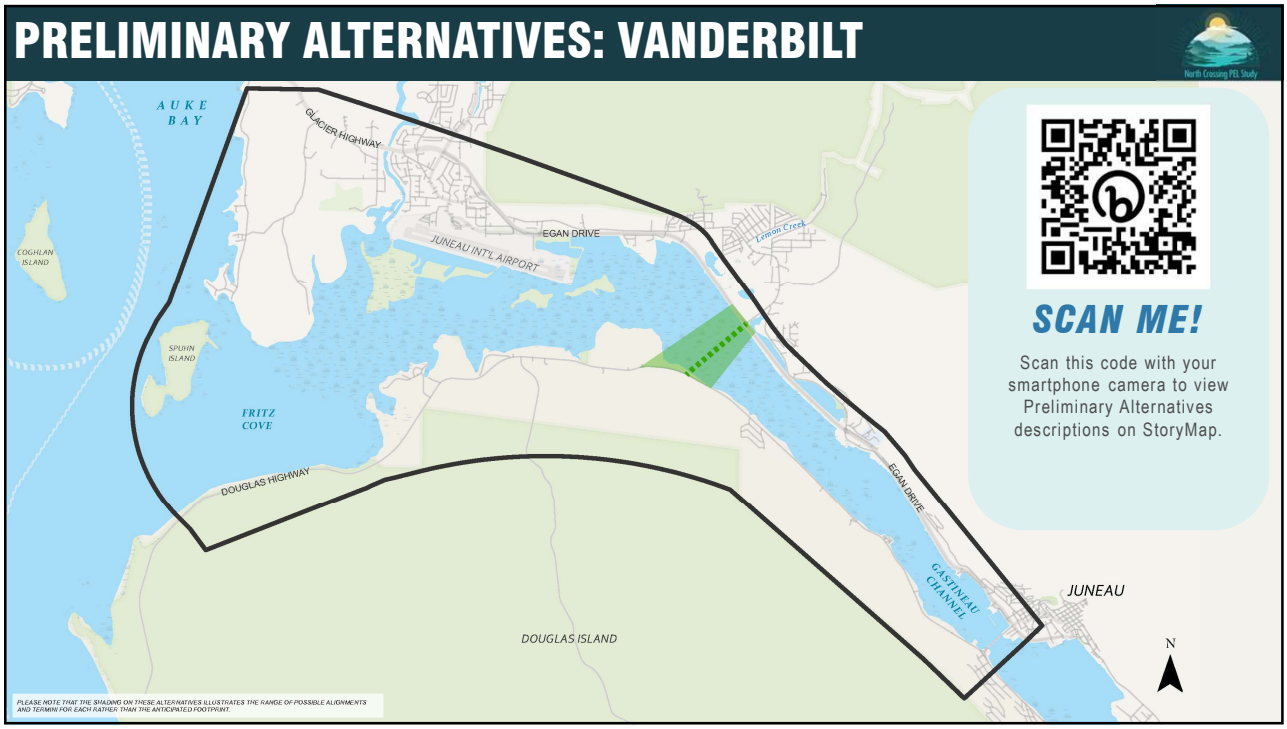
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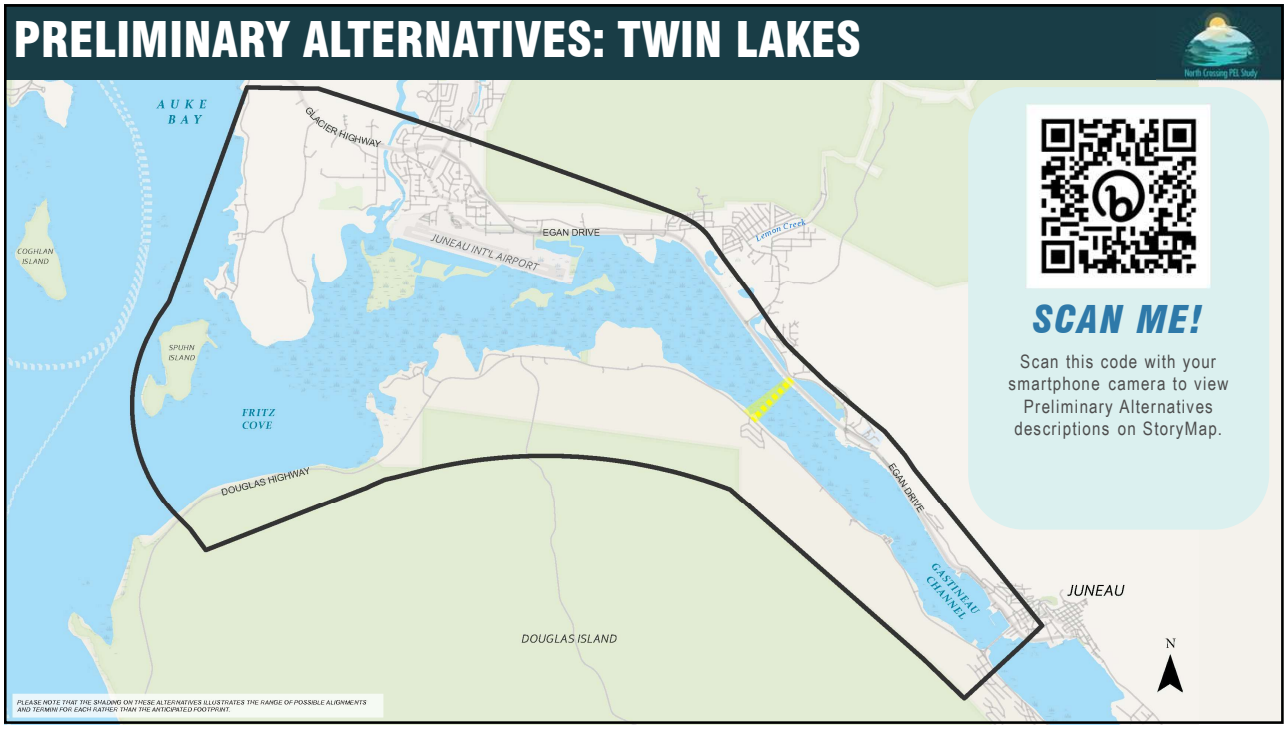
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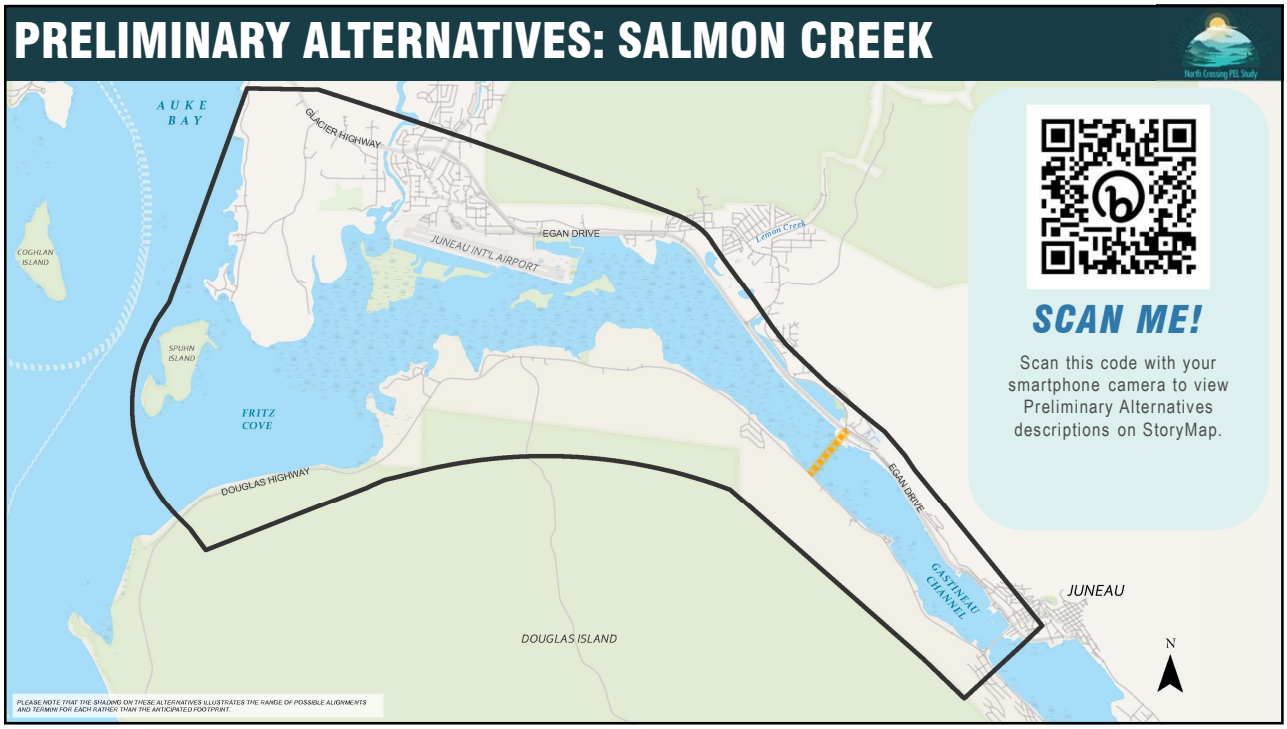
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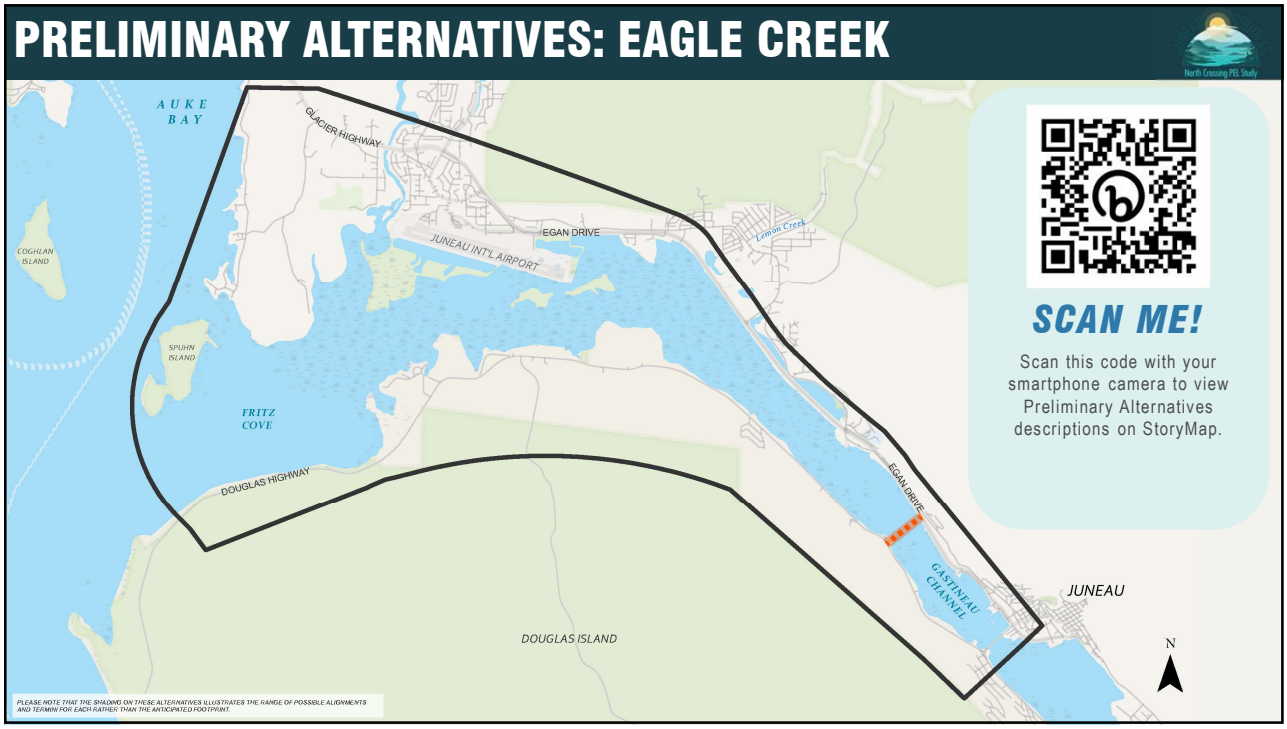
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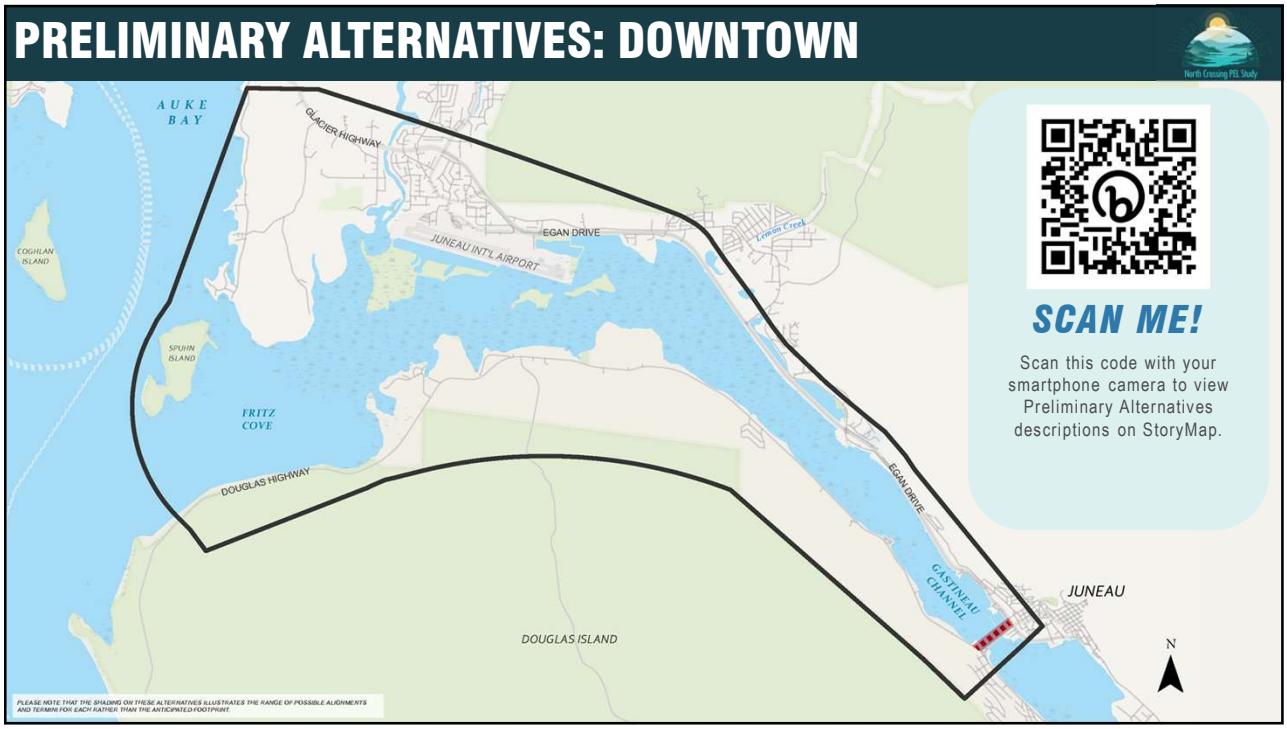
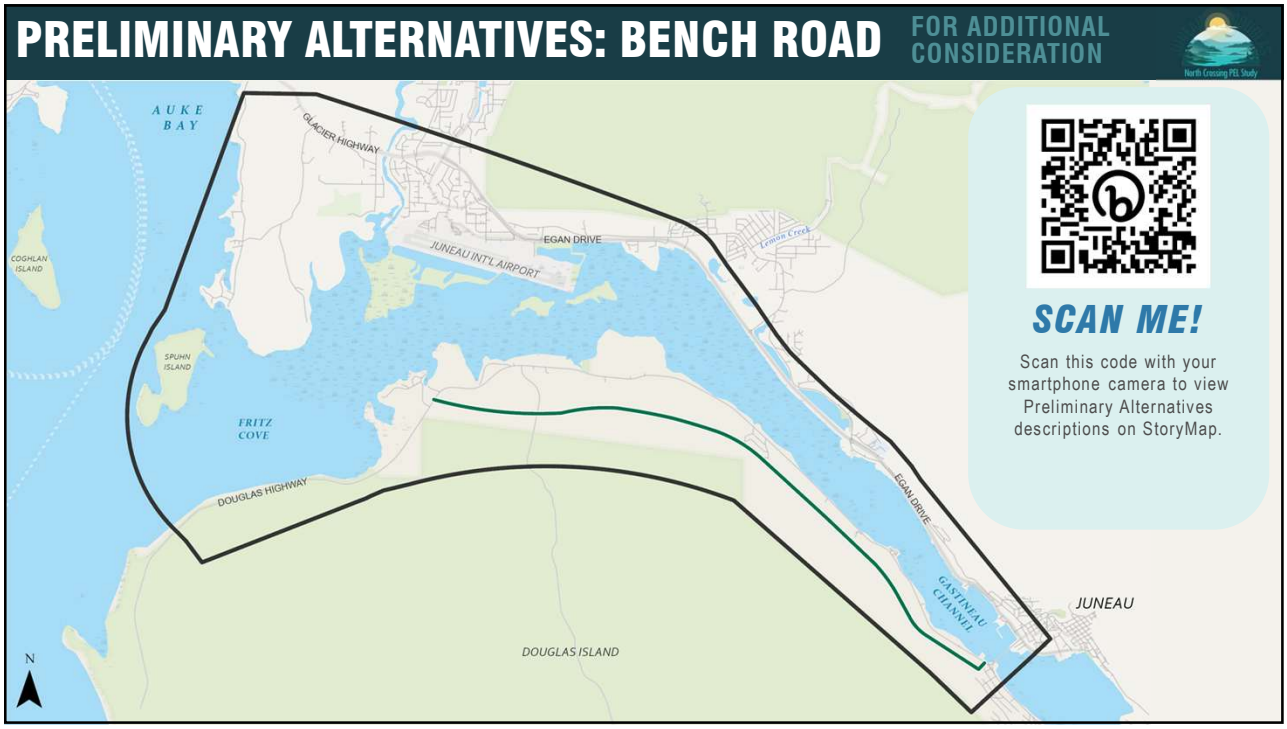
14


PRELIMINARY ALTERNATIVES: DOWNTOWN
AUKE BAY
GLACIER HIGHWAY
EGAN DRIVE
JUNEAU INT'L AIRPORT
Lemon Creek
COGHLAN ISLAND
SPUHN ISLAND
FRITZ COVE
DOUGLAS HIGHWAY
EGAN DRIVE
GASTINEAU CHANNEL
JUNEAU
DOUGLAS ISLAND
N
PLEASE NOTE THAT THE SHADING ON THESE ALTERNATIVES ILLUSTRATES THE RANGE OF POSSIBLE ALIGNMENTS AND TERMINI FOR EACH RATHER THAN THE ANTICIPATED FOOTPRINT.
SCAN ME!
Scan this code with your smartphone camera to view Preliminary Alternatives descriptions on StoryMap.

15


PRELIMINARY ALTERNATIVES: BENCH ROAD
FOR ADDITIONAL CONSIDERATION
AUKE BAY
GLACIER HIGHWAY
EGAN DRIVE
JUNEAU INT'L AIRPORT
Lemon Creek
COGHLAN ISLAND
SPUHN ISLAND
FRITZ COVE
DOUGLAS HIGHWAY
EGAN DRIVE
GASTINEAU CHANNEL
JUNEAU
DOUGLAS ISLAND
N
SCAN ME!
Scan this code with your smartphone camera to view Preliminary Alternatives descriptions on StoryMap.

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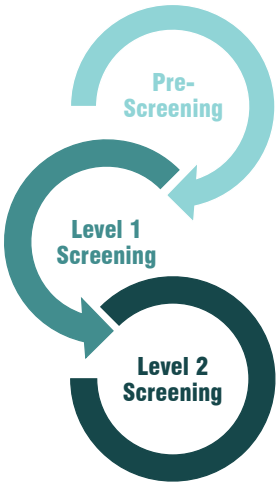
ALTERNATIVE DEVELOPMENT & SCREENING PROCESS

1. Develop the Purpose and Need Statement based on the existing conditions and public and advisory committee input.
2. Compile alternatives* based on previous studies and input from the advisory committees and the public
3. Pre-screening
4. Apply Level 1 Screening
5. Refine and conduct preliminary engineering
6. Apply Level 2 Screening
7. Further refine the recommended alternatives

*a "no build" alternative is carried forward through the screening process

17

ALTERNATIVE SCREENING OVERVIEW



- Elimination of alternatives that are not feasible based on professional judgement and available data
- Assessing alternatives based on location and buildability
- Merge similar alternatives as variants

PRE-SCREENING RESULT: Preliminary alternatives

- Elimination of alternatives that do not meet P&N
- Elimination of alternatives that do not meet specific regulatory requirements
- Early engineering and environmental evaluation to identify alternatives that are technically feasible, practical, implementable, and reasonable

LEVEL 1 SCREENING RESULT: Detailed alternatives

- Screening remaining alternatives using a broad range of qualitative and quantitative criteria
- Compare and rank the detailed alternatives

LEVEL 2 SCREENING RESULT: Recommended alternative(s) and project(s)

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WHAT'S NEXT?

Meeting #	Focus	When
1	▪ Baseline data and existing conditions ▪ Purpose and need	May 11, 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	Summer 2022
2	▪ Preliminary alternatives ▪ Detailed alternative screening criteria	Fall/Winter 2022
3	▪ Detailed alternative screening results ▪ Recommended alternatives ▪ Draft and Final PEL Study	Winter/Spring 2023

19

WE WANT YOUR FEEDBACK!

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
✆ (907) 465-4477

Alec Venechuk, CBJ Project Manager
✆ (907) 586-0800

Steve Noble, DOWL Project Manager
✆ (907) 562-2000

Nina Keller, DOWL Assistant Project Manager
✆ (907) 562-2000

✉ **Email:** JDNorthCrossing@dowl.com

Website: www.JDNorthCrossing.com

SCAN ME!

Scan this code with your smartphone camera to view Questionnaire on Preliminary Alternatives. Questionnaire will close at 5:00PM on January 20, 2023

20


WE WANT YOUR FEEDBACK!
Questionnaire will close at 5:00PM on January 20, 2023
Email: JDNorthCrossing@dowl.com
Website: www.JDNorthCrossing.com
JUNEAU DOUGLAS
North Crossing PEL Study
SCAN ME!
Scan this code with your smartphone camera to view Questionnaire on Preliminary Alternatives.

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State Project No. SFHWY00299
Federal Project No. 0003259

December 2022

PEL STUDY FACT SHEET

JUNEAU DOUGLAS
North Crossing PEL Study

Study Area

The study area is between Juneau and Douglas Island in the area north of the existing Douglas Island Bridge.



Study Overview

The City and Borough of Juneau has partnered with Alaska Department of Transportation and Public Facilities (DOT&PF) to study a possible transportation corridor to connect Juneau with the north end of Douglas Island. A connection has been studied since the 1980s but has not progressed beyond identification and recommendation of preliminary alternative alignments. The previous studies highlighted several reasons for a north crossing:

- Congestion during peak periods on the existing Douglas Island Bridge
- Concerns about safety and emergency response in the event of a bridge closure
- The potential for residential, commercial, industrial, and port development at west Douglas Island

DOT&PF has chosen the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island. The PEL process will provide opportunities for public input and involvement. The analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

PEL Study Schedule

SPRING 2022	SUMMER / FALL 2022	WINTER 2022 / 2023	SPRING 2023
Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes	**Evaluation Criteria, Develop & Screen Alternatives**	**Evaluate, Refine, & Select Alternatives**	**Finalize Documentation**
Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes	Identify Crossing Alternatives and Develop Screening Criteria	Preferred Alternatives, Screening, Draft PEL Study	Public Comment Period *(30 days)* and Finalize PEL Study

WE ARE HERE

- Public Meeting #1
- Advisory Committees Meeting #1
- Advisory Committees Workshop
- Pop-Up Listening Sessions
- Public Meeting #2
- Advisory Committees Meeting #2
- Advisory Committees Meeting #3
- Advisory Committees Meeting #4
- Public Meeting #3

WHAT IS A PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY AND WHAT ARE THE BENEFITS?

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process.
2. Saves cost and time; focuses expenditures on viable options.

The benefits of stronger linkages between the transportation planning and project development processes can include:

- **Stronger agency and public relationships:** Regulatory and resource agencies are involved early. Collaborative working relationships with the public support more involvement and opportunities.
- **Improved project delivery timelines:** The PEL process can avoid duplication of effort and speed up project delivery.
- **Earlier identification of key environmental resources:** Knowing which resources are present can help alternative selection and save time and money by moving forward alternatives that minimize impacts to environmental resources and the built environment.
- **Better funding and project development:** Engineering team involvement produces more reliable cost estimates and project schedules.
- **Build projects with better outcomes:** Knowledge of agency and community concerns help developers design projects that better serve the community's needs.
- **Flexible approach for development of transportation improvement strategies:** The PEL Study can propose solutions to develop a series of smaller independent, fundable projects that can be implemented over time while fitting within a larger or longer-term context.

How can I get involved?

- Contact the PEL study team: JDNorthCrossing@dowl.com
- Visit the PEL study website at: www.JDNorthCrossing.com
- Sign up on our website to receive updates
- Participate in Public Meetings (information available on the website)

The environmental review, consultation, 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.

Points of Contact

Email the PEL Study team at JDNorthCrossing@dowl.com

Marie Heidemann
DOT&PF Project Manager
(907) 465-4477

Nina Keller
DOWL PEL Assistant Project Manager
(907) 562-2000

Irene Gallion
CBJ Liaison
(907) 586-0753

For the latest updates and additional information about the study, visit:

www.JDNorthCrossing.com

Frequently Asked Questions

State/Federal Project No: SFHWY00299/0003259

1. What is the Juneau Douglas North Crossing PEL Study?

The City and Borough of Juneau (CBJ) has partnered with Alaska Department of Transportation and Public Facilities (DOT&PF) to study the potential for a transportation corridor to connect Juneau with the north end of Douglas Island.

DOT&PF has chosen the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island. The PEL process will provide opportunities for public input and involvement. The analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

2. What is a Planning and Environmental Linkages (PEL) Process?

A PEL Process is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process.
2. Saves cost and time; focuses expenditures on viable options.

3. What are the benefits of a PEL Process?

The benefits of stronger linkages between the transportation planning and project development processes can include:

- **Stronger agency and public relationships:** Regulatory and resource agencies are involved early. Collaborative working relationships with the public support more involvement and opportunities.
- **Improved project delivery timelines:** The PEL process can avoid duplication of effort and speed up project delivery.
- **Earlier identification of key environmental resources:** Knowing which resources are present can help alternative selection and save time and money by moving forward alternatives that minimize impacts to environmental resources and the built environment.
- **Better funding and project development:** Engineering team involvement produces more reliable cost estimates and project schedules.
- **Build projects with better outcomes:** Knowledge of agency and community concerns help developers design projects that better serve the community's needs.
- **Flexible approach for development of transportation improvement strategies:** The PEL Study can propose solutions to develop a series of smaller independent, fundable projects that can be implemented over time while fitting within a larger or longer-term context.

4. There have been studies in this area for over 40 years. What happened to those studies and why do a new one?

A north crossing between Juneau and Douglas Island has been the subject of numerous studies and analyses since the early 1980s, with multiple alternatives being evaluated and recommended. However, none have advanced beyond preliminary analysis.

Douglas Island Bridge accommodates over 14,000 vehicles per day. Delay is apparent during morning and evening peak periods also impacting intersection operations on either side of the bridge. When road closures are needed for maintenance or in an emergency, there are limited alternative accesses available between Douglas Island and Juneau. Active transportation facilities for pedestrians and bicyclists are only provided on one side of the bridge.

Land to accommodate future population development in Juneau is constrained by topography and local geological conditions. Land on the west side of Douglas Island is viewed as promising areas for future development. Studies indicate that the design and congestion of the existing highway, and the distance between developable lands on Douglas Island and the existing Juneau Douglas bridge, have been impediments to development.

5. What is the study area?

The study area considers potential crossing locations between Douglas Island and Juneau in the area north of the existing Douglas Island Bridge. The study area is shown below:



6. What issues will the study address?

The study will consider:

- Purpose and need for a north crossing between Juneau and Douglas Island

- Range of alternative locations for a north crossing
- Transportation improvements needed to support a north crossing on Douglas Island and mainland Juneau
- Impacts to environmental resources, particularly recreational areas, wetlands and waterways, and the Mendenhall Wetlands State Game Refuge
- Impacts to neighborhoods and residents
- Financial Strategies to fund a potential crossing

Issues will continue to be added as the PEL study progresses.

7. What is the Purpose and Need of this study?

The **purpose** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau. The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

An improved connection to Douglas Island should address the following **needs**:

Alternate access and transportation infrastructure resilience

The community has expressed concerns regarding the lack of an alternate access during emergencies and the City and Borough of Juneau (CBJ) has identified the issue in the 2013 Comprehensive Plan. In the event of the Douglas Island Bridge or another single route travel corridor in the area (North Douglas Highway or Egan Drive) being inaccessible or out of service, emergency response would be delayed, and residents cut off from the access to workplace and critical resources.

Decrease traffic pressure on Douglas Island Bridge and its intersections

The traveling public is currently experiencing delays and congestion on the Douglas Island Bridge and its intersections during the peak travel times. Analyses indicate that the intersections operate at or over capacity during peak travel times and will continue to deteriorate based on estimated future traffic counts.

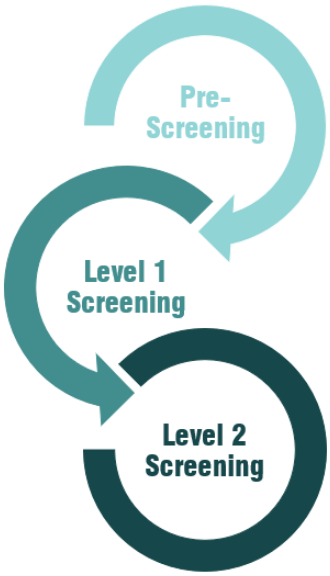
The identified alternative(s) should also strive to meet these **additional goals**:

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect the public health and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

8. How is this PEL Study being funded?

This is a federally funded project led by the Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the City and Borough of Juneau (CBJ).

9. What is the Alternative Screening Process?



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- Merge similar alternatives as variants

PRE-SCREENING RESULT: Preliminary alternatives

- Elimination of alternatives that do not meet P&N
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LEVEL 1 SCREENING RESULT: Detailed alternatives

- Screening remaining alternatives using a broad range of qualitative and quantitative criteria
- Compare and rank the detailed alternatives

LEVEL 2 SCREENING RESULT: Recommended alternative(s) and project(s)

10. How and when will public input be considered?

Public input will influence PEL process and the recommendations of the PEL Study. This study outlines three (3) Public Open House meetings:

- Open House No. 1 occurred on Wednesday, May 11, 2022, virtually
- Listening Sessions at Discover Eaglecrest Day and Safeway occurred on Saturday, September 17, 2022
- Open House No. 2 on Monday, December 12, 2022, 4:00-6:00 p.m. at the Juneau Arts and Culture Center (JACC)
- Open House No. 3 will be held in Spring 2023

In addition to the Public Open House meetings, the study team will accept comments throughout the PEL study process. The earlier input is received, the easier it is for the study team to incorporate it into the alternatives, analysis, and recommendations. Email your comments to the team at JDNorthCrossing@dowl.com.

11. How can I find out more about and be involved in the PEL Study?

- Visit the PEL study website: www.JDNorthCrossing.com
- Sign up to receive study update emails from the website
- Contact the PEL study team: JDNorthCrossing@dowl.com
- Participate in Public Meetings

The environmental review, consultation, 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.

Public Open House No. 2

December 12, 2022, 4:00 – 6:00 p.m., Juneau Arts & Culture Center

The Alaska Department of Public Facilities (DOT&PF) and City and Borough of Juneau (CBJ) hosted the second Public Open House for the Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study on Monday, December 12, 2022, at the Juneau Arts and Culture Center (JACC). Attendees began arriving for the event at 3:45 p.m. While there was no formal presentation, attendees had the opportunity to view project information shared on project boards, including the PEL Study background and progress to date, study schedule, study purpose and need statement, preliminary alternatives, and initial screening criteria. Attendees had the opportunity to provide feedback and ask questions of the study team members present. Feedback on the preliminary alternatives and initial screening criteria was collected at the Public Open House and will be collected through February 3, 2023, via an online survey and any other communication method preferred by the public.

In addition to ten study team members, over 100 members of the public, elected officials, and media attended.

Question and Comments Summary

Comments received verbally and in writing were mixed as to support for or against a north crossing. A survey to gather feedback on the preliminary alternatives will remain open until February 3, 2023. The following comments summary is based on discussions with study team members and comments submitted in writing during and via email following the Public Open House.

- Concerns about Fish Creek Park
- Support for designs that protect the Mendenhall Wetlands State Game Refuge (Refuge) and concerns about impacts to the Refuge
- Concerns about Fritz Cove wildlife habitat
- Preference to balance wetland impacts, airport impacts, and construction costs
- Concerns about impacts to homes and neighborhoods
- Residents that are impacted by specific projects should have their comments weighted more heavily
- Concerns about noise, light pollution, and viewshed impacts
- Concerns with building a north crossing prior to building a bench road or improving existing roads
- Support for a bench road
- Upgrading utility services prior to building a north crossing
- Support of opening development on Douglas Island
- Support for a north crossing if it leads to increased affordable housing options

- Improvements for freight transportation
- Support of a north crossing to provide emergency access when access to the Douglas Island Bridge is blocked
- Would improve public safety
- Concerns that additional traffic on North Douglas highway would lead to safety issues
- Concerns about marine transit and access to the Mendenhall River
- Concerns that Native communities and organizations are not included in the process
- Comments that a project must be cost effective
- Unnecessary use of taxpayer money that could be used for other projects
- Concerns about future maintenance costs
- Concerns that a north crossing would lead to additional pollution
- Questions about when a project could feasibly be expected
- Questions about when an environmental or National Environmental Policy Act (NEPA) document would be available for public review
- Concerns about a lack of formal presentation at the Public Open House
- Concerns about a lack of a live online public meeting
- Concerns that the purpose and need statement is specifically focused on transportation rather than the entire depth of issues and concerns of a north crossing
- Support for an alternative that is farthest from the Douglas Island Bridge
- Support for using lands owned by the State or CBJ
- Design a bridge structure that minimizes environmental disturbance
- Concerns for impacts to recreation activities
- Concerns about impacts to fishing
- Concerns that habitat baseline data is incomplete or insufficient
- Questions about the screening criteria and evaluation process
- Support for specific alternatives or locations:
    - Sunny Point
    - Vanderbilt
    - No build
    - Mendenhall Peninsula
    - Salmon Creek
    - North Airport
    - At the intersection with Lemon Creek

- Requests to eliminate or avoid specific alternatives:
  - Mendenhall Peninsula
  - North Airport
  - Eagle Creek
  - Salmon Creek

Action Items and Next Steps

- Update Frequently Asked Questions (FAQ) based on comments and questions from public.
- Post meeting materials to project website.
- Distribute online survey for additional comments to the study team.
- Distribute public comments to the study team and respond to concerns.

North Douglas - bad idea:
Destroy Fish Creek Park +
Salmon Run + businesses about
fishing. BAD Ideas. Also
mountain top ~~[illegible]~~ removal put
homes in jeopardy.

Like Sunny Point alternative
or Vanderbilt Hill

To receive updates, please enter your name and contact information.

Name: my

Address:

Email: [redacted]

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager

[redacted]

Irene Gallion, CBJ Liaison

[redacted]

Nina Keller, DOWL Assistant Project Manager

[redacted]

Email: **JDNorthCrossing@dowl.com**

Website: **www.JDNorthCrossing.com**

Scan this code with your smartphone or visit https://bit.ly/JDNCStoryMap to view the Questionnaire on Preliminary Alternatives. The survey closes on January 20, 2023.

JUNEAU DOUGLAS
North Crossing PEL Study

A design worth supporting should protect the Refuge and Fritz Cove habitat; protect the residential areas along N.D. Highway; and make economic sense.

So Mendenhall Peninsula route should be lowest, and Vanderbilt Hill route should be highest.

To receive updates, please enter your name and contact information.

Name: _____

Address: _____

Email: _____

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager

[redacted]

Irene Gallion, CBJ Liaison

[redacted]

Nina Keller, DOWL Assistant Project Manager

[redacted]

Email: JDNorthCrossing@dowl.com

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JUNEAU DOUGLAS

North Crossing PEL Study

Vanderbilt connection seems to balance wetlands impacts, minimize airport impacts & construction costs.

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
[redacted]

Irene Gallion, CBJ Liaison
[redacted]

Nina Keller, DOWL Assistant Project Manager
[redacted]

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To receive updates, please enter your name and contact information.

Name: Mandy Cole

Address: [redacted]

Email: [redacted]

JUNEAU DOUGLAS
North Crossing PEL Study

No second crossing is needed. The only congestion I have ever seen at the bridge is the Independence Day festivities in Douglas after the down-town parade. It is unneccesary. If the people that will benefit from the deep water port want to build a crossing it should be them buying property and funding this. I built my home 25 years ago after purchasing the property and my home is dear to me. The peace I find there is everything to me. Tlingit aani is my homeland. How about first building up infrastructure on N Douglas Hwy before proceeding further with the crossing? No one past a certain point, maybe mile 3, has city sewer. Shouldn't that be taken care of first?

PROJECT CONTACTS:

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Irene Gallion, CBJ Liaison
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Nina Keller, DOWL Assistant Project Manager
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To receive updates, please enter your name and contact information.

Name: Freda Westman

Address: [redacted]

Email: [redacted]

JUNEAU DOUGLAS North Crossing PEL Study

Are you working with the Central Council of Tlingit and Haida Indian Tribes and Douglas Indian Associations?

how about widening the highway and putting in bike paths. Shouldn't that be taken care of first? This process shouldn't be by popular vote because is that the best idea.

- First, I support another mainland / Douglas Island crossing. Completion of A project is significant for Juneau's future.
- Second, A western project is preferred. The farther from the current bridge the more advantageous for safety + commerce concerns.
- Third, A cost effective project is perferred but secondary to a western location. This is a balance between better community traffic flow, commerce enhancements, and overall cost.

To receive updates, please enter your name and contact information.

Name: Dan Habeger

Address: [redacted]

Email: [redacted]

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager [redacted]

Irene Gallion, CBJ Liaison [redacted]

Nina Keller, DOWL Assistant Project Manager [redacted]

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JUNEAU DOUGLAS North Crossing PEL Study

The accident on Egan last week demonstrated another need for the crossing. Alternate routes when Egan is closed

The Mendenhall peninsula route makes the most sense to me

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager [redacted]

Irene Gallion, CBJ Liaison [redacted]

Nina Keller, DOWL Assistant Project Manager [redacted]

Email: JDNorthCrossing@dowl.com

Website: www.JDNorthCrossing.com

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To receive updates, please enter your name and contact information.

Name: Ron Flint

Address: [redacted]

Email: [redacted]

JUNEAU DOUGLAS North Crossing PEL Study

Strongly Support
Preference is Alternative Peninsula

Opens Development - Commercial
Opens Housing opportunity
Emergency Access when Roads is
Blocked as Recently on Egan. Having
Added Access is a public Safety
issue.

To receive updates, please enter your name and contact information.

Name: DENNIS DEWITT

Address: [redacted]

Email: [redacted]

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager

[redacted]

Irene Gallion, CBJ Liaison

[redacted]

Nina Keller, DOWL Assistant Project Manager

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JUNEAU DOUGLAS
North Crossing PEL Study

I ~~would~~ am most swayed by a plan that will make more affordable housing available in Juneau.
I was very interested in and influenced by - Senator Kiehl's explanation/proposal re: bringing sewer to area between N Douglas & Bay view so that housing density could be increased there.
That is far more convincing than opening up ~~to~~ areas in W. Douglas for housing for rich folks.
I understand that the bench road is a separate project and from everything I have heard so far, it seems very worthwhile
That said, I would want to find a way to cross at Sunny Pt or Salmon Creek or closer to bridge that has minimum impact on and maximum input from the people leaving adjacent to the new bridge

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
[redacted]
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Nina Keller, DOWL Assistant Project Manager
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To receive updates, please enter your name and contact information.

Name: Brenda Taylor
Address: [redacted]
Email: _____

JUNEAU DOUGLAS North Crossing PEL Study

Mark Brown
[redacted]

The J-D. Crossing
Important for Public Safety
Department of Transportation
Secretary Pete Buttegieg
This is very important!

To receive updates, please enter your name and contact information.

Name: _____

Address: _____

Email: _____

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
[redacted]

Irene Gallion, CBJ Liaison
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JUNEAU DOUGLAS
North Crossing PEL Study

The choice through the Peninsula (purple) makes a longer transportation corridor.
As development happens in North Douglas, the bigger circle will be more efficient than the smaller circles

Also it would open up city property on the peninsula & make more land available for housing

To receive updates, please enter your name and contact information.

Name: Beth Weldon

Address: _____

Email: _____

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager

[redacted]

Irene Gallion, CBJ Liaison

[redacted]

Nina Keller, DOWL Assistant Project Manager

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JUNEAU DOUGLAS
North Crossing PEL Study

(1) I'm also curious about (low income) residents of Lemon Creek and how to ensure that they are involved in this process. Could you go directly to them to ask for their input

(2) Similarly, how are the Native community & tribal gov'ts being involved - both re: their role as landowners in N. Douglas & their advice about how to connect w/ Native community / residents.

To receive updates, please enter your name and contact information.

Name: Brenda Taylor

Address: _____

Email: _____

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager

[redacted]

Irene Gallion, CBJ Liaison

[redacted]

Nina Keller, DOWL Assistant Project Manager

[redacted]

Email: JDNorthCrossing@dowl.com

Website: www.JDNorthCrossing.com

Scan this code with your smartphone or visit https://bit.ly/JDNCStoryMap to view the Questionnaire on Preliminary Alternatives. The survey closes on January 20, 2023.

JUNEAU DOUGLAS North Crossing PEL Study

I do not feel that there is a need for a 2nd crossing - an absolute waste of money from tax payers

We have consistent days where we have no air access and yet noone is saying build a ~~boat~~ second airport out Eagle beach for medevac services

The days of building stuff just because we can should end and we should think about what we really need long term for a community not based on what the Chamber thinks

To receive updates, please enter your name and contact information.

Name: Joseph Roth

Address: [redacted]

Email: [redacted]

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager [redacted]

Irene Gallion, CBJ Liaison [redacted]

Nina Keller, DOWL Assistant Project Manager [redacted]

Email: JDNorthCrossing@dowl.com

Website: www.JDNorthCrossing.com

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JUNEAU DOUGLAS North Crossing PEL Study

How do you balance the difference in votes/suggestions coming from those that live in these areas vs just overall Juneau, or people less affected by the bridge? You currently count all comments the same, but I thing the local residents of N. Douglas and other tie in spots should get more say.

How will CBJ afford additional sewage, road maintenance, plowing and police/fire service when N-Douglas is either developed, or more cars are using the roads leading to crashes?

Will the construction be able to handle vehicle pollution in an advanced way or is it just a bridge as they all are and no innovation?

Why don't we spend this money to replace Juneau culverts that are horrible for fish passage? Buy more plows, employ more people or fund our teachers for once? This is such a waste again.

To receive updates, please enter your name and contact information.

Name: _____

Address: _____

Email: _____

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager

[redacted]

Irene Gallion, CBJ Liaison

[redacted]

Nina Keller, DOWL Assistant Project Manager

[redacted]

Email: JDNorthCrossing@dowl.com

Website: www.JDNorthCrossing.com

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JUNEAU DOUGLAS North Crossing PEL Study

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager

[redacted]

Irene Gallion, CBJ Liaison

[redacted]

Nina Keller, DOWL Assistant Project Manager

[redacted]

Email: JDNorthCrossing@dowl.com

Website: www.JDNorthCrossing.com

Scan this code with your smartphone or visit https://bit.ly/JDNCStoryMap to view the Questionnaire on Preliminary Alternatives. The survey closes on January 20, 2023.

To receive updates, please enter your name and contact information.

Name: DOROTHY FRARY

Address: [redacted]

Email: [redacted]

JUNEAU DOUGLAS

North Crossing PEL Study

Comment

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager

[redacted]

Irene Gallion, CBJ Liaison

[redacted]

Nina Keller, DOWL Assistant Project Manager

[redacted]

Email: JDNorthCrossing@dowl.com

Website: www.JDNorthCrossing.com

Scan this code with your smartphone or visit https://bit.ly/JDNCStoryMap to view the Questionnaire on Preliminary Alternatives. The survey closes on January 20, 2023.

To receive updates, please enter your name and contact information.

Name: _____

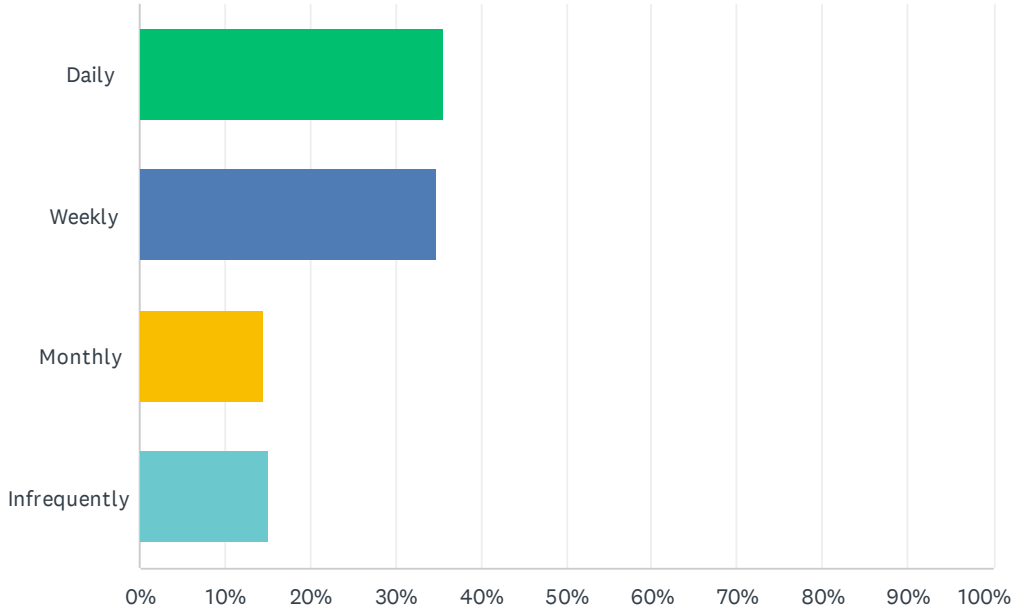
Address: _____

Email: _____

JUNEAU DOUGLAS
North Crossing PEL Study

Q1 How often do you travel between Juneau and Douglas Island?

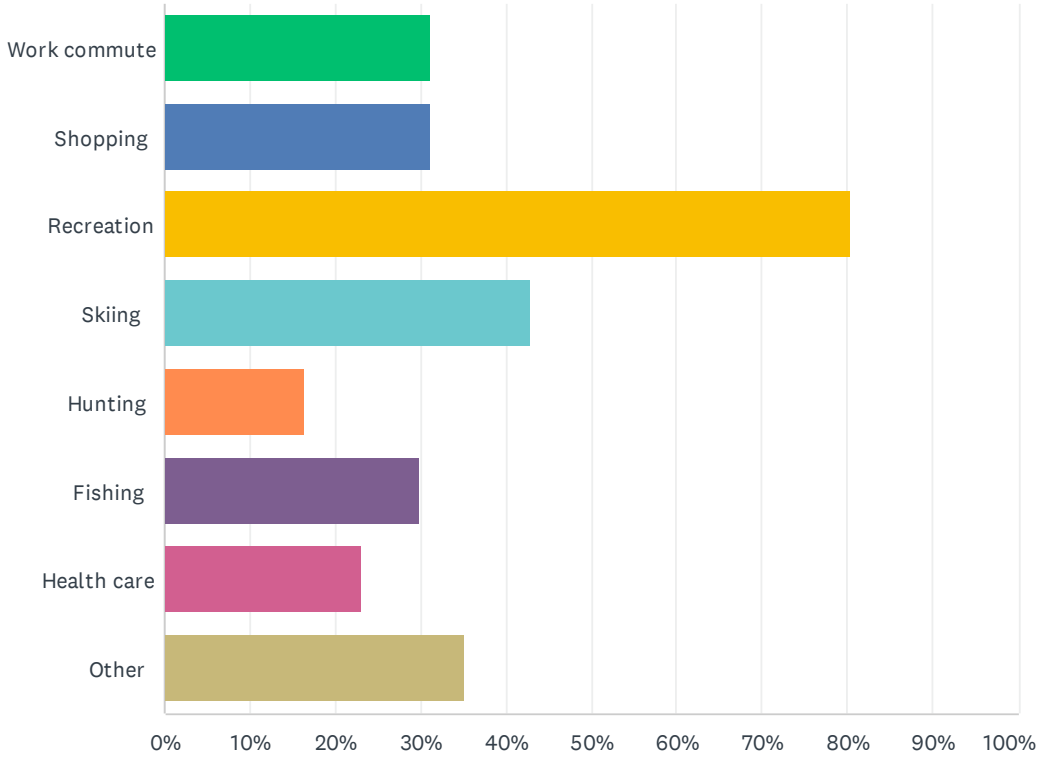
Answered: 1,012 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	35.57%	360
Weekly	34.78%	352
Monthly	14.53%	147
Infrequently	15.12%	153
TOTAL		1,012

Q2 Why do you cross the Juneau Douglas Bridge? (Select all that apply)

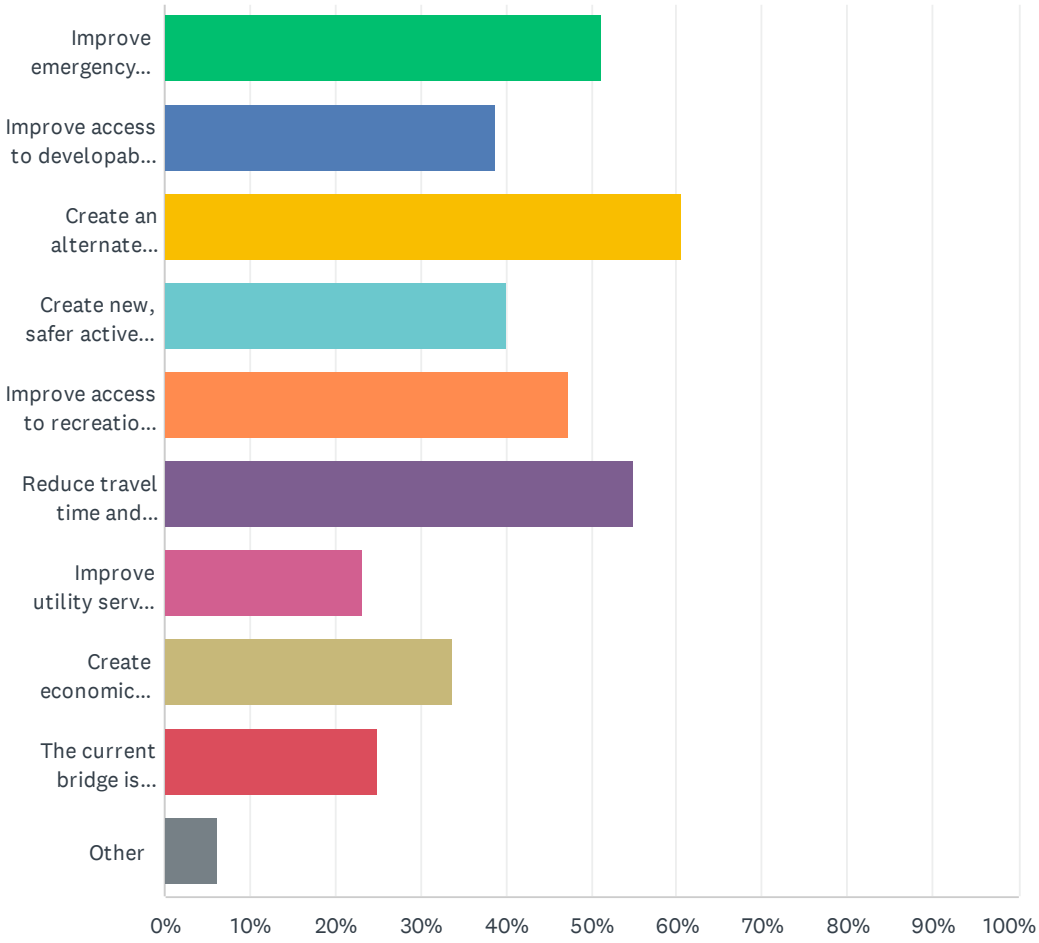
Answered: 1,012 Skipped: 0



ANSWER CHOICES	RESPONSES	
Work commute	31.13%	315
Shopping	31.13%	315
Recreation	80.43%	814
Skiing	42.79%	433
Hunting	16.40%	166
Fishing	29.94%	303
Health care	23.02%	233
Other	35.28%	357
Total Respondents: 1,012		

Q3 Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

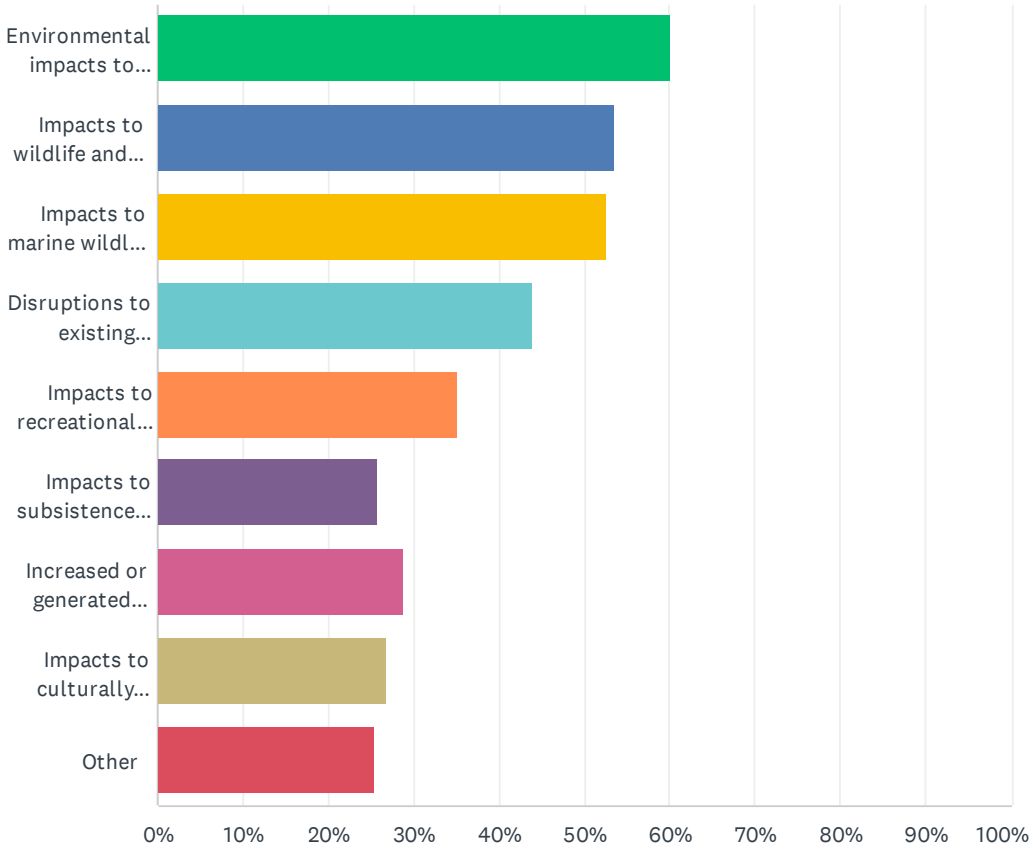
Answered: 1,012 Skipped: 0



ANSWER CHOICES	RESPONSES	
Improve emergency response time for those living on North Douglas Island.	51.09%	517
Improve access to developable lands on North and West Douglas Island.	38.83%	393
Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.	60.47%	612
Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).	40.02%	405
Improve access to recreation opportunities on Douglas Island.	47.23%	478
Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.	55.04%	557
Improve utility service on Douglas Island.	23.32%	236
Create economic opportunities in the Juneau and Douglas Island areas.	33.70%	341
The current bridge is sufficient for travel to and from Douglas Island.	25.00%	253
Other	6.13%	62
Total Respondents: 1,012		

Q4 What concerns do you have about a north crossing alternative route? (Select all that apply)

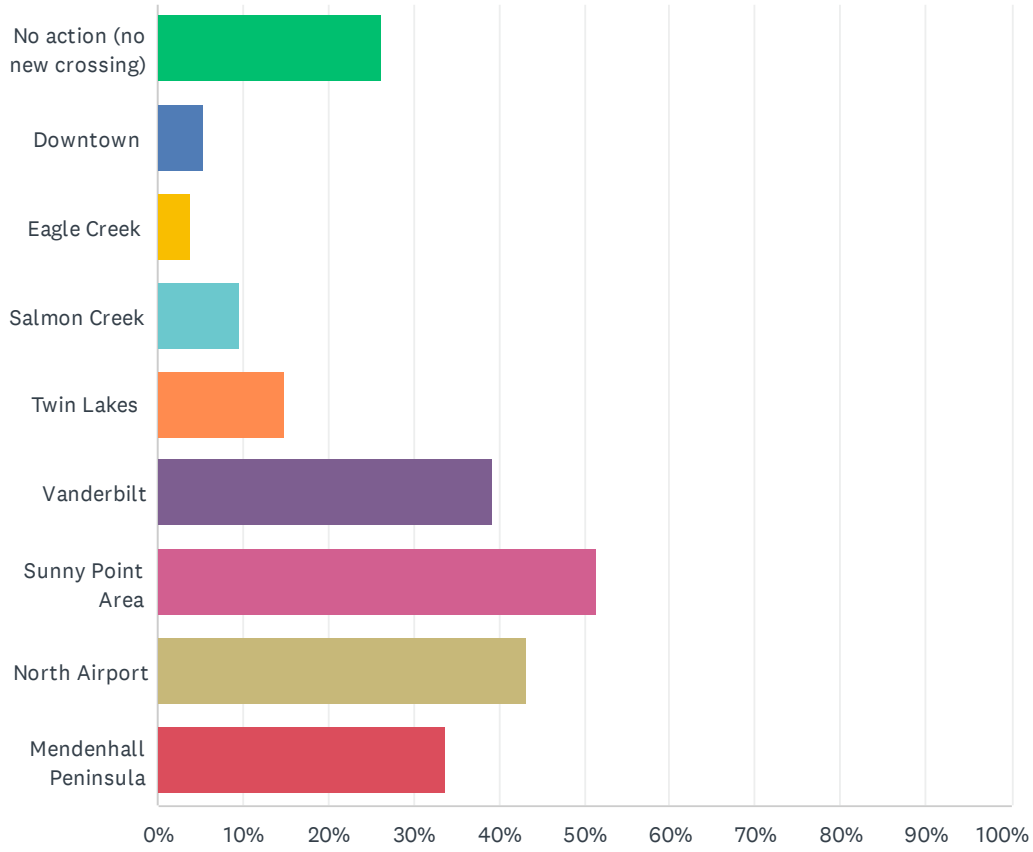
Answered: 1,012 Skipped: 0



ANSWER CHOICES	RESPONSES	
Environmental impacts to wetlands	60.08%	608
Impacts to wildlife and birds	53.46%	541
Impacts to marine wildlife and fish	52.57%	532
Disruptions to existing neighborhoods in Juneau or on Douglas Island	43.97%	445
Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)	35.18%	356
Impacts to subsistence activities	25.79%	261
Increased or generated traffic on Douglas Island	28.75%	291
Impacts to culturally significant areas	26.78%	271
Other	25.40%	257
Total Respondents: 1,012		

Q5 Please select up to three (3) alternatives that you would suggest for a north crossing:

Answered: 1,012 Skipped: 0



ANSWER CHOICES	RESPONSES	
No action (no new crossing)	26.19%	265
Downtown	5.34%	54
Eagle Creek	3.85%	39
Salmon Creek	9.58%	97
Twin Lakes	14.92%	151
Vanderbilt	39.33%	398
Sunny Point Area	51.48%	521
North Airport	43.18%	437
Mendenhall Peninsula	33.70%	341
Total Respondents: 1,012		

Q6 Please provide any additional feedback or suggestions for the Study Team to consider.

Answered: 410 Skipped: 602

Q7 Please complete this section if you would like to be added to the list to receive updates.

Answered: 439 Skipped: 573

ANSWER CHOICES	RESPONSES	
Name	97.49%	428
Company	0.00%	0
Address	90.66%	398
Address 2	0.00%	0
City/Town	93.85%	412
State/Province	93.17%	409
ZIP/Postal Code	93.85%	412
Country	0.00%	0
Email Address	95.67%	420
Phone Number	0.00%	0

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 09, 2022 12:08:21 PM
Last Modified: Friday, December 09, 2022 12:16:42 PM
Time Spent: 00:08:21
IP Address: 64.62.250.252

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Please consider...

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#2

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
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Last Modified:	Friday, December 09, 2022 5:48:50 PM
Time Spent:	00:05:33
IP Address:	137.83.37.47

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Restaurants

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#3

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
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Last Modified:	Saturday, December 10, 2022 3:09:47 AM
Time Spent:	00:06:13
IP Address:	24.237.29.83

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Work

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

NONE!!

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Just proceed with the construction. 100% of the individuals or parties who will disapprove any construction or placement of new second bridge, will use the bridge as a crossing with zero protest or hesitation once completed. Some people just like to bitch and complain about everything here in Juneau.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Tom Pauser**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#4

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Saturday, December 10, 2022 6:06:54 AM
Last Modified:	Saturday, December 10, 2022 6:09:31 AM
Time Spent:	00:02:37
IP Address:	24.237.17.59

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

visiting friends and family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#5

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
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Last Modified: Saturday, December 10, 2022 10:09:25 AM
Time Spent: 00:05:04
IP Address: 24.237.22.161

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None of the above

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Juneau has needed a second crossing for years. Build the bridge.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#6

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Saturday, December 10, 2022 10:57:20 AM
Last Modified: Saturday, December 10, 2022 11:06:29 AM
Time Spent: 00:09:09
IP Address: 24.237.10.154

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The amount of money it would cost to build this is going to far out weight the time it takes people to drive the additional 15 mins to North Douglas. Also, since this would likely cost in the 100s of millions for any crossing, why isn't a tunnel being considered. It would eliminate most impacts to the wetlands and airport.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 10, 2022 12:04:47 PM
Last Modified: Saturday, December 10, 2022 12:16:28 PM
Time Spent: 00:11:40
IP Address: 24.237.3.181

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Visit friends and family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Because Juneau's population has barely increased the past 22 years, existing DOT road improvements are needed, and this very topic has been rejected numerous times in the past, I have to wonder why the second crossing continues to be addressed? The "Purpose and Need" section of the website is not logical.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#8

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Saturday, December 10, 2022 2:07:46 PM
Last Modified: Saturday, December 10, 2022 2:34:17 PM
Time Spent: 00:26:30
IP Address: 216.67.21.56

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

visiting family, getting haircuts, eating out

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Other (please specify):

cost

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Salmon Creek,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Please drop Mendenhall Peninsula and north airport alternatives - too much habitat loss, too long, too far from population concentration. From the scale of the map I cannot tell if the project would use the existing Mendenhall Peninsula and Engineers Cutoff roads. If so, a crossing using them would seriously reduce property values and essentially destroy this uniquely Alaskan neighborhood. Engineers Cutoff and Mendenhall Peninsula Road cannot handle existing traffic safely. There are already traffic issues on these roads and they cannot handle much more without being completely rebuilt including making them significantly wider and condemning a lot of property to accomplish that. They have a lack of shoulders, deep ditches and poor sight lines. Connecting in the area from the hospital to Fred Meyers makes most sense in terms of public safety, access and least impact to existing neighborhoods. You are already working on fixing the safety issues with the Fred Meyer intersection and if the second crossing is to happen, it should be part of the considerations for the Fred Meyer intersection. Don't select alternatives that would eliminate houses. To widen Engineers Cutoff and Mendenhall Peninsula road would potentially take out at least half a dozen homes, some of which are multifamily. Also I think it would be out of the realm of any fiscal reality to obtains the funds that would be necessary for either of these alternatives considering the length of a causeway/bridge system that would have to be constructed and the cost of condemnation of an unknown number of private parcels to widen the access roads. I personally would like a second crossing but am not sure that it is necessary at this time or in the next 20 years. I have lived in Juneau for over 60 years so have seen a lot of change but the population has not grown nearly has much in the last 20 years and in the previous 40.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#9

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, December 10, 2022 3:44:21 PM
Last Modified:	Saturday, December 10, 2022 3:51:23 PM
Time Spent:	00:07:01
IP Address:	24.237.6.56

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

It needs to be economically feasible and functional.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Keep it economical, reasonable, and simple.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Michael Neussl**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 10, 2022 3:29:12 PM
Last Modified: Saturday, December 10, 2022 3:56:34 PM
Time Spent: 00:27:21
IP Address: 24.237.21.182

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

There are as many potential purposes for a second crossing as there are people; need is subjective as long as the existing bridge is in service. If a need existed for a second crossing there would be one. If a need for a second crossing presents itself consider immersed tube for Vanderbilt location. Any siting closer to the existing bridge is waste.
48 year resident and engineer.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Gary L Sonnenberg**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 10, 2022 5:37:26 PM
Last Modified: Saturday, December 10, 2022 5:39:47 PM
Time Spent: 00:02:20
IP Address: 24.237.30.117

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Thane or Rock Dump area to Douglas

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 10, 2022 6:10:14 PM
Last Modified: Saturday, December 10, 2022 6:18:35 PM
Time Spent: 00:08:20
IP Address: 24.237.3.181

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Cost!

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 10, 2022 7:14:05 PM
Last Modified: Saturday, December 10, 2022 7:26:03 PM
Time Spent: 00:11:58
IP Address: 24.237.12.58

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Eagle Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The Mendenhall Wetlands is a globally recognized important bird area. Any crossing that affects wetlands is not tenable for its impacts to local wildlife and the loss of recreational value for those that walk on the border of the State Wildlife Refuge. This type of habitat is unique and would not be replaceable with mitigation. I suggest, if it has not happened already, that there is an assessment of the condition of the current bridge. Is it likely to fail? Does it need work? Could it be widened? Could other traffic mitigations be made to improve congestion? Consider boats for EMS as needed.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Gwen Baluss**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#14

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, December 10, 2022 8:29:11 PM
Last Modified:	Saturday, December 10, 2022 8:42:58 PM
Time Spent:	00:13:46
IP Address:	65.74.55.99

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Meet friends and family that live on Douglas.
Restaurants/bar visits as well

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other,

Other (please specify):

The Spuhn Island connection would open up that island to realistic buyers of the property out there and connect near the North douglas boat launch

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

My only concern is impacts to the Airport's traffic flow if it's too close to the runway approach areas.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I think a lower height span bridge from the Mendenhall peninsula to the North douglas boat launch would provide the best placement and bridge style to not heavily impact wetlands (mostly ocean water crossing). The lower bridge height shouldn't negatively affect any aircraft traveling in the area as floatplanes often come around the southern tip of Mendenhall Peninsula at lower altitudes in Marginal weather. While also leaving ample room for the average skiff/kayak to get under it in all tides. A road or bridge off of Fritz Cove Road to Spuhn Island and then onto North Douglas would also be an interesting consideration.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Christopher O'Brien**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#15

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, December 11, 2022 6:55:14 AM
Last Modified: Sunday, December 11, 2022 6:59:46 AM
Time Spent: 00:04:31
IP Address: 24.237.28.18

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#16

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Sunday, December 11, 2022 10:34:49 AM
Last Modified:	Sunday, December 11, 2022 10:37:11 AM
Time Spent:	00:02:21
IP Address:	24.237.24.110

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

No new bridge necessary. We have boats for a reason.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Gabriel Cohen**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#17

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, December 11, 2022 4:00:23 PM
Last Modified: Sunday, December 11, 2022 4:01:35 PM
Time Spent: 00:01:11
IP Address: 107.115.29.106

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The north airport and Mendenhall peninsula routes would cause irreparable harm to wildlife and the wetlands preserve.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#18

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Sunday, December 11, 2022 3:59:58 PM
Last Modified:	Sunday, December 11, 2022 4:09:40 PM
Time Spent:	00:09:42
IP Address:	216.67.121.161

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Duck hunting on the mendenhall wetlands is a unique opportunity in Juneau. A route alternative that minimizes impact to hunting/hunters would be appreciated. Additionally, the navigable marine passage during hightide between Fritz Cove and Gastineau Channel is becoming less practical as glacial uplift and sediment continues to build. Unless there is long-term plans to dredge the channel, I don't believe accommodations are necessary for marine traffic. Instead large vessels should just be required to circumnavigate Douglas Island in the future.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jeremy Woodrow**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#19

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Sunday, December 11, 2022 6:51:42 PM
Last Modified:	Sunday, December 11, 2022 7:02:24 PM
Time Spent:	00:10:41
IP Address:	24.237.6.30

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Other (please specify):

Impacts to wildlife corridors, especially from Montana creek and the connecting valley northward. Wildlife use this corridor to travel the length of Mendenhall peninsula in their seasonal movements between overwintering locations and summer breeding and rearing locations. Wildlife migration corridors are important for both wildlife and wildlife/human interactions in residential and transportation developments

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Understanding and protecting wildlife migration corridors is critical for protecting our wildlife resources and reducing adverse wildlife/human interactions

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Susan Harris Walker**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 11, 2022 10:09:03 PM
Last Modified: Sunday, December 11, 2022 10:13:51 PM
Time Spent: 00:04:48
IP Address: 24.237.6.16

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Artemio Sandoval**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#21

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 12, 2022 8:39:16 AM
Last Modified:	Monday, December 12, 2022 8:51:38 AM
Time Spent:	00:12:22
IP Address:	24.237.8.73

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other (please specify):

visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

If the current bridge is salvageable no new construction is necessary. If it's not salvageable, construct a new bridge near the same location. I'm sure you can figure out a way to do that while keeping traffic flowing over the old one. I think this project is a ruse to give Goldbelt access to developing their property on North Douglas. Juneau's population is shrinking not growing. People work from home more now. Traffic is only a problem for a short time before and after work. More rush hour express buses to complement the new valley bus terminal can take many cars off the road. We don't need an additional bridge to move more cars.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#22

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 12, 2022 11:08:57 AM
Last Modified:	Monday, December 12, 2022 11:12:26 AM
Time Spent:	00:03:28
IP Address:	216.67.22.63

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Visit Friends / Family, Hiking, Sandy Beach Dog Walks, Camping, Louie's DUH!

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None, the new crossing is desperately needed now!

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Juneau needs this second crossing now, this is a vitally important project and Juneau cannot afford to miss this opportunity to make it happen now.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**David Summers**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 12, 2022 12:25:39 PM
Last Modified: Monday, December 12, 2022 12:31:26 PM
Time Spent: 00:05:46
IP Address: 158.145.15.22

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

visting friends, theater, resturants

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#24

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
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Last Modified:	Monday, December 12, 2022 2:48:56 PM
Time Spent:	00:03:56
IP Address:	137.83.37.10

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

,

Other

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The douglas bridge is near the end of its service life. Repair and maintenance of this current piece of infrastructure should be priority before wasting money building a often proposed, unneeded and expensive alternative.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Peter G Robertson**
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#25

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 12, 2022 2:57:10 PM
Last Modified: Monday, December 12, 2022 3:00:05 PM
Time Spent: 00:02:55
IP Address: 24.237.22.245

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visit family and friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

Commercial development on back side of Douglas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#26

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 12, 2022 3:19:42 PM
Last Modified: Monday, December 12, 2022 3:25:19 PM
Time Spent: 00:05:36
IP Address: 161.55.185.82

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

This bridge does not solve a current problem, and is not a priority for the communities most effected by it's construction and will not alleviate any traffic, rather create additional congestion on the mainland side.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This bridge will not solve the traffic issues currently in South Douglas. This bridge would create new traffic issues on the mainland side. The logo for this project is depicting what this area currently looks like and you should add a huge long bridge across your beautiful landscape because that's what you are proposing. Who asked for this? Where is the demand for this bridge? Is it Eagle Crest? Construction companies? Land owners that currently have no buildings even constructed yet? Have you considered just not ruining the things about Juneau and in particular North Douglas that made those residents choose to live there?

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Barb Lake**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#27

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 12, 2022 3:26:29 PM
Last Modified: Monday, December 12, 2022 3:30:08 PM
Time Spent: 00:03:38
IP Address: 158.145.15.25

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Other (please specify):

Church

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Vanderbilt area looks like a good option as it is mostly out of the wetlands, shorter and makes another direct connection to North Douglas.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Charles Collins**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#28

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 12, 2022 3:31:40 PM
Last Modified: Monday, December 12, 2022 3:38:47 PM
Time Spent: 00:07:07
IP Address: 24.237.25.239

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

home improvement resources

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

These two alternatives are the most logical to me as they meet the need, require the least disruption and are the most 'do-able' both financially and environmentally.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Gene Randall**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#29

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 12, 2022 3:47:19 PM
Last Modified:	Monday, December 12, 2022 3:54:58 PM
Time Spent:	00:07:39
IP Address:	24.237.14.74

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Fishing,

Other,

Other (please specify):

RELATIVES ON DOUGLAS

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

IN THE LONG RUN, IT WOULD BE IDEAL TO HAVE A DEEP WATER PORT ON THE BACKSIDE OF DOUGLAS. THIS COULD RE-ROUTE THE HEAVY TRUCK TRAFFIC AWAY FROM DOWNTOWN.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#30

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 12, 2022 4:24:41 PM
Last Modified: Monday, December 12, 2022 4:32:33 PM
Time Spent: 00:07:51
IP Address: 24.237.4.170

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Other,

Other (please specify):

Increased traffic on Juneau side where the new bridge meets the main land

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Only the Mendenhall Peninsula options seen to disrupt major residential areas so I hope you eliminate that option.

I like the tunnel idea since it wouldn’t add another thing to muck up the wetlands view but it sounds cost prohibitive.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#31

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 12, 2022 4:42:33 PM
Last Modified:	Monday, December 12, 2022 5:03:16 PM
Time Spent:	00:20:42
IP Address:	24.237.158.247

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Best use of dollars

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Pursue CG waiver to reduce the height of any bridge at Sunny Point. This option appears to be way cheaper than any alternative since much of it could be built with fill on land that is above high water.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Adrian Slater**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#32

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 12, 2022 6:05:15 PM
Last Modified:	Monday, December 12, 2022 6:07:23 PM
Time Spent:	00:02:07
IP Address:	107.122.81.139

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

---

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Thanks for the information. As I mentioned to a couple people, the meeting time was challenging for people working business hours.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#33

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 12, 2022 8:23:35 PM
Last Modified:	Monday, December 12, 2022 8:26:50 PM
Time Spent:	00:03:14
IP Address:	24.237.29.173

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kasen Spickler**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#34

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 12, 2022 8:49:51 PM
Last Modified: Monday, December 12, 2022 8:52:15 PM
Time Spent: 00:02:24
IP Address: 24.237.29.173

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care,

Other (please specify):

Live on North Douglas

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#35

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 12, 2022 8:50:42 PM
Last Modified:	Monday, December 12, 2022 8:54:42 PM
Time Spent:	00:04:00
IP Address:	216.67.43.136

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kaia Paul**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#36

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 12, 2022 8:58:52 PM
Last Modified:	Monday, December 12, 2022 9:00:37 PM
Time Spent:	00:01:44
IP Address:	65.74.53.98

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#37

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 12, 2022 9:06:35 PM
Last Modified: Monday, December 12, 2022 9:10:38 PM
Time Spent: 00:04:02
IP Address: 24.237.30.124

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Email Address [redacted]

#38

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 12, 2022 8:49:32 PM
Last Modified:	Monday, December 12, 2022 9:16:52 PM
Time Spent:	00:27:19
IP Address:	216.67.43.136

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Commerce

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Selecting an alternative other that sunny point. It’s the obvious choice for several reasons.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Mendenhall Penninsula would be a mega project. North airport would be a mega project. Sunny point would not be a mega project and is very constructible in an ideal location for connectivity to and from the valley and areas further north.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#39

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 12, 2022 9:31:32 PM
Last Modified:	Monday, December 12, 2022 9:38:59 PM
Time Spent:	00:07:26
IP Address:	24.237.8.207

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

visit family and friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

the what was called east sunny point route seems to have a lot of advantages. Existing interchange at egan drive, CBJ property at Henderson Point, short wetland crossing, lower cost.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Scott Lafavour**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#40

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 12, 2022 9:46:49 PM
Last Modified: Monday, December 12, 2022 9:52:20 PM
Time Spent: 00:05:30
IP Address: 63.140.105.177

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Cedar Stark**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#41

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 12, 2022 11:22:54 PM
Last Modified:	Monday, December 12, 2022 11:26:07 PM
Time Spent:	00:03:12
IP Address:	24.237.25.216

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

increase in carbon emissions and embedded carbon

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The analysis should address impacts on greenhouse gas emissions and climate change of all alternatives

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#42

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 12, 2022 8:50:43 PM
Last Modified: Tuesday, December 13, 2022 1:45:28 AM
Time Spent: 04:54:44
IP Address: 66.223.182.115

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care,

Other,

Other (please specify):

Home

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Cunstructing it anywhere but besides sunny point

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Mendenhall peninsula will take too much time (10-15 years?) and money ($$$) to design and build. Especially for a town of 32,000 people. That option would require significant intersection work at both ends. Not worth it, go with sunny point and tie it into existing infrastructure to save money and time.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**CARSON PAUL**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#43

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, December 13, 2022 2:26:55 AM
Last Modified:	Tuesday, December 13, 2022 2:34:39 AM
Time Spent:	00:07:43
IP Address:	166.198.34.26

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**P Fiorella**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#44

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, December 13, 2022 12:07:44 PM
Last Modified:	Tuesday, December 13, 2022 1:21:33 PM
Time Spent:	01:13:48
IP Address:	158.145.15.23

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Impacts to culturally significant areas,

Other,

Other (please specify):

Environmental justice impacts and how the alternative will provide the most equitable means for transportation from new homes to work places, stores, and recreation.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I think the team should expand the areas for alternatives between Eagle Creek and Downtown. There may be locations at Highland Drive, Norway Point, or by the UAS Technical School that are a better option and make tying into the existing network easier.

I don't see how the Eagle Creek alternative would retain navigability of the channel without lifting Egan Drive up considerably. The existing Juneau-Douglas Bridge has a 5% grade over 700ft to provide clearance over the channel and still suffers from barge strikes. How will the Eagle Creek alternative get a similar clearance in ~200ft to the navigable parts of the channel without significant dredging or relocation of the navigable portions?

The Sunny Point and Vanderbilt alternatives provide the best equitable solutions for new affordable housing on Douglas to access jobs located in Lemon Creek and the Valley, where census data shows the majority of Juneau's lower income jobs are located. It's also important that every alternative considers the potential for transit circulation and alternative modes of transportation that will lead to decarbonization and improved health/environment for Juneauites.

A Mendenhall Peninsula bridge alternative would severely detrimentally impact the vistas from N Douglas Hwy and the wetland. Please do not consider building a bridge here and if anything it may be more suitable for a tunnel than the North Airport alternative.

Please do not allow the voices of a few property owners concerned about property values to outweigh the value-add to housing supply of whatever alternative is chosen. Juneau released a Housing Action Plan in 2017 that analyzed cities around the US and concluded that time and again, greater availability of housing translates directly into higher property values which is opposite to the myth repeated by property owners worried that their property values will decrease if new homes are built near them.

When considering wetland and wildlife impacts I suggest the study team weighs the actual value to the ecosystem provided by the land to be used and doesn't just blanket assume all wetland has the same value. DOT has had much success with wetland mitigation in the past and an alternative's wetland impact should not be a deciding factor in its feasibility.

If the team is seriously considering tunnels, why not consider one in a more central and accessible location near Fred Meyer? It appears that a tunnel there would be shorter than North of the Airport and minimize the impacts that otherwise rendered it unfeasible?

More new road developments like the proposed bench road should definitely be pursued. Not only would it help divert through trips, but it increases transportation resiliency and opens up more land for development at a lower cost which is what Juneau needs to help with its housing crisis.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Steven Thater**
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#45

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 13, 2022 1:33:35 PM
Last Modified: Tuesday, December 13, 2022 1:34:43 PM
Time Spent: 00:01:08
IP Address: 24.237.2.69

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#46

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, December 13, 2022 1:48:20 PM
Last Modified:	Tuesday, December 13, 2022 1:51:14 PM
Time Spent:	00:02:53
IP Address:	24.237.23.163

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jacqueline fowler**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#47

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 13, 2022 1:58:32 PM
Last Modified: Tuesday, December 13, 2022 2:01:48 PM
Time Spent: 00:03:16
IP Address: 209.112.223.223

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Re: Future home site @ 11259 North Douglas Hwy

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Dwight Williams**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#48

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, December 13, 2022 4:08:51 PM
Last Modified:	Tuesday, December 13, 2022 4:15:57 PM
Time Spent:	00:07:06
IP Address:	136.226.54.253

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

visiting friends and family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

As a lifelong Juneau resident, I don't think that we need to invest in a second crossing. If we have concerns about the existing bridge, then we should invest infrastructure resources to improve the bridge we have. Maybe widen it to create multiple lanes of traffic across the bridge. The impacts on the wetlands and existing neighborhoods would be negative overall. I also don't believe that a bridge will improve housing access - it would only increase access to high cost, waterfront properties and not actually improve housing access for those who need it. Juneau has had very little growth over the past twenties years. The aging population means that we have fewer young families building their future in Juneau - which means we are likely to see population decreases. A second crossing is not needed.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kelly Manning**
Email Address	[redacted]

#49

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, December 13, 2022 4:26:37 PM
Last Modified:	Tuesday, December 13, 2022 4:30:57 PM
Time Spent:	00:04:19
IP Address:	158.145.15.24

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns build it

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This has been study and study, the benefits of a second crossing out way any concerns. Build it

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#50

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, December 13, 2022 5:14:29 PM
Last Modified:	Tuesday, December 13, 2022 5:17:09 PM
Time Spent:	00:02:39
IP Address:	216.67.7.113

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Luke Erickson**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#51

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 13, 2022 9:17:23 PM
Last Modified: Tuesday, December 13, 2022 9:21:10 PM
Time Spent: 00:03:47
IP Address: 24.237.24.26

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

I live on Douglas Island

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Other (please specify):

I live in Bayview subdivision and this will effect my daily life. I do not want a bridge coming into my quiet neighborhood. I moved here for the tranquility.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I live in Bayview subdivison. I do not want the crossing to affect all the people that live in my subdivision. The north airport and mendenhall peninsula routes will have a huge impact on my home.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Carissa Irwin**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#52

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 14, 2022 6:08:13 AM
Last Modified: Wednesday, December 14, 2022 6:26:37 AM
Time Spent: 00:18:24
IP Address: 24.237.15.121

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Other (please specify):

Airport Impact

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

-MP seems economically unfeasible and, on the Juneau side, would draw traffic into an area difficult to mitigate.
-NA (with tunnel and distance) also seems economically unfeasible, although I'd be interested in seeing more info on a tunnel under flight path, but over water the remainder.
-SP & V tie in nicely with existing infrastructure (Juneau side) and are sufficiently distant from existing bridge to satisfy the "large loop" attribute.
TL, SC, & EC, due to their relatively shorter crossing distance, may be less expensive, but are so close to the existing bridge that they don't satisfy the "large loop" desire and their primary benefit would seem to be as an alternative if the existing bridge is unusable, and a slight reduction to existing congestion.
D should be eliminated from consideration. There is risk that an event preventing the existing bridge from being used would similarly impact a second bridge, and it does little to achieve any goals other than congestion.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**BILL DIEBELS JR**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#53

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, December 14, 2022 8:26:47 AM
Last Modified:	Wednesday, December 14, 2022 8:29:41 AM
Time Spent:	00:02:53
IP Address:	158.145.15.25

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#54

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 14, 2022 8:51:25 AM
Last Modified: Wednesday, December 14, 2022 8:54:45 AM
Time Spent: 00:03:20
IP Address: 65.74.20.46

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**John L DeMuth**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#55

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, December 14, 2022 10:06:24 AM
Last Modified: Wednesday, December 14, 2022 10:08:09 AM
Time Spent: 00:01:44
IP Address: 24.237.150.53

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#56

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, December 14, 2022 11:52:27 AM
Last Modified: Wednesday, December 14, 2022 11:57:41 AM
Time Spent: 00:05:13
IP Address: 158.145.15.25

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Restaurant--Island Pub; Occasional Meetings at the DIB

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#57

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, December 14, 2022 2:19:09 PM
Last Modified: Wednesday, December 14, 2022 2:40:06 PM
Time Spent: 00:20:57
IP Address: 24.237.9.173

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

,

Other

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Why a new bridge? What does the new location serve that the old bridge does not. Is the committee expecting to build housing or business on north douglas? Will these people actually commute using the bridge or will they just use the old bridge? (Valley Housing to downtown work etc..) What is the data to back this up?

IE: if housing is developed on north douglas they would have to work in the valley for a new bridge to see any traffic. and if business is developed on north douglas then they would have to work in auke bay for the new bridge to see use. if both are developed, why not just live and work on douglas/north douglas.

If the question is solely about traffic, what about a Roundabout? or right turn only for Juneau side bridge intersection? It seems most traffic congestion is on the juneau side of the bridge, at the stop light. What does the traffic data say?

Could the old bridge be expanded to 3-4 lanes on top and move the pedestrian and bike path underneath the bridge and connect it to the existing tourist walkway?

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**abram leigh**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#58

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, December 14, 2022 8:51:51 PM
Last Modified: Wednesday, December 14, 2022 8:55:35 PM
Time Spent: 00:03:43
IP Address: 24.237.27.137

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4 What concerns do you have about a north crossing alternative route? (Select all that apply)	**Environmental impacts to wetlands,** **Impacts to wildlife and birds,** **Impacts to marine wildlife and fish,** **Disruptions to existing neighborhoods in Juneau or on Douglas Island**
Q5 Please select up to three (3) alternatives that you would suggest for a north crossing:	**Sunny Point Area,** **North Airport,** **Mendenhall Peninsula**
Q6 Please provide any additional feedback or suggestions for the Study Team to consider.	**Respondent skipped this question**
Q7 Please complete this section if you would like to be added to the list to receive updates.	**Respondent skipped this question**

#59

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 15, 2022 7:04:24 AM
Last Modified: Thursday, December 15, 2022 7:04:37 AM
Time Spent: 00:00:12
IP Address: 24.237.30.176

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#60

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 15, 2022 7:15:05 AM
Last Modified: Thursday, December 15, 2022 7:17:47 AM
Time Spent: 00:02:41
IP Address: 24.237.30.176

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#61

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, December 15, 2022 9:41:05 AM
Last Modified: Thursday, December 15, 2022 9:45:23 AM
Time Spent: 00:04:17
IP Address: 166.198.34.117

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

See friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#62

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, December 15, 2022 9:52:02 AM
Last Modified: Thursday, December 15, 2022 9:55:05 AM
Time Spent: 00:03:03
IP Address: 107.115.29.52

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#63

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Sunday, December 18, 2022 11:36:21 AM
Last Modified:	Sunday, December 18, 2022 11:38:53 AM
Time Spent:	00:02:32
IP Address:	24.237.30.124

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4 What concerns do you have about a north crossing alternative route? (Select all that apply)	**Impacts to wildlife and birds,** **Disruptions to existing neighborhoods in Juneau or on Douglas Island** **,** **Impacts to subsistence activities**
Q5 Please select up to three (3) alternatives that you would suggest for a north crossing:	**Sunny Point Area,** **North Airport,** **Mendenhall Peninsula**
Q6 Please provide any additional feedback or suggestions for the Study Team to consider.	**Respondent skipped this question**
Q7 Please complete this section if you would like to be added to the list to receive updates.	**Respondent skipped this question**

#64

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Sunday, December 18, 2022 6:41:32 PM
Last Modified:	Sunday, December 18, 2022 6:45:20 PM
Time Spent:	00:03:47
IP Address:	166.194.143.102

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Theresa Miller**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#65

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:05:12 AM
Last Modified: Monday, December 19, 2022 11:06:42 AM
Time Spent: 00:01:30
IP Address: 158.145.15.23

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

Unecessary expense

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

DO NOT build the second crossing

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#66

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:05:16 AM
Last Modified: Monday, December 19, 2022 11:10:03 AM
Time Spent: 00:04:46
IP Address: 65.74.54.48

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

No feature interests me. Do not want new bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

Increased traffic for those who use as one of the least traffic areas for road biking. Major EYESORE! And unnecessary.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This is a terrible idea and a waste of money. We do not need another bridge crossing. As stated above, there are environmental concerns, traffic concerns, it would be an eyesore, and it really would make little to no difference (especially if closer to current bridge) for commuting. NO NEW CROSSING!

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#67

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:10:15 AM
Last Modified: Monday, December 19, 2022 11:12:57 AM
Time Spent: 00:02:41
IP Address: 216.67.18.95

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Cost

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**David Hurlbut**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#68

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 11:09:37 AM
Last Modified:	Monday, December 19, 2022 11:13:55 AM
Time Spent:	00:04:17
IP Address:	104.193.114.213

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

hiking, dog walk, F&G

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

no concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Frank Bergstrom**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#69

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:11:06 AM
Last Modified: Monday, December 19, 2022 11:14:12 AM
Time Spent: 00:03:05
IP Address: 216.67.107.231

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Lyndsey Zeller**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#70

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 11:11:19 AM
Last Modified:	Monday, December 19, 2022 11:15:21 AM
Time Spent:	00:04:01
IP Address:	24.237.27.209

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Children's activities

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island,

Other (please specify):

Losing my home if the route goes over it. Destroying the quiet enjoyment of my home if the route goes very near.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Eagle Creek,

Salmon Creek,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

There is no mention anywhere in these materials of the number of existing homes that would have to be taken for each of the alternatives.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#71

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:11:48 AM
Last Modified: Monday, December 19, 2022 11:18:53 AM
Time Spent: 00:07:04
IP Address: 209.193.49.36

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The wetlands Preserve is an important waterfowl hunting area.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#72

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:24:12 AM
Last Modified: Monday, December 19, 2022 11:28:01 AM
Time Spent: 00:03:48
IP Address: 172.225.198.81

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Not only is it not Required or needed, it would cost too much and impact wildlife and marine life. It’s irresponsible for the city to be discussing this when the schools and other needed programs are all in debt or poorly funded.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Matthew S. Brown**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#73

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:28:14 AM
Last Modified: Monday, December 19, 2022 11:33:34 AM
Time Spent: 00:05:20
IP Address: 24.237.150.12

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other,

Other (please specify):

Access to a deep water port with a future barge landing on West Douglas

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Safety dictates that creating a "O" for the JUNEAU road system requires the new bridge link to be as far North as possible. There's little improvement to infrastructure the further South the new link is located.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Bruce Abel**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#74

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:31:50 AM
Last Modified: Monday, December 19, 2022 11:36:26 AM
Time Spent: 00:04:35
IP Address: 192.245.44.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing,

Other,

Other (please specify):

Purchasing items private party

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

extreme cost of the Peninsula or Airport crossing Sunny point and south create much less benefit.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Public safety is not a driving factor for the second crossing. There are very few "emergency" calls to north Douglas and the fire service area ends at the boat launch.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#75

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:36:14 AM
Last Modified: Monday, December 19, 2022 11:39:14 AM
Time Spent: 00:02:59
IP Address: 139.64.185.32

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Cost and effectiveness as a route

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

An important factor for me in choosing my preferred alternative is whether it offers quicker and more convenient access between the Mendenhall Valley and North Douglas, given that these are the most disconnected population centers.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**James Brooks**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#76

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:37:01 AM
Last Modified: Monday, December 19, 2022 11:40:20 AM
Time Spent: 00:03:18
IP Address: 193.37.33.54

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Mendenhall Peninsula route is a non-starter due to impacts on Fritz Cove and reduced benefits compared to other alternatives.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#77

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:37:31 AM
Last Modified: Monday, December 19, 2022 11:41:52 AM
Time Spent: 00:04:20
IP Address: 24.237.30.158

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Church Services and Volunteer activities

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Other,

Other (please specify):

Cost -- Could funds be better used for other transportation needs?

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#78

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:37:22 AM
Last Modified: Monday, December 19, 2022 11:43:54 AM
Time Spent: 00:06:31
IP Address: 24.237.28.223

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing,

Other,

Other (please specify):

visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Salmon Creek,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The only real justification for a second crossing to me is the possible need for another way to access the island if something happens to the existing bridge. While I think it highly unlikely that something will happen to it, the best alternative is a crossing where the channel is the narrowest, where the cost will be less than other alternatives, and where there is already an existing intersection on Egan Drive from which to access it. The other reasons for a second crossing are not nearly sufficient to justify the high cost of the project and the associated environmental impacts.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Reed Stoops**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#79

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:44:30 AM
Last Modified: Monday, December 19, 2022 11:47:17 AM
Time Spent: 00:02:46
IP Address: 139.60.224.203

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Other,

Other (please specify):

visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

I have no concerns about this project, Juneau needs developable land!

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#80

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 11:46:58 AM
Last Modified:	Monday, December 19, 2022 11:51:44 AM
Time Spent:	00:04:46
IP Address:	216.67.56.51

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Other,

Other (please specify):

Not the best use of a significant amount of public money.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Any crossing should not bisect the Mendenhall Refuge as the airport and urban development have already reduced the Refuge.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#81

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:53:12 AM
Last Modified: Monday, December 19, 2022 11:56:31 AM
Time Spent: 00:03:19
IP Address: 24.237.0.173

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visit family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

If it happens it should tie into highway infrastructure already there, ie Sunny Point by pass and Vanderbilt intersection.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#82

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 11:54:01 AM
Last Modified: Monday, December 19, 2022 11:56:48 AM
Time Spent: 00:02:47
IP Address: 206.174.71.175

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

It needs to be done

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#83

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 11:48:50 AM
Last Modified:	Monday, December 19, 2022 11:57:15 AM
Time Spent:	00:08:24
IP Address:	192.245.44.10

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Attend multiple (large/small) community events, visit friendss

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other,

Other (please specify):

Alternate boat harbor / Eaglecrest access for residents

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None that cannot be worked around or actually improve current conditions.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Deb Senn**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#84

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 12:02:41 PM
Last Modified: Monday, December 19, 2022 12:04:18 PM
Time Spent: 00:01:36
IP Address: 24.237.18.46

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

socializing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

none

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#85

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 12:05:54 PM
Last Modified: Monday, December 19, 2022 12:09:39 PM
Time Spent: 00:03:45
IP Address: 24.237.158.230

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other (please specify):

Walking

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sue Koester**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#86

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 12:16:28 PM
Last Modified: Monday, December 19, 2022 12:21:47 PM
Time Spent: 00:05:18
IP Address: 24.237.6.224

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Contact with local residents.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other,

Other (please specify):

Provide access while minimizing impacts to refuge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#87

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 12:41:11 PM
Last Modified: Monday, December 19, 2022 12:44:11 PM
Time Spent: 00:03:00
IP Address: 137.229.212.141

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Own a rental property (building maintenance)

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#88

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 12:43:01 PM
Last Modified:	Monday, December 19, 2022 12:48:35 PM
Time Spent:	00:05:33
IP Address:	24.237.7.237

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Would commute to work in summer if north Douglas crossing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other,

Other (please specify):

Would ride my bike to north Douglas if new crossing

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Mendenhall peninsula does not make sense for better access to hospital.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Mindy Henricksen**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#89

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 19, 2022 12:50:16 PM
Last Modified: Monday, December 19, 2022 12:51:38 PM
Time Spent: 00:01:21
IP Address: 24.237.26.214

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#90

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 1:12:47 PM
Last Modified: Monday, December 19, 2022 1:19:20 PM
Time Spent: 00:06:33
IP Address: 166.205.87.63

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other,

Other (please specify):

Expand scope to Make Douglas highway a loop

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Expand scope or add project to access Hilda bay port to downtown through cower creek
This takes freight traffic away from downtown juneau. The loop makes north Douglas highway more usable and opens access to more of Douglas island

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#91

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 1:12:26 PM
Last Modified: Monday, December 19, 2022 1:43:38 PM
Time Spent: 00:31:11
IP Address: 24.237.21.182

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

Lack of well established NEED rather than wants for convenience, potential and development. Safety analysis and alternatives should include paralell routes to existing roads as alternatives to second crossing.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Prefer subsurface (tunnel or immersed, no bridge) options. Maximise distance from existing bridge to enhance effectiveness.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Gary L Sonnenberg**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#92

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 1:35:00 PM
Last Modified: Monday, December 19, 2022 1:45:13 PM
Time Spent: 00:10:12
IP Address: 65.74.52.39

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Attend Church activities

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Go outside wetlands for crossing.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Mendenhall Peninsula would avoid wetlands, and be more accessible … relieving congestion on Egan Drive.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Bonnie Gruening**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#93

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 1:45:08 PM
Last Modified:	Monday, December 19, 2022 2:00:09 PM
Time Spent:	00:15:01
IP Address:	174.208.227.103

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Consider using geographic location allocation software to determine the best location of the crossing for the fastest emergency response to the largest percentage of the current N Douglas population.
Also, have you considered a drawbridge or side swing hinged bridge so the crossing would not be high enough to allow boat traffic?

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Mark Johnson**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#94

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 2:03:56 PM
Last Modified: Monday, December 19, 2022 2:08:25 PM
Time Spent: 00:04:28
IP Address: 24.237.8.234

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Scenic drive

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#95

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 19, 2022 2:08:25 PM
Last Modified: Monday, December 19, 2022 2:12:07 PM
Time Spent: 00:03:41
IP Address: 24.237.16.158

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#96

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 2:09:48 PM
Last Modified: Monday, December 19, 2022 2:17:02 PM
Time Spent: 00:07:14
IP Address: 24.19.229.104

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Church

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Would want the new bridge to be enough to allow passage of sail boats Maybe the bridge could be combined with a needed new harbor/marina

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#97

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 2:26:24 PM
Last Modified:	Monday, December 19, 2022 2:29:58 PM
Time Spent:	00:03:33
IP Address:	24.237.16.196

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kenneth J. Gill**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#98

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 2:35:43 PM
Last Modified:	Monday, December 19, 2022 2:38:14 PM
Time Spent:	00:02:31
IP Address:	24.237.6.160

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The farther north the better

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#99

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 2:47:28 PM
Last Modified: Monday, December 19, 2022 2:49:17 PM
Time Spent: 00:01:48
IP Address: 139.60.224.40

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

my best friend lives there

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

none

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**margaret mcmillan**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#100

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 2:45:04 PM
Last Modified:	Monday, December 19, 2022 2:52:51 PM
Time Spent:	00:07:46
IP Address:	24.237.25.216

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

visiting, theater

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

carbon footprint of so much concrete

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I was not allowed to submit this without putting an answer for #5, so I'm putting "no action" in order to proceed However, I don't know enough about the choices to have preferred ones at this point. It seems like the Mendenhall Peninsula and North Airport may be the worse for wildlife, and the Eagle Creek one may be subject to some of the same avalanche and landslide issues (blocking through access to and from the hospital and airport) as beset the current bridge.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Larri Spengler**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]**t**

#101

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 2:44:30 PM
Last Modified:	Monday, December 19, 2022 2:53:06 PM
Time Spent:	00:08:35
IP Address:	187.175.28.126

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Entertainment and restaurants

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Other (please specify):

Quicker access to the Hospital and health care.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

We need quicker access to the hospital and health care providers.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Let’s keep our focus on what is in the best health interests of the community and not the monetary value of building up areas that our overworked sewer system cannot sustain. Even if the area at the end of N.D. Is commercialized, they will still be outside of the range of survivability in the event of a serious life threatening condition. WE NEED QUICKER ACCESS TO THE HOSPITAL!

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Betty Johnson**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#102

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 19, 2022 3:05:33 PM
Last Modified: Monday, December 19, 2022 3:07:58 PM
Time Spent: 00:02:25
IP Address: 24.237.31.10

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

home visitation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

none

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Email Address [redacted]

#103

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 3:14:59 PM
Last Modified:	Monday, December 19, 2022 3:17:19 PM
Time Spent:	00:02:19
IP Address:	107.122.81.84

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care,

Other,

Other (please specify):

Visit friends / family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns only need to construct the second crossing now

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Build the bridge asap!!

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#104

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 3:28:13 PM
Last Modified:	Monday, December 19, 2022 3:33:35 PM
Time Spent:	00:05:22
IP Address:	216.67.8.253

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Other (please specify):

access to developable land only in North Douglas, not West Douglas

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

West Douglas should not be developed as a port of alternative community

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Mendenhall Peninsula is good ONLY if you think West Douglas will happen in the next 30 years (unlikely). Meanwhile all sorts of other reasons to have a crossing at a place like Sunny Point. Maybe a tunnel!

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#105

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 3:50:41 PM
Last Modified: Monday, December 19, 2022 3:54:41 PM
Time Spent: 00:04:00
IP Address: 24.237.12.181

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#106

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 4:07:55 PM
Last Modified: Monday, December 19, 2022 4:13:14 PM
Time Spent: 00:05:18
IP Address: 170.144.211.127

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care,

Other (please specify):

I live on Douglas Island

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I am wholeheartedly against the Bench Road. This should not be built in people's back yards.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#107

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 3:41:34 PM
Last Modified: Monday, December 19, 2022 4:14:38 PM
Time Spent: 00:33:04
IP Address: 192.245.44.10

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

If sited too close to the existing bridge, it will not support development of much needed housing opportunities, and economic development. The new bridge must be sited at least as far as out as the airport. Per the image below, the only alternatives that make development a reality are the purple (Men Pen) or (Industrial Blvd).

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#108

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 4:27:26 PM
Last Modified:	Monday, December 19, 2022 5:02:40 PM
Time Spent:	00:35:14
IP Address:	24.237.30.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Visit family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Other,

Other (please specify):

Reduce traffic in the ND Highway. It’s a residential area with driveways. A bench road to Eaglecrest is a good solution.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

Impacts to current homeowners on Douglas Island have not been represented in the study at all. There is no narrative, discussion, or visual repression the thd materials to show the homes that will be impacted by each of the alternatives.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Salmon Creek,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

No selection for a second crossing should be made until a Neighborhood Plan has been conducted/completed that closely involves the North Douglas Neighborhood Association and the Friends of Fritz Cove. This plan must be done prior to updating the CBJ Comprehensive Plan. The impacts to homes located in/on/near each of the alternatives needs to be made clear in your materials. It was painful to see folks at the Open House pointing to their preferred alternatives unknowingly pointing to neighbor's homes that will potentially be destroyed. We have the opportunity to thoughtfully develop Douglas Island as opposed to continuing the CBJ "just punch it through" mentality that has included little involvement from residents. Looking forward to seeing results promptly after each of the next screenings (engineering/budget), and hope there can be added clarity about which homes are potentially impacted. Thank you.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Barb**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#109

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 5:03:43 PM
Last Modified: Monday, December 19, 2022 5:10:28 PM
Time Spent: 00:06:44
IP Address: 107.77.205.95

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Social …. Friends!

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Don’t understand the need to have any new bridge built northwest of Salmon Creek having to be 51 feet air draft at MLLW for vessel transits. Due to shallowness of water no large vessels transit that area. I think that elevation incurs unnecessary significant cost increases potentially killing the project.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Ed Page**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#110

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 5:26:07 PM
Last Modified: Monday, December 19, 2022 5:30:26 PM
Time Spent: 00:04:18
IP Address: 24.237.5.189

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Theater

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Minimal impact to refuge and neighbors. Short route. Cost effective. Not interfere with aviation.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Laurie Craig**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#111

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 5:45:59 PM
Last Modified: Monday, December 19, 2022 5:50:55 PM
Time Spent: 00:04:56
IP Address: 24.237.29.200

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other (please specify):

volunteer with visitors in Downtown core; use public library there too

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

,

Other,

Other (please specify):

how does increasing traffic provide better bicycling (from town and especially those who live on N D Hwy out to end of road)

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

seems like it sets up a loop for hotrodding, doesn't it?

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Marine life will be heavily impacted, so humans who fish, rest, and traverse the waters will suffer.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#112

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 5:59:44 PM
Last Modified:	Monday, December 19, 2022 6:03:28 PM
Time Spent:	00:03:43
IP Address:	166.198.34.15

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Doing nothing

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Alan Wilson**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#113

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 6:12:49 PM
Last Modified: Monday, December 19, 2022 6:26:42 PM
Time Spent: 00:13:53
IP Address: 24.237.24.23

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Other,

Other (please specify):

Visit family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Any new crossing should be built past N Douglas existing homes to not disrupt them. Let’s be real, the main reason for a 2nd crossing is easier access to new development, housing, land, deep water port, around backside so if you build a crossing too far south, then eventually they’ll want another crossing. Spend the money now and do it right, build a crossing near the launch ramp which is closer to areas wanting to be developed and past existing homes.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sandra Shaw**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#114

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 6:39:26 PM
Last Modified:	Monday, December 19, 2022 6:45:27 PM
Time Spent:	00:06:00
IP Address:	209.193.17.91

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Visiting Douglas locals, restaurants, sandy beach gatherings

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#115

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 6:45:16 PM
Last Modified:	Monday, December 19, 2022 7:01:31 PM
Time Spent:	00:16:14
IP Address:	24.237.24.218

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Other (please specify):

Juneau's population has remained fairly stable in recent years, and there is no assurance that it will grow enough in the forseeable future to justify a very expensive Mendenhall Peninsula crossing, which would be too far out of the way for rapid emergency response vehicles. The conservation values of Fritz Cove and the Fish Creek estuary are too great to be compromised by a Mend. Pen. crossing.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I, like other members of Friends of Fritz Cove, am strongly opposed to any Mendenhall Peninsula option.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Bruce Baker**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#116

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 6:59:29 PM
Last Modified: Monday, December 19, 2022 7:02:46 PM
Time Spent: 00:03:17
IP Address: 24.237.15.252

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Let’s find out the reality and cost of a tunnel. That could be the best option for the least environmental impacts.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Deborah Rudis**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#117

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 19, 2022 6:58:17 PM
Last Modified: Monday, December 19, 2022 7:05:52 PM
Time Spent: 00:07:35
IP Address: 65.74.55.91

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care,

Other,

Other (please specify):

travel out of Juneau, socialization

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Other,

Other (please specify):

cut down on greenhouse gasses

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

environmental impacts on non-wetlands forests

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I like the Bench Road.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#118

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 7:23:46 PM
Last Modified: Monday, December 19, 2022 7:29:15 PM
Time Spent: 00:05:28
IP Address: 24.237.11.231

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Perseverance Theater

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Eagle Creek,

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Refuge integrity and maintaining viewscspes

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Alex Wertheimer**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#119

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 6:56:03 PM
Last Modified: Monday, December 19, 2022 7:30:01 PM
Time Spent: 00:33:57
IP Address: 24.237.9.155

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Does some of these route's impact air travel?

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Already CBJ access with minimal disruption to current homes and housing.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Ann Marie Nielsen**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#120

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 7:49:05 PM
Last Modified: Monday, December 19, 2022 7:52:06 PM
Time Spent: 00:03:00
IP Address: 24.237.31.204

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Other,

Other (please specify):

Travel to airport

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#121

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 7:54:54 PM
Last Modified:	Monday, December 19, 2022 7:57:55 PM
Time Spent:	00:03:01
IP Address:	24.237.23.183

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The majority of traffic right now is looking to avoid downtown, find alternative ways downtown, or increase access from Douglas to the Valley. South of the airport is the best way to accomodate this.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#122

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 19, 2022 8:03:04 PM
Last Modified: Monday, December 19, 2022 8:14:16 PM
Time Spent: 00:11:12
IP Address: 24.237.16.158

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Our son lives in North Douglas

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

I see none of the above as concerns that can't be mitigated.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I love the idea of a tunnel. The crossing needs to be as far north as possible. A crossing south of Fred Meyer makes no sense to me.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Richard Wood**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#123

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 9:18:38 PM
Last Modified: Monday, December 19, 2022 9:23:02 PM
Time Spent: 00:04:24
IP Address: 24.237.26.130

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

boat access to Gastineau Channel

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Renda Heimbigner**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#124

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 9:27:24 PM
Last Modified: Monday, December 19, 2022 9:42:09 PM
Time Spent: 00:14:45
IP Address: 24.237.18.210

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#125

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, December 19, 2022 9:48:31 PM
Last Modified: Monday, December 19, 2022 9:55:01 PM
Time Spent: 00:06:30
IP Address: 24.237.25.253

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#126

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 10:30:22 PM
Last Modified:	Monday, December 19, 2022 10:33:12 PM
Time Spent:	00:02:49
IP Address:	24.237.25.220

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#127

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 19, 2022 10:33:05 PM
Last Modified: Monday, December 19, 2022 10:36:50 PM
Time Spent: 00:03:44
IP Address: 107.77.231.203

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

What's the REAL purpose?

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#128

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, December 19, 2022 11:17:40 PM
Last Modified:	Monday, December 19, 2022 11:39:02 PM
Time Spent:	00:21:21
IP Address:	24.237.26.220

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

,

Other,

Other (please specify):

The existing bridge is sufficient; building a second crossing will compromise our quality of life.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

Increased Noise

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Diana Rossmiller**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#129

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 5:54:27 AM
Last Modified: Tuesday, December 20, 2022 6:06:42 AM
Time Spent: 00:12:15
IP Address: 65.74.54.107

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Other (please specify):

Reduce travel time from north Douglas to the valley and beyond

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Karen Dillon**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#130

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 6:43:40 AM
Last Modified: Tuesday, December 20, 2022 6:46:50 AM
Time Spent: 00:03:10
IP Address: 66.58.254.194

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Efforts should be made to minimize impacts the Mendenhall Wetlands Refuge.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jesse L Walker**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#131

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, December 20, 2022 8:36:39 AM
Last Modified:	Tuesday, December 20, 2022 8:42:43 AM
Time Spent:	00:06:03
IP Address:	24.237.8.101

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Hiking, biking, boat launching, etc.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#132

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 9:47:37 AM
Last Modified: Tuesday, December 20, 2022 9:50:45 AM
Time Spent: 00:03:07
IP Address: 24.237.27.209

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

To provide a safer road for the residents due to attempts to monetize Eaglecrest

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#133

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 10:01:42 AM
Last Modified: Tuesday, December 20, 2022 10:07:03 AM
Time Spent: 00:05:21
IP Address: 24.237.26.112

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care,

Other,

Other (please specify):

We live on N Douglas the bridge is our lifeline.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Don’t build where there are houses. Build further out as a real alternative.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Judith Mitchell**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#134

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 10:26:22 AM
Last Modified: Tuesday, December 20, 2022 10:29:08 AM
Time Spent: 00:02:45
IP Address: 24.237.28.15

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Dining

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#135

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 11:19:56 AM
Last Modified: Tuesday, December 20, 2022 11:21:29 AM
Time Spent: 00:01:33
IP Address: 161.55.207.10

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#136

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 11:20:09 AM
Last Modified: Tuesday, December 20, 2022 11:26:21 AM
Time Spent: 00:06:12
IP Address: 158.145.15.22

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

floating bridge viable somewhere similar to Seattle area bridges

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Ted Burkhart**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#137

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 11:20:06 AM
Last Modified: Tuesday, December 20, 2022 11:27:44 AM
Time Spent: 00:07:37
IP Address: 24.237.28.76

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

what else can be done to resolve? this crossing is needed.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Marilyn E Joslyn**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#138

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, December 20, 2022 11:19:57 AM
Last Modified:	Tuesday, December 20, 2022 11:28:59 AM
Time Spent:	00:09:01
IP Address:	209.112.166.205

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

VISITING FRIENDS

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#139

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 11:20:51 AM
Last Modified: Tuesday, December 20, 2022 11:29:51 AM
Time Spent: 00:08:59
IP Address: 66.91.67.180

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#140

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 11:27:18 AM
Last Modified: Tuesday, December 20, 2022 11:32:57 AM
Time Spent: 00:05:39
IP Address: 139.60.224.37

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Dave Conway**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#141

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, December 20, 2022 11:44:23 AM
Last Modified:	Tuesday, December 20, 2022 11:48:23 AM
Time Spent:	00:04:00
IP Address:	24.237.24.54

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

---

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Rhonda June Guest**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#142

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 11:51:28 AM
Last Modified: Tuesday, December 20, 2022 12:00:22 PM
Time Spent: 00:08:53
IP Address: 24.237.16.56

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other (please specify):

Douglas restaurants

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#143

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 12:31:08 PM
Last Modified: Tuesday, December 20, 2022 12:36:57 PM
Time Spent: 00:05:48
IP Address: 24.237.12.191

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

I don't. Build the damn thing already before I die.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Sunny Point makes the most sense.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**David Pearce**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#144

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 12:38:11 PM
Last Modified: Tuesday, December 20, 2022 12:42:35 PM
Time Spent: 00:04:23
IP Address: 24.237.0.143

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This is a life safety need as original bridge has been struck already.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#145

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, December 20, 2022 3:15:15 PM
Last Modified:	Tuesday, December 20, 2022 3:17:16 PM
Time Spent:	00:02:00
IP Address:	34.221.42.216

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Debbie White**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#146

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 5:21:22 PM
Last Modified: Tuesday, December 20, 2022 5:25:05 PM
Time Spent: 00:03:42
IP Address: 209.104.7.36

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

,

Other (please specify):

Incentives for carpooling, public transportation

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island,

Other (please specify):

Haven’t considered alternatives to traffic congestion

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Nanci Spear**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]

#147

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 5:28:41 PM
Last Modified: Tuesday, December 20, 2022 5:31:32 PM
Time Spent: 00:02:50
IP Address: 66.230.107.224

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#148

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, December 20, 2022 6:03:03 PM
Last Modified: Tuesday, December 20, 2022 6:09:56 PM
Time Spent: 00:06:52
IP Address: 24.237.28.73

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Other (please specify):

My concern is that a second crossing should not be too close to downtown. A second crossing should be as far west as possible

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

When siting the second crossing, think where it would need to be to serve the needs of Juneau in twenty or fifty years' time.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Alan Steffert**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#149

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, December 21, 2022 11:34:24 AM
Last Modified: Wednesday, December 21, 2022 11:55:23 AM
Time Spent: 00:20:59
IP Address: 216.67.37.119

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Fishing,

Other (please specify):

visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Salmon Creek,

Twin Lakes

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This process seems to not acknowledge past community engagement and analyses on this project concept very fully. Nor does it acknowledge that Juneau is not growing in population, traffic impediments are low, nor that most increased traffic to North Douglas will likely originate downtown at the cruiseship docks. Conflating the Bench Road concept with the Second Crossing at the public engagement meeting is creating a false sense of dependency of one project on another, which is misleading, even if unintentional. The tradeoffs on this project (refuge integrity vs a 'make-work' project) are a tipping point for me and we saw a very similar process and outcome for the West Douglas highway extension. Short term-vision with little apparent long-term gain. ADOT and CBJ do useful and beneficial work in Juneau from drainage, safety, pedestrian, and traffic perspectives all the time, but have a poor track record on quality planning on 'make work' projects like West Douglas and Cascade Point extensions. This process is on the same trajectory.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Neil Stichert**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#150

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, December 21, 2022 10:24:40 AM
Last Modified:	Wednesday, December 21, 2022 12:12:46 PM
Time Spent:	01:48:06
IP Address:	24.237.17.212

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other (please specify):

visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas,

Other (please specify):

view shed disruption (CBJ's comprehensive plan that necessitates keeping view of glacier unobstructed. I'm concerned that we're talking about opening for development of land - but that land won't be for affordable housing at all (can't get sewer and water there cheaply.). I want to be clear about who would actually benefit from the land being opened up.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#151

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, December 21, 2022 12:15:06 PM
Last Modified: Wednesday, December 21, 2022 12:20:20 PM
Time Spent: 00:05:14
IP Address: 24.237.23.29

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Fishing,

Other,

Other (please specify):

visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#152

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, December 23, 2022 8:30:29 AM
Last Modified: Friday, December 23, 2022 8:33:43 AM
Time Spent: 00:03:13
IP Address: 158.145.15.24

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#153

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Saturday, December 24, 2022 7:43:02 AM
Last Modified:	Saturday, December 24, 2022 7:45:16 AM
Time Spent:	00:02:14
IP Address:	24.237.17.211

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Twin Lakes,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#1

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Sunday, January 01, 2023 3:18:42 PM
Last Modified:	Sunday, January 01, 2023 3:22:23 PM
Time Spent:	00:03:41
IP Address:	71.195.196.60

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#2

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 02, 2023 2:27:28 PM
Last Modified:	Monday, January 02, 2023 2:37:44 PM
Time Spent:	00:10:15
IP Address:	24.237.29.197

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Downtown Douglas (Dining, Socializing)

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Eagle Creek,

Salmon Creek,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It seems most cost effective to utilize existing infrastructure and build a secondary bridge adjacent to the current bridge, but not clear one is needed. The delays during commute times occur over a very short period of time (ten minutes or less). The only big delays that I've experienced were during a CBJ project between the bridge and Douglas.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#3

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 02, 2023 7:59:03 PM
Last Modified:	Monday, January 02, 2023 8:10:57 PM
Time Spent:	00:11:54
IP Address:	216.67.20.122

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other,

Other (please specify):

To increase speed and efficiency for highway maintenance and snowplowing; electric, phone, and cable utilities, emergency services by not having to backtrack or by being able to more directly access areas that need the attention.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None, the benefits outweigh any perceived by some detriments.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

A series of long span arched culverts to span the tideflats to minimize fill required.

Just do it. We have paralysis by over-extended analysis.

A crossing closer to the existing bridge than Vanderbilt Hill negates many of the efficiencies as noted in my comment above

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**David Kent**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, January 03, 2023 7:53:00 AM
Last Modified: Tuesday, January 03, 2023 7:56:50 AM
Time Spent: 00:03:49
IP Address: 24.237.13.239

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Judith Ament**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, January 03, 2023 11:11:59 AM
Last Modified: Tuesday, January 03, 2023 11:16:58 AM
Time Spent: 00:04:58
IP Address: 136.226.57.32

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#6

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 03, 2023 4:31:21 PM
Last Modified:	Tuesday, January 03, 2023 4:47:30 PM
Time Spent:	00:16:08
IP Address:	216.67.61.34

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Fish Creek Rd to Old Dairy Rd. Extend airport runway to the west.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Rob Mayer**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#7

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 03, 2023 6:49:25 PM
Last Modified:	Tuesday, January 03, 2023 7:14:14 PM
Time Spent:	00:24:48
IP Address:	45.143.82.26

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Dominic Lodovici**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#8

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 04, 2023 8:16:24 AM
Last Modified: Wednesday, January 04, 2023 8:20:37 AM
Time Spent: 00:04:13
IP Address: 172.224.242.28

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

none of the above

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Mark Rorick**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#9

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 04, 2023 8:13:16 AM
Last Modified: Wednesday, January 04, 2023 8:24:50 AM
Time Spent: 00:11:33
IP Address: 192.245.44.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#10

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 04, 2023 8:55:50 AM
Last Modified:	Wednesday, January 04, 2023 9:02:12 AM
Time Spent:	00:06:22
IP Address:	192.245.44.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Use the opportunity to take out the dangerous intersection near Fred Meyer. Make the alternative at the south end of the airport runway. Make it briefly go underground if you need to accommodate the airport. Connect it on Douglas as near as possible to the fish creek road intersection with the North Douglas Highway. Use ramps on Juneau side to improve safety at Fred Meyer crossing of Egan.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Christopher L Storz**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#11

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 04, 2023 9:33:06 AM
Last Modified: Wednesday, January 04, 2023 9:34:48 AM
Time Spent: 00:01:41
IP Address: 158.145.15.23

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**David Love**
Email Address	[redacted]

#12

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 04, 2023 9:51:06 AM
Last Modified:	Wednesday, January 04, 2023 9:54:46 AM
Time Spent:	00:03:40
IP Address:	139.60.225.29

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Amy Rodman**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#13

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 04, 2023 10:50:21 AM
Last Modified: Wednesday, January 04, 2023 10:54:10 AM
Time Spent: 00:03:49
IP Address: 146.63.202.66

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Susan Quigley**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#14

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 04, 2023 10:54:34 AM
Last Modified:	Wednesday, January 04, 2023 10:57:20 AM
Time Spent:	00:02:45
IP Address:	65.74.52.127

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

See a friend

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I cannot see how you can overcome the 4(f) issue.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#15

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 04, 2023 11:20:56 AM
Last Modified: Wednesday, January 04, 2023 11:27:17 AM
Time Spent: 00:06:20
IP Address: 158.145.15.22

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

socializing/visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

concern that it won't be built far enough north to make it useful, e.g. at sunny point or south

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Alida Noel Bus**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#16

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 04, 2023 11:51:35 AM
Last Modified: Wednesday, January 04, 2023 11:54:39 AM
Time Spent: 00:03:03
IP Address: 24.237.30.62

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#17

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 04, 2023 12:32:38 PM
Last Modified: Wednesday, January 04, 2023 12:48:45 PM
Time Spent: 00:16:07
IP Address: 216.67.51.136

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

In addition to impacts selected above, study should consider potential impacts to duck hunting which is very popular in the wetlands area. Also, the bench road's impact on the historic Treadwell Ditch trail. The study must also consider the impact of displacing people and disrupting the way of life treasured by residents on N Douglas.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#18

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 04, 2023 1:13:30 PM
Last Modified:	Wednesday, January 04, 2023 1:42:45 PM
Time Spent:	00:29:14
IP Address:	64.62.250.252

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing,

Other,

Other (please specify):

Not daily work commuting, but work

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

---

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

One point of concern is the existing infrastructure that this bridge is connecting to. The Twin Lakes, Vanderbilt and Sunny Point Area have an existing capacity to deal with the traffic. All other options significate improvements to existing on the Juneau side. No matter where you pick on the Douglas side significate improvements would need to be made. I suspect these 3 options would have the least amount of environmental impact compared to the others. As a suggestion a second lane to the south bound offramp on the Sunny point Area would be required. There is enough traffic there already wanting to get into Lemon Creek. In 40 years maybe a Mendenhall Peninsula bridge, but improvements to Fritz Cove Rd or Mendenhall Peninsula Rd and their intersections with Egan Hwy, would need to happen first to accommodate the extra traffic.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Nathan Cunningham**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#19

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 04, 2023 1:21:01 PM
Last Modified: Wednesday, January 04, 2023 1:49:36 PM
Time Spent: 00:28:35
IP Address: 24.237.20.164

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other (please specify):

*Honestly, I've never seen the bridge be what would be considered "congested" and I'm on it two to three times daily all year long.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Although I do think that a second crossing would be somewhat useful, the Sunny Point option will go right past our lot creating noisy traffic on not just one, but TWO sides on our home and the home on the the other side of the city lot. I am worried what that will do to our daily homelife and also our property values as most people wouldn't want to live next pinned between two busy roads. This plan also goes right through the wetlands that is dense with wildlife year round. This area is very important to our ecosystem and we cannot afford to disrupt it any more than it already has been. The Sunny Point option and anything South of makes no sense to me as the current bridge is not very far from any of these locations.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Shannon Van Valin**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#20

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 04, 2023 8:20:12 PM
Last Modified:	Wednesday, January 04, 2023 8:29:31 PM
Time Spent:	00:09:18
IP Address:	24.237.25.37

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other,

Other (please specify):

reduce fuel consumption associated with daily commutes

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

If not done, lost opportunities for increased safety; improving the environment with reduced emissions and increased alternate transportation, such as biking; ; increased access to birding and so

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Suggest using a "S" or "C" curve as opposed to straight across access. Also, since the channel is filling in and ground lifting, a high bridge may not be fully necessary and a viewing stand would give locals the opportunity to enjoy the birds and other wildlife.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Linnea Osborne**
Address	[redacted]**y**
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#21

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 05, 2023 11:15:17 AM
Last Modified:	Thursday, January 05, 2023 11:17:02 AM
Time Spent:	00:01:45
IP Address:	209.193.57.26

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Don’t put a second crossing .

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#22

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Saturday, January 07, 2023 8:13:01 AM
Last Modified:	Saturday, January 07, 2023 8:18:53 AM
Time Spent:	00:05:51
IP Address:	173.52.223.162

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The document currently lacks even basic environmental and legal context for the various alternatives. I realize there will likely be a detailed environmental impact statement but, even at this early stage of analysis, it is important for the public to understand the significant environmental and legal issues we know exist and will have to be dealt with either through avoidance, project design, or mitigation depending on the location and design of each proposed alternative.

For example, I see no map of the Mendenhall State Game Refuge designated by the Alaska Legislature as a State Game Refuge in 1976. Many of the alternatives propose crossing the Refuge. The Refuge regulations have specific requirements for any crossing of the refuge. They are not complex or long regulations. The public should be aware of them.

Likewise, there is almost no mention of the significance of the wetlands for birds, fish, wildlife and human use; including the designation of the mendenhall wetlands as A Globally Recognized Important Bird Area. There is a lot of information already available on these issues and that should be summarized and referred to.

The team needs to explain the legal context of the different Alternatives. In addition to State Refuge regulations, if federal funds are to be used for the project, then Section 4(f), The Department of Transportation Act of 1966 applies. It would be a disservice to the public to not clearly, and early on in the process, explain whether Section 4(f) will apply for each crossing alternative. There are already $7 million dollars of federal funds appropriated for this project under the recently passed bipartisan inflation reduction act.

The Team needs to collect and share information on tidal flows that create the wetland habitat that make this area so important to birds, fish, wildlife and people. The document should present the importance of tidal flow as an issue since all of the alternatives will have more or less impact on tidal flows depending on location and design. For example, a pile supported causeway, or bridge, will have less impact on tidal flow than a solid fill causeway. What part of the wetlands fill from Gastineau Channel and what part from Auke Bay/Stevens Passage? Where is the hydrologic divide?

For example, if Sunny Point is chosen and there is a solid fill causeway proposed, will the tides from Stevens Passage/Auke Bay still fill the wetlands west of the causeway, or will there be less water because there is a hydrologic divide near the airport? What volume of water would need to be passed by each alternative to maintain the current hydrology? This will be critical information when looking at different locations and, most important, different designs and costs. The Sunny Point crossing initiative of 12 years ago was soundly rejected by Juneau voters in part because, although it was a “cheap” alternative (it was a solid fill causeway with very few culverts and a relatively small bridge) it was still very expensive for a locally funded project, and likely to get more expensive because it had not gone through the state and federal permitting process. More importantly, with no credible information to the contrary, there was no guarantee this proposed project would maintain the hydrologic regime and thus the significant wetland values of the Refuge. We should not repeat the errors of that process this time.

Sincerely, Frank Rue
7083 Hendrickson Rd, Juneau, Alaska
frankrue44@gmail.com

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Frank Rue**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#23

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Saturday, January 07, 2023 8:16:27 AM
Last Modified:	Saturday, January 07, 2023 8:32:41 AM
Time Spent:	00:16:13
IP Address:	146.63.202.66

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

Crime. No one is thinking about that. N douglas is safe and this will change that.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

do not connect this to lemon creek. those crossings will destroy too many animals

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#24

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Saturday, January 07, 2023 5:23:49 PM
Last Modified:	Saturday, January 07, 2023 5:31:50 PM
Time Spent:	00:08:00
IP Address:	24.237.19.23

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Preferred locations would be either north airport or sunny point if it can be done with minimal impact to wetlands, wildlife and neighborhoods. I've heard a tunnel mentioned but that seems like it might be more expensive and potentially more damaging to wetlands than a bridge, but I'm just guessing. Thanks for the opportunity to provide input.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#25

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 09, 2023 10:11:21 AM
Last Modified:	Monday, January 09, 2023 10:15:08 AM
Time Spent:	00:03:46
IP Address:	24.237.9.171

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

I am not interested in an additional crossing.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#26

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 09, 2023 12:47:38 PM
Last Modified:	Monday, January 09, 2023 12:50:40 PM
Time Spent:	00:03:02
IP Address:	24.237.25.248

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Skiing,

Health care,

Other (please specify):

School

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Christy Simonson**
Address	[redacted]
City/Town	[redacted]
State/Province	[redacted]
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#27

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 09, 2023 1:31:41 PM
Last Modified: Monday, January 09, 2023 1:35:10 PM
Time Spent: 00:03:29
IP Address: 107.77.205.231

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Mendenhall peninsula crossing would be most disruptive and outrageously more expensive

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Candy Behrends**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#28

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 09, 2023 3:30:48 PM
Last Modified: Monday, January 09, 2023 3:36:29 PM
Time Spent: 00:05:41
IP Address: 24.237.9.195

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Lauri Ritter**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#29

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 09, 2023 4:10:39 PM
Last Modified: Monday, January 09, 2023 4:16:08 PM
Time Spent: 00:05:29
IP Address: 192.245.44.10

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Impact to airport approaches (current and near future) and future growth/lengthening the runway which can only go east (down the channel)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Again, anything close to the airport may impact approaches or restrict growth or lengthening of runway to the east. I understand that a second crossing is crucial, and should be distant from the current bridge, but not restrict safety of airport approaches.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#30

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 10, 2023 10:12:01 AM
Last Modified: Tuesday, January 10, 2023 10:23:40 AM
Time Spent: 00:11:39
IP Address: 192.245.44.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#31

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 10, 2023 11:14:26 AM
Last Modified: Tuesday, January 10, 2023 11:25:33 AM
Time Spent: 00:11:06
IP Address: 155.186.221.115

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Impact to airport operations

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Juneau is served by only two major airlines which have built special approach procedures to access the airport in instrument weather conditions. Any new obstacle in the channel will require a re-evaluation of those approaches into JNU and may ultimately result in decreased access and service to JNU during poor weather.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#32

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 1:21:10 PM
Last Modified:	Wednesday, January 11, 2023 1:41:37 PM
Time Spent:	00:20:26
IP Address:	24.237.30.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Fishing,

Health care,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

The North Douglas Highway is a residential road with homeowner driveways. We can not add additional traffic to this highway without a North Douglas Neighborhood Plan. CBJ must complete this plan prior to updating the Juneau Comprehensive Plan.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The Friends of Fritz Cove's Petition (we are up to 87 signers and growing, includes neighbors from the Mendenhall Peninsula, Fritz Cove Road, Bayview Subdivision, and neighbors out past Fish Creek) opposes the location of a second crossing at the Mendenhall to the North Douglas Boat Launch. This location is the most expensive and most environmentally damaging of all the alternatives. I believe a bench road from the existing bridge to Eaglecrest makes the most sense for now. It can be extended at some future point and will relieve the current and future pressure of traffic on our residential road so our children are again able to ride their bikes and pedestrians are safe. If there must be a second crossing, a crossing at Sunny Point makes use of the existing intersection that is well-designed for this purpose. Any bridge built here must allow the tide to freely ebb and flow. On the mainland side, it will need to avoid property owned now by the SE Land Trust Conservancy which seems do-able. If this alternative is chosen, impacted homeowners on the Douglas side need to be promptly notified so they are able to navigate the Rite of Way process. Thank you!

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Barb Mecum**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#33

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 2:22:46 PM
Last Modified:	Wednesday, January 11, 2023 2:25:48 PM
Time Spent:	00:03:01
IP Address:	192.245.44.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Seth Cayce**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#34

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 2:25:15 PM
Last Modified: Wednesday, January 11, 2023 2:27:39 PM
Time Spent: 00:02:24
IP Address: 65.74.45.74

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#35

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 2:24:47 PM
Last Modified: Wednesday, January 11, 2023 2:28:26 PM
Time Spent: 00:03:38
IP Address: 166.198.252.112

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Fishing,

Health care,

Other (please specify):

I live on N Douglas

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Homes that are affected with a bridge view should have their property taxes decreased because it takes away from the aesthetic location on Douglas.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Ammie Parker**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#36

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 2:26:17 PM
Last Modified: Wednesday, January 11, 2023 2:29:16 PM
Time Spent: 00:02:58
IP Address: 166.199.8.38

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Cost

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#37

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 2:24:43 PM
Last Modified: Wednesday, January 11, 2023 2:30:35 PM
Time Spent: 00:05:51
IP Address: 24.237.3.187

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Visit family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sylvia Bach**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#38

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 2:28:16 PM
Last Modified:	Wednesday, January 11, 2023 2:31:17 PM
Time Spent:	00:03:00
IP Address:	107.77.205.140

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

School

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I do not like the idea of the bridge connecting at Vanderbilt.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#39

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 2:26:43 PM
Last Modified: Wednesday, January 11, 2023 2:31:19 PM
Time Spent: 00:04:35
IP Address: 24.237.1.130

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Visit family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

While I disagree with spending so much damn money on the new eaglecrest gondola, a crossing at the mendenhall peninsula would make it more likely that we would go utilize it. Currently it would take at minimum at least 33 minutes of travel time (I highly doubt it would be this short to be honest) if not more each way for our family to do this.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#40

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 2:23:07 PM
Last Modified: Wednesday, January 11, 2023 2:33:29 PM
Time Spent: 00:10:21
IP Address: 24.237.158.230

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Other,

Other (please specify):

Economic impact

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#41

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 2:34:44 PM
Last Modified: Wednesday, January 11, 2023 2:35:48 PM
Time Spent: 00:01:04
IP Address: 66.230.114.115

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#42

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 2:31:07 PM
Last Modified:	Wednesday, January 11, 2023 2:36:50 PM
Time Spent:	00:05:43
IP Address:	65.74.54.33

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other (please specify):

Eaglecrest access

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Is glacial rebounding a consideration? I’m no expert, I’ve just heard at some point people will be able to walk across the channel. Makes me question if a bridge or road will be that destructive to wetlands if it’s inevitably rising anyway.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#43

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 2:36:33 PM
Last Modified:	Wednesday, January 11, 2023 2:40:46 PM
Time Spent:	00:04:12
IP Address:	107.77.205.187

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing,

Other,

Other (please specify):

Hiking

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Danielle Arreola**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#44

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 2:39:32 PM
Last Modified: Wednesday, January 11, 2023 2:41:47 PM
Time Spent: 00:02:15
IP Address: 209.112.132.214

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It would be a bummer to a lot of people to have a crossing on the wetlands . It's already a sensitive habitat

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Barry**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#45

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 2:39:41 PM
Last Modified:	Wednesday, January 11, 2023 2:42:34 PM
Time Spent:	00:02:53
IP Address:	65.74.55.99

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Mendenhall peninsula makes a bit more sense if one of the goals is to help ease the traffic flow when the west side of Douglas is developing.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#46

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 2:40:32 PM
Last Modified:	Wednesday, January 11, 2023 2:44:43 PM
Time Spent:	00:04:10
IP Address:	209.112.196.184

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Mellissa Wilfong**
Address	[redacted]
City/Town	
ZIP/Postal Code	
Email Address	

#47

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 2:41:40 PM
Last Modified:	Wednesday, January 11, 2023 2:45:15 PM
Time Spent:	00:03:35
IP Address:	158.145.15.25

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve utility service on Douglas Island.,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Eagle Creek,

Salmon Creek,

Twin Lakes,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The lands near Sunny Point are conservation lands and any additional traffic or crossing would be a huge disruption to wildlife and nearby residents.

Additionally, I am concerned about the increased traffic in the N Douglas area. What will be done to allow for the increase?

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#48

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 2:43:43 PM
Last Modified: Wednesday, January 11, 2023 2:46:51 PM
Time Spent: 00:03:07
IP Address: 24.237.15.49

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Julie Schirmer**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#49

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 2:55:11 PM
Last Modified: Wednesday, January 11, 2023 2:58:13 PM
Time Spent: 00:03:02
IP Address: 24.237.29.74

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**George Utermohle**
City/Town	[redacted]
State/Province	
Email Address	

#50

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 3:00:23 PM
Last Modified:	Wednesday, January 11, 2023 3:04:16 PM
Time Spent:	00:03:53
IP Address:	69.161.4.48

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#51

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 2:59:13 PM
Last Modified: Wednesday, January 11, 2023 3:04:17 PM
Time Spent: 00:05:03
IP Address: 166.198.252.115

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Do NOT make a crossing from Fritz Cove! This will completely disturb the wintering feeding ground for the humpbacks and orcas. Please take this impact into consideration when deciding the second crossing route.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Aimee McMillan**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#52

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 3:03:30 PM
Last Modified:	Wednesday, January 11, 2023 3:04:48 PM
Time Spent:	00:01:18
IP Address:	166.198.252.19

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#53

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 2:35:03 PM
Last Modified: Wednesday, January 11, 2023 3:05:28 PM
Time Spent: 00:30:25
IP Address: 216.67.18.91

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other (please specify):

Visit family and friends, Boat ramps, walking, hiking, Nordic skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Love the tunnel idea, but too expensive. Vanderbilt seems best bet compromise option. Really would like to preserve wetlands. Please make it an attractive bridge with pedestrian amenities and places to enjoy the views.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#54

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:03:46 PM
Last Modified: Wednesday, January 11, 2023 3:09:54 PM
Time Spent: 00:06:07
IP Address: 66.58.251.161

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Other,

Other (please specify):

food, library

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

none

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I believe the Mendenhall Peninsula would be the best. It would help for traffic, the location is between Auke and valley for easy access. It lands closer to trails. It has two options if there's a detour on Engineers cut off and Fritz. It also seems to have a minimal impact in water

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#55

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:10:55 PM
Last Modified: Wednesday, January 11, 2023 3:12:30 PM
Time Spent: 00:01:35
IP Address: 158.145.15.25

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Matt Catterson**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#56

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 3:11:46 PM
Last Modified:	Wednesday, January 11, 2023 3:14:50 PM
Time Spent:	00:03:04
IP Address:	209.165.165.195

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#57

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 3:10:10 PM
Last Modified:	Wednesday, January 11, 2023 3:15:59 PM
Time Spent:	00:05:49
IP Address:	166.198.252.32

Page 1

Q1	**Weekly**
How often do you travel between Juneau and Douglas Island?	
Q2	**Work commute,**
Why do you cross the Juneau Douglas Bridge? (Select all that apply)	**Recreation**

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Not applicable

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Would help with emergency response time. Would help make an impact for commute to work and save time. It would cut down on emissions from cars and hopefully open more bus route with the new transit in The Valley

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#58

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:12:16 PM
Last Modified: Wednesday, January 11, 2023 3:17:21 PM
Time Spent: 00:05:04
IP Address: 24.237.21.38

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Sports, visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

A second crossing too close to the existing bridge wouldn't make much sense for reducing commute time from the valley to Douglas. Also, the Mendenhall Peninsula route may be too visible, loud and intrusive to recreation and tourism activities in the area.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#59

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:15:51 PM
Last Modified: Wednesday, January 11, 2023 3:19:07 PM
Time Spent: 00:03:15
IP Address: 65.74.53.85

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Friends and worship

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I strongly support a second crossing and also more affordable housing options in Juneau that aren't condos or trailer parks.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#60

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:17:28 PM
Last Modified: Wednesday, January 11, 2023 3:19:52 PM
Time Spent: 00:02:24
IP Address: 24.237.4.179

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Other,

Other (please specify):

School

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



#61

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:20:39 PM
Last Modified: Wednesday, January 11, 2023 3:25:30 PM
Time Spent: 00:04:50
IP Address: 24.237.2.86

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Island Pub, Sandy Beach, Hiking, Eaglecrest, Fireworks sales

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns other than timeline to make it happen

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This would allow many families to gain access and incentive to frequent Douglas and increase connection in community. As someone who lives “out the road,” this would allow our family to more reasonable access the activities we already enjoy, and make it more feasible to engage in others (treadwell arena, maker space, Louis’s, etc).
Less personally, it just makes sense. One crossing poses inconveniences and impracticalities and also creates emergency situations

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#62

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 3:26:28 PM
Last Modified:	Wednesday, January 11, 2023 3:28:21 PM
Time Spent:	00:01:52
IP Address:	209.112.212.161

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing,

Other,

Other (please specify):

Visiting friends and family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#63

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:31:47 PM
Last Modified: Wednesday, January 11, 2023 3:34:49 PM
Time Spent: 00:03:01
IP Address: 24.237.20.180

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#64

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:35:25 PM
Last Modified: Wednesday, January 11, 2023 3:36:45 PM
Time Spent: 00:01:19
IP Address: 24.237.4.249

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#65

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:31:36 PM
Last Modified: Wednesday, January 11, 2023 3:38:16 PM
Time Spent: 00:06:40
IP Address: 24.237.16.94

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#66

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:37:27 PM
Last Modified: Wednesday, January 11, 2023 3:39:24 PM
Time Spent: 00:01:57
IP Address: 199.187.211.43

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Visit family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#67

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 3:45:32 PM
Last Modified:	Wednesday, January 11, 2023 3:50:01 PM
Time Spent:	00:04:28
IP Address:	24.237.21.79

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The end of the airport access point is largely used for recreation. Wetland mitigation with be a problem. Any in water farming will be effected. Airport flight paths are already limited and could be further constrained. Will likely disturb the golf course.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#68

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:47:40 PM
Last Modified: Wednesday, January 11, 2023 3:53:00 PM
Time Spent: 00:05:20
IP Address: 65.74.52.89

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

I live in North Douglas

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

I do not think a second crossing is necessary and will only destroy more wildlife habitat. No matter what your environmental impact statement says, it will adversely affect the area.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

No to the second crossing!!

Q5

No action (no new crossing)

Please select up to three (3) alternatives that you would suggest for a north crossing:

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I’m contacting my congressman for this total Waste of funds for this obvious project to promote only businesses and a back door deal to get the road further out on the back side of the island

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Matt Brown**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#69

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:51:25 PM
Last Modified: Wednesday, January 11, 2023 3:53:51 PM
Time Spent: 00:02:26
IP Address: 24.237.31.226

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The current bridge has sufficed for a very long time.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#70

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:48:45 PM
Last Modified: Wednesday, January 11, 2023 3:55:04 PM
Time Spent: 00:06:19
IP Address: 24.237.13.156

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#71

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:54:49 PM
Last Modified: Wednesday, January 11, 2023 3:56:22 PM
Time Spent: 00:01:33
IP Address: 139.60.224.229

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#72

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 3:58:58 PM
Last Modified: Wednesday, January 11, 2023 4:00:40 PM
Time Spent: 00:01:41
IP Address: 24.237.30.174

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#73

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:00:30 PM
Last Modified: Wednesday, January 11, 2023 4:03:46 PM
Time Spent: 00:03:15
IP Address: 24.237.152.9

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Shannon Crossley**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#74

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 4:02:48 PM
Last Modified:	Wednesday, January 11, 2023 4:06:07 PM
Time Spent:	00:03:19
IP Address:	24.237.158.241

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Other,

Other (please specify):

Social

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Consider an above ground option for North Douglas. The tunnel-only approach seems unreasonable at this stage of planning.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#75

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:04:35 PM
Last Modified: Wednesday, January 11, 2023 4:06:15 PM
Time Spent: 00:01:39
IP Address: 24.237.28.15

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#76

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:05:22 PM
Last Modified: Wednesday, January 11, 2023 4:09:16 PM
Time Spent: 00:03:53
IP Address: 24.237.16.200

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#77

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:12:46 PM
Last Modified: Wednesday, January 11, 2023 4:14:42 PM
Time Spent: 00:01:56
IP Address: 107.77.205.18

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#78

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:14:04 PM
Last Modified: Wednesday, January 11, 2023 4:18:50 PM
Time Spent: 00:04:45
IP Address: 68.100.242.245

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#79

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:19:33 PM
Last Modified: Wednesday, January 11, 2023 4:24:07 PM
Time Spent: 00:04:33
IP Address: 174.236.39.11

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visiting friends, eating at The Island Pub

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#80

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:22:32 PM
Last Modified: Wednesday, January 11, 2023 4:27:01 PM
Time Spent: 00:04:28
IP Address: 216.67.1.178

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None - A 2nd Crossing is necessary for redundancy. Having only one bridge is very dangerous.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The second crossing is something that should be in existence today. Having only one bridge is such a risk to everyone that lives on Douglas. A closure of the current bridge would strand thousands on Douglas.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Will Judy**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#81

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 4:25:13 PM
Last Modified:	Wednesday, January 11, 2023 4:32:33 PM
Time Spent:	00:07:19
IP Address:	24.237.21.187

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

work

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other (please specify):

Deep water port to reduce the number of Tractor-trailers that go thru the downtown corridor

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

VB, SPA and North airport give the best location for commuter and work traffic. Trying to keep traffic down on already existing Douglas Hwy should be a key factor on location.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Joshua Kreick**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#82

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:31:32 PM
Last Modified: Wednesday, January 11, 2023 4:33:20 PM
Time Spent: 00:01:48
IP Address: 24.237.16.176

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#83

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:25:38 PM
Last Modified: Wednesday, January 11, 2023 4:34:09 PM
Time Spent: 00:08:31
IP Address: 76.93.176.154

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visit family and friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Keep as far north as possible to limit use of Douglas highway and keep close to Juneau population center in the valley.
..is upgrading of Douglas highway for increased use also being analyzed?

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#84

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 4:30:46 PM
Last Modified:	Wednesday, January 11, 2023 4:37:03 PM
Time Spent:	00:06:16
IP Address:	24.237.21.105

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Live on Douglas island

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Don’t have any concerns.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Corey baxter**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#85

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:36:11 PM
Last Modified: Wednesday, January 11, 2023 4:38:54 PM
Time Spent: 00:02:42
IP Address: 24.237.11.26

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Alyssa Hobbs**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#86

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:46:10 PM
Last Modified: Wednesday, January 11, 2023 4:48:01 PM
Time Spent: 00:01:51
IP Address: 24.237.28.12

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns. Build the bridge / tunnel.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#87

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:47:03 PM
Last Modified: Wednesday, January 11, 2023 4:48:23 PM
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Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#88

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:47:18 PM
Last Modified: Wednesday, January 11, 2023 4:50:15 PM
Time Spent: 00:02:56
IP Address: 198.163.39.197

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

They have the gondola project coming - there is no maintenance plans for current highway - at times the highway is busy and with winter conditions slow - no!

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#89

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:48:29 PM
Last Modified: Wednesday, January 11, 2023 4:52:49 PM
Time Spent: 00:04:20
IP Address: 24.237.152.110

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Business

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Need north Douglas lighting on highway

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Email Address [redacted]

#90

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:57:04 PM
Last Modified: Wednesday, January 11, 2023 4:59:04 PM
Time Spent: 00:01:59
IP Address: 63.140.103.75

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Twin Lakes,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#91

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 5:09:52 PM
Last Modified: Wednesday, January 11, 2023 5:13:55 PM
Time Spent: 00:04:02
IP Address: 97.73.244.33

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

What research has been done to determine the difference in traffic flow on the existing bridge

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Karen M Polley**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#92

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 5:14:38 PM
Last Modified: Wednesday, January 11, 2023 5:18:56 PM
Time Spent: 00:04:18
IP Address: 24.237.30.130

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Friends and meals on wheels

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#93

COMPLETE

Collector: Web Link 1 (Web Link)
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Last Modified: Wednesday, January 11, 2023 5:24:24 PM
Time Spent: 00:02:37
IP Address: 24.237.30.111

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#94

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
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Last Modified: Wednesday, January 11, 2023 5:25:22 PM
Time Spent: 00:01:40
IP Address: 216.67.57.80

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Skiing,

Hunting,

Fishing,

Health care,

Other (please specify):

Fire and rescue

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#95

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 5:25:53 PM
Last Modified: Wednesday, January 11, 2023 5:30:44 PM
Time Spent: 00:04:51
IP Address: 107.77.205.183

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#96

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 5:30:54 PM
Last Modified: Wednesday, January 11, 2023 5:33:30 PM
Time Spent: 00:02:36
IP Address: 166.198.252.113

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The Mendenhall Península option is the worst option.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Hannah Lager**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#97

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 5:30:09 PM
Last Modified: Wednesday, January 11, 2023 5:35:43 PM
Time Spent: 00:05:33
IP Address: 24.237.24.202

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

If we want to develop Spuhn island i.e. utilize it for housing given the housing shortage in Juneau, it might be a good alternative to connect North Douglas to Spuhn to Auke bay.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#98

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 5:39:02 PM
Last Modified: Wednesday, January 11, 2023 5:40:40 PM
Time Spent: 00:01:37
IP Address: 66.223.214.84

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#99

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 5:40:56 PM
Last Modified: Wednesday, January 11, 2023 5:43:14 PM
Time Spent: 00:02:18
IP Address: 65.74.52.96

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jason Wiard**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#100

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 5:47:38 PM
Last Modified: Wednesday, January 11, 2023 5:49:54 PM
Time Spent: 00:02:16
IP Address: 166.199.8.14

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#101

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 5:52:38 PM
Last Modified: Wednesday, January 11, 2023 5:58:40 PM
Time Spent: 00:06:02
IP Address: 24.237.0.173

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Other,

Other (please specify):

Visit family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Build it already

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Sunny point has the safest intersection in place already

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Russ McDougal**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#102

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 5:57:09 PM
Last Modified: Wednesday, January 11, 2023 6:06:04 PM
Time Spent: 00:08:55
IP Address: 24.237.15.252

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I believe that although a very expensive alternative, a tunnel would be the best option for a second crossing. The Mendenhall Wetlands would be adversely affected, but this would be a temporary effect during construction and for a few years after tunnel completion. The other alternatives would all have permanent adverse effects to the wetlands with bridge and road extension construction. I believe a tunnel would not be hazardous to air traffic which is a consideration with bridge placement. I believe a temporary water course could be maintained while a tunnel is constructed. That has been done successfully in other parts of the country where contaminated sediment was dredged from waterways. This temporary water route would allow passage of fish and potentially some marine mammals.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Deborah Rudis**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#103

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 4:57:37 PM
Last Modified: Wednesday, January 11, 2023 6:15:02 PM
Time Spent: 01:17:24
IP Address: 107.77.205.200

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Family that lives in Douglas

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#104

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 6:11:14 PM
Last Modified:	Wednesday, January 11, 2023 6:16:27 PM
Time Spent:	00:05:13
IP Address:	24.237.158.8

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#105

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 6:10:52 PM
Last Modified: Wednesday, January 11, 2023 6:17:01 PM
Time Spent: 00:06:09
IP Address: 185.30.73.183

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing,

Other (please specify):

Live there

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

,

Other (please specify):

Dredge the “channel”

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Waste of money

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Dredge the channel, build another small boat harbor

Q7

Please complete this section if you would like to be added to the list to receive updates.

Email Address [redacted]

#106

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 6:15:56 PM
Last Modified: Wednesday, January 11, 2023 6:20:26 PM
Time Spent: 00:04:29
IP Address: 139.60.225.161

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Rachel Smith**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#107

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 6:19:43 PM
Last Modified:	Wednesday, January 11, 2023 6:22:06 PM
Time Spent:	00:02:23
IP Address:	24.237.7.217

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#108

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 6:24:37 PM
Last Modified:	Wednesday, January 11, 2023 6:27:28 PM
Time Spent:	00:02:50
IP Address:	24.237.30.62

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Health care,

Other,

Other (please specify):

visiting friends/family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#109

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 6:23:46 PM
Last Modified: Wednesday, January 11, 2023 6:32:25 PM
Time Spent: 00:08:39
IP Address: 166.198.252.116

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Hunting,

Fishing,

Health care,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jedediah A Smith**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#110

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 6:34:42 PM
Last Modified: Wednesday, January 11, 2023 6:37:32 PM
Time Spent: 00:02:50
IP Address: 24.237.20.54

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Skiing,

Fishing,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Josh Carrieri**
Email Address	[redacted]

#111

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 6:50:08 PM
Last Modified: Wednesday, January 11, 2023 6:58:55 PM
Time Spent: 00:08:46
IP Address: 24.237.23.29

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Eagle Creek,

Salmon Creek,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#112

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 6:58:05 PM
Last Modified:	Wednesday, January 11, 2023 7:05:14 PM
Time Spent:	00:07:08
IP Address:	24.237.20.54

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Family visits

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Other,

Other (please specify):

Impact to DIPAC seasonal transition work

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The only reason to have a “downtown” spot would be to replace the existing bridge. Mendenhall peninsula is not sufficient due to all the trusts and turns on such a narrow road. Commercial vehicles would not do well in that location.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kaitlin Lafavour**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#113

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 7:06:54 PM
Last Modified: Wednesday, January 11, 2023 7:11:30 PM
Time Spent: 00:04:35
IP Address: 139.60.225.14

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#114

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 7:15:13 PM
Last Modified: Wednesday, January 11, 2023 7:17:48 PM
Time Spent: 00:02:34
IP Address: 174.205.38.45

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#115

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 7:22:15 PM
Last Modified:	Wednesday, January 11, 2023 7:25:15 PM
Time Spent:	00:02:59
IP Address:	24.237.0.245

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Ashlynn Kay**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#116

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 7:25:11 PM
Last Modified: Wednesday, January 11, 2023 7:26:41 PM
Time Spent: 00:01:30
IP Address: 65.74.54.126

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#117

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 7:27:47 PM
Last Modified:	Wednesday, January 11, 2023 7:29:21 PM
Time Spent:	00:01:34
IP Address:	174.231.141.215

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Eagle Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#118

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 7:47:02 PM
Last Modified: Wednesday, January 11, 2023 7:49:41 PM
Time Spent: 00:02:38
IP Address: 139.60.225.3

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Family visit

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#119

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 7:45:19 PM
Last Modified:	Wednesday, January 11, 2023 7:51:08 PM
Time Spent:	00:05:48
IP Address:	216.67.21.108

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Vanderbilt is the best option, best to tie into an existing traffic light and direct access to egan.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#120

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 7:46:53 PM
Last Modified: Wednesday, January 11, 2023 7:52:01 PM
Time Spent: 00:05:07
IP Address: 24.237.17.96

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

NONE

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#121

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 7:46:59 PM
Last Modified: Wednesday, January 11, 2023 7:52:08 PM
Time Spent: 00:05:09
IP Address: 24.237.158.248

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Visit Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Fuel savings with sevond crossing

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Thom Buzard**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#122

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 7:50:48 PM
Last Modified: Wednesday, January 11, 2023 7:54:24 PM
Time Spent: 00:03:36
IP Address: 24.237.15.8

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Other,

Other (please specify):

Snowplowing customers

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Cyndi isaak**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#123

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 8:00:27 PM
Last Modified: Wednesday, January 11, 2023 8:03:33 PM
Time Spent: 00:03:06
IP Address: 107.77.205.97

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#124

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 8:03:35 PM
Last Modified: Wednesday, January 11, 2023 8:12:55 PM
Time Spent: 00:09:20
IP Address: 24.237.158.241

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The more years that go by to eventually get this done and it will get done at some point eventually, the more it will cost. Better to get it done now

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#125

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 8:07:47 PM
Last Modified: Wednesday, January 11, 2023 8:13:19 PM
Time Spent: 00:05:32
IP Address: 24.237.11.251

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

N/a

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#126

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 8:11:38 PM
Last Modified: Wednesday, January 11, 2023 8:20:28 PM
Time Spent: 00:08:50
IP Address: 24.237.2.172

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Church

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I suggest a location be chosen that brings N Douglas residents directly to shopping (FredMeyers, Costco, the malls) and at the same time is close to the Valley, where the bulk of the population lives so they can get to recreation areas without detouring downtown.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#127

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 8:21:26 PM
Last Modified:	Wednesday, January 11, 2023 8:28:10 PM
Time Spent:	00:06:44
IP Address:	65.74.54.57

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I feel like the most Northern access points make the most sense, this would allow for a larger driving route/turn around option as well as shorten the time to drive back to Douglas from the Valley for folks that ski, fish, or do their general shopping, this point also will allow for more development on the further northern side of Douglas without causing excess congesation at already busy intersections like Vanderbuilt.

But of course a shorter bridge would most likely be more economically feasible and the Vanderbilt intersection is a good mid point. The Sunny point area might end up being challenging due to the current exits.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Hollis Kitchin**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#128

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 8:28:25 PM
Last Modified: Wednesday, January 11, 2023 8:34:52 PM
Time Spent: 00:06:27
IP Address: 24.237.9.145

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Industrial blvd makes the most sense. Surrounding area is commercial, road was just redone and in great shape, it’s the appropriate distance from the current bridge to justify a 2nd crossing.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Paul simpson**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#129

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 8:29:40 PM
Last Modified:	Wednesday, January 11, 2023 8:35:00 PM
Time Spent:	00:05:20
IP Address:	24.237.14.166

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Other (please specify):

Impact on quiet neighborhoods of mendenhall peninsula and fritz cove roads, There is a significant wildlife corridor between them. It's a whole lot of development for a quiet peninsula.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The amount of development required for mendenhall peninsula vs any of the alternative routes is vastly larger and disrupts an entire 2 mile neighborhood

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Evelyn Walker**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#130

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 8:36:08 PM
Last Modified: Wednesday, January 11, 2023 8:37:48 PM
Time Spent: 00:01:39
IP Address: 166.137.171.53

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#131

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 8:40:36 PM
Last Modified:	Wednesday, January 11, 2023 8:43:41 PM
Time Spent:	00:03:04
IP Address:	69.166.233.156

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It is important to have large gaps in any causeways to allow free flow through the wetlands.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Bill Glude**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#132

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 8:29:53 PM
Last Modified:	Wednesday, January 11, 2023 8:43:56 PM
Time Spent:	00:14:03
IP Address:	107.77.205.56

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visiting family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

As a family in commercial fishing, we are concerned about the ability to travel via water up the channel to access Smith Pond/Mendenhall River for winter storage. This means that the Mendenhall Peninsula and the North Airport Crossing are slightly concerning to us.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Breckan Hendricks**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#133

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 8:41:34 PM
Last Modified: Wednesday, January 11, 2023 8:46:49 PM
Time Spent: 00:05:14
IP Address: 24.237.21.60

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Recreational/rental

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Nearest the airport would be smartest for closest to a fire department. Not that I think that's a huge concern but if a bridge is going to be made that should be taken into consideration.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#134

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 8:50:09 PM
Last Modified:	Wednesday, January 11, 2023 8:51:26 PM
Time Spent:	00:01:17
IP Address:	24.237.21.90

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#135

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 8:55:41 PM
Last Modified:	Wednesday, January 11, 2023 8:58:24 PM
Time Spent:	00:02:42
IP Address:	24.237.9.114

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Hunting,

Fishing,

Other,

Other (please specify):

Restaurants

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Holly Kveum**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#136

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 8:58:57 PM
Last Modified:	Wednesday, January 11, 2023 9:01:23 PM
Time Spent:	00:02:26
IP Address:	24.237.18.20

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Seeing friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#137

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 9:02:36 PM
Last Modified: Wednesday, January 11, 2023 9:07:49 PM
Time Spent: 00:05:13
IP Address: 24.237.4.151

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#138

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 9:15:17 PM
Last Modified: Wednesday, January 11, 2023 9:21:16 PM
Time Spent: 00:05:58
IP Address: 24.237.3.42

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Cost

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Louis juergens**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#139

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 9:18:08 PM
Last Modified: Wednesday, January 11, 2023 9:21:47 PM
Time Spent: 00:03:39
IP Address: 166.198.252.58

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

bon fire

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#140

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 9:12:30 PM
Last Modified: Wednesday, January 11, 2023 9:31:26 PM
Time Spent: 00:18:55
IP Address: 24.237.3.187

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

family issues

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Other,

Other (please specify):

Cost

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#141

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 9:12:12 PM
Last Modified:	Wednesday, January 11, 2023 9:32:43 PM
Time Spent:	00:20:31
IP Address:	107.77.205.198

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Other,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Other (please specify):

I have concerns, and feel those environmental impacts and mitigating them need to be part of the planning process, but I do not believe they are insurmountable or should negate this project.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Mendenhall Peninsula is an extremely unsafe road. In the constant icy conditions present in the winter; it is a very difficult, windy and hazardous road to drive. Many parts of the road have very low visibility and at times no visibility around the bends in foggy conditions. My daughter has a friend she visits there and I am anxious every time they are driving out there. I do not think any additional traffic should be directed to that area. Also, it seems that we should avoid residential areas if possible as increased traffic could lower property values and make those neighborhoods more unsafe for the children that play and walk on those roads. I think the other 2 options I selected, the north airport and Sunny Point are both more elegant solutions to move forward with. If I had to pick a 3rd, I would say Vanderbilt, as it has the least impact on existing neighborhoods and buildings. However my preference would be the other 2 as they both cut the commute time from the Valley and are closer to land that could be utilized for innovative housing and revenue producing projects. I believe a second crossing will be an amazing way to increase accessibility and usable land in Juneau and whole heartedly support it. It is the innovative and forward thinking mentality we need to continue to enrich and strengthen our community, increase our housing supply, foster economic opportunities and expand our outdoor recreational offerings. Thank you for your time and effort in this project. I look forward to the day when our vision of a second crossing becomes a reality.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jacqueline Tupou**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#142

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 9:31:20 PM
Last Modified: Wednesday, January 11, 2023 9:37:14 PM
Time Spent: 00:05:54
IP Address: 24.237.13.29

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The Mendenhall wetlands is a crucial part of Juneau, for wildlife and recreational activities, the Mendenhall peninsula route would have the least impact on the Mendenhall wetlands and makes the most sense for traffic flow.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Tim Travis**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#143

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 9:29:44 PM
Last Modified:	Wednesday, January 11, 2023 9:41:14 PM
Time Spent:	00:11:29
IP Address:	63.140.97.194

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Rarely use the bridge as I do not go over it for any specific reasons

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The Mendenhall pen crossing would severely impact one of Juneau's prime fishing and crabbing locations. Also having the widest area to cover with the most disruption to the habitat. Having the crossing at Vanderbilt offers quicker access to the hospital.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Robert Underwood**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	

#144

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 9:48:16 PM
Last Modified:	Wednesday, January 11, 2023 9:53:07 PM
Time Spent:	00:04:51
IP Address:	24.237.0.250

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Restaurants and friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

I do not have concerns as I believe these concerns will be addressed as much as is possible. There will always be some impact. It’s how to keep it as minimal as is reasonable and I trust that will be done

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#145

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 9:52:44 PM
Last Modified: Wednesday, January 11, 2023 9:56:17 PM
Time Spent: 00:03:33
IP Address: 166.198.252.70

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#146

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 9:57:46 PM
Last Modified: Wednesday, January 11, 2023 10:02:36 PM
Time Spent: 00:04:50
IP Address: 24.237.16.118

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Nothing

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#147

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 11, 2023 10:03:48 PM
Last Modified:	Wednesday, January 11, 2023 10:06:47 PM
Time Spent:	00:02:59
IP Address:	24.237.26.165

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care,

Other (please specify):

School

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Light pollution impacts

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#148

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 10:13:34 PM
Last Modified: Wednesday, January 11, 2023 10:16:55 PM
Time Spent: 00:03:21
IP Address: 107.77.205.190

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The furthest north alternative is the safest and makes the most sense for the long term development of Juneau

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#149

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 10:12:18 PM
Last Modified: Wednesday, January 11, 2023 10:18:45 PM
Time Spent: 00:06:27
IP Address: 166.198.252.139

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visit family and friends, attend activities for kids

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

1. North Airport - simpler, less expensive
2. Mendenhall peninsula - anything past the airport makes a second crossing redundant. The lemon creek area is about 10min from downtown. A crossing further south will not give as much benefit of a more northern crossing when considering evacuations or medical response times.
3. Sunny point - this is the furthest south that would make a second crossing worth the expense and disruption of nature.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#150

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 10:36:07 PM
Last Modified: Wednesday, January 11, 2023 10:38:36 PM
Time Spent: 00:02:29
IP Address: 24.237.7.40

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#151

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 10:32:03 PM
Last Modified: Wednesday, January 11, 2023 10:39:00 PM
Time Spent: 00:06:56
IP Address: 166.199.8.67

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The idea of a 2nd crossing seems like a good idea, but I think it would ruin the natural view of the area it's built. Wildlife may possibly be disrupted

Q7

Please complete this section if you would like to be added to the list to receive updates.

City/Town

State/Province



#152

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 10:41:23 PM
Last Modified: Wednesday, January 11, 2023 10:45:39 PM
Time Spent: 00:04:16
IP Address: 24.237.13.201

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#153

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 10:47:48 PM
Last Modified: Wednesday, January 11, 2023 10:50:07 PM
Time Spent: 00:02:18
IP Address: 24.237.0.204

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#154

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 10:46:39 PM
Last Modified: Wednesday, January 11, 2023 10:52:39 PM
Time Spent: 00:06:00
IP Address: 63.140.96.36

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Not Men-Pen.
Seems to costly, due to required improvements to the existing road.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#155

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 10:54:46 PM
Last Modified: Wednesday, January 11, 2023 11:00:07 PM
Time Spent: 00:05:21
IP Address: 24.237.14.106

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Shea Bartolaba**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#156

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 11:53:44 PM
Last Modified: Wednesday, January 11, 2023 11:55:46 PM
Time Spent: 00:02:01
IP Address: 209.112.137.205

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Island Pub

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#157

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 11, 2023 11:53:48 PM
Last Modified: Wednesday, January 11, 2023 11:59:10 PM
Time Spent: 00:05:21
IP Address: 24.237.30.169

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Michaela Mendoza**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#158

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 12:31:46 AM
Last Modified:	Thursday, January 12, 2023 12:50:39 AM
Time Spent:	00:18:53
IP Address:	107.77.205.76

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Zero concerns except we need a stop light if it is connected to the Fred Myers location. That’s the best location. We need a stop light there. If we added one by DZ middle school plus a around about.. We should have a stop light at Fred’s to much danger it will save lives.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Right by the Freddy Meyers, everyone who goes there complains that they have to drive all the way out from north Douglas. Plus we honestly need a intersection there because it’s dangerous in the winter. We need to start with an intersection and add large signs that say prepare to stop because it’s the main highway. Adding a bridge somewhere close to Fred Myers is perfect just need to add a stop light intersection to make sure it’s safe. Even if the bridge was made we need it but more traffic in the valley means better safety we need to move like other cities are. Thank you,

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Cecilia NA**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#159

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 2:38:35 AM
Last Modified: Thursday, January 12, 2023 2:40:31 AM
Time Spent: 00:01:56
IP Address: 24.237.150.105

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#160

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 4:55:36 AM
Last Modified: Thursday, January 12, 2023 4:57:22 AM
Time Spent: 00:01:46
IP Address: 24.237.5.25

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#161

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 5:32:12 AM
Last Modified:	Thursday, January 12, 2023 5:36:54 AM
Time Spent:	00:04:41
IP Address:	166.198.252.16

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

That it will be out too close to the current bridge or on fritz cove rd - both would not be good

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The closer the crossing is to Fred Meyer - the more likely people will be to develop and live in north Douglas

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Benjamin Garrett**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#162

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 5:42:37 AM
Last Modified: Thursday, January 12, 2023 5:47:01 AM
Time Spent: 00:04:23
IP Address: 199.229.250.237

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other,

Other (please specify):

Far enough out N. Douglas to open and expand travel routes

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

North Airport and Mendenhall Peninsula seem like the best options in my opinion.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Marquam George**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#163

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 5:44:38 AM
Last Modified: Thursday, January 12, 2023 5:48:14 AM
Time Spent: 00:03:35
IP Address: 107.77.205.56

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None, none should have been an option to select.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Built It!

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#164

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 6:00:25 AM
Last Modified:	Thursday, January 12, 2023 6:02:24 AM
Time Spent:	00:01:59
IP Address:	63.140.105.253

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#165

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 6:26:19 AM
Last Modified:	Thursday, January 12, 2023 6:31:05 AM
Time Spent:	00:04:46
IP Address:	216.67.113.105

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Visiting family and friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Annette Coyle**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#166

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 7:04:19 AM
Last Modified: Thursday, January 12, 2023 7:07:24 AM
Time Spent: 00:03:04
IP Address: 24.237.15.221

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

I do not have these concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#167

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 7:13:46 AM
Last Modified:	Thursday, January 12, 2023 7:16:54 AM
Time Spent:	00:03:07
IP Address:	24.237.27.158

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#168

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 7:16:38 AM
Last Modified:	Thursday, January 12, 2023 7:21:21 AM
Time Spent:	00:04:43
IP Address:	162.210.23.146

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#169

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 7:23:23 AM
Last Modified:	Thursday, January 12, 2023 7:26:23 AM
Time Spent:	00:03:00
IP Address:	24.22.154.0

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Tunnel through wetlands seems unnecessarily disruptive to ecosystem. Have other tunnels been constructed in similar environments? Seems risky.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#170

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 7:41:50 AM
Last Modified: Thursday, January 12, 2023 7:43:31 AM
Time Spent: 00:01:40
IP Address: 216.67.10.150

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Darwin Jensen**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#171

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 7:51:54 AM
Last Modified: Thursday, January 12, 2023 7:57:57 AM
Time Spent: 00:06:03
IP Address: 24.237.158.250

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Closer route to hospital
Not destroy peaceful neighborhoods

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**mary kirtley**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#172

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 8:13:23 AM
Last Modified: Thursday, January 12, 2023 8:16:30 AM
Time Spent: 00:03:07
IP Address: 65.74.54.236

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#173

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 8:21:53 AM
Last Modified: Thursday, January 12, 2023 8:24:34 AM
Time Spent: 00:02:41
IP Address: 137.229.219.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Dining, friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kathryn Haley**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#174

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 8:22:28 AM
Last Modified:	Thursday, January 12, 2023 8:25:57 AM
Time Spent:	00:03:28
IP Address:	24.237.28.147

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Bonilyn Parker**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#175

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 8:20:05 AM
Last Modified: Thursday, January 12, 2023 8:26:58 AM
Time Spent: 00:06:52
IP Address: 24.237.20.235

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#176

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 8:26:40 AM
Last Modified: Thursday, January 12, 2023 8:29:24 AM
Time Spent: 00:02:44
IP Address: 66.230.109.51

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#177

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 8:33:43 AM
Last Modified:	Thursday, January 12, 2023 8:36:24 AM
Time Spent:	00:02:41
IP Address:	24.237.6.210

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Visiting friend/family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#178

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 8:33:20 AM
Last Modified: Thursday, January 12, 2023 8:51:37 AM
Time Spent: 00:18:17
IP Address: 174.210.3.26

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#179

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 8:49:04 AM
Last Modified: Thursday, January 12, 2023 8:51:55 AM
Time Spent: 00:02:51
IP Address: 24.237.28.120

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Les Morse**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#180

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 8:57:29 AM
Last Modified: Thursday, January 12, 2023 8:59:14 AM
Time Spent: 00:01:45
IP Address: 139.60.225.21

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#181

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 5:20:04 AM
Last Modified:	Thursday, January 12, 2023 9:10:19 AM
Time Spent:	03:50:14
IP Address:	24.237.24.248

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Skiing,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Eagle Creek,

Twin Lakes,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Hailey**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#182

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 9:17:53 AM
Last Modified: Thursday, January 12, 2023 9:20:30 AM
Time Spent: 00:02:37
IP Address: 24.237.30.85

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kelly Barnaby**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#183

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 9:30:05 AM
Last Modified: Thursday, January 12, 2023 9:32:39 AM
Time Spent: 00:02:33
IP Address: 24.237.158.232

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Laurie Fuglvog**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#184

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 9:21:20 AM
Last Modified:	Thursday, January 12, 2023 9:35:21 AM
Time Spent:	00:14:00
IP Address:	24.237.28.68

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Health care,

Other (please specify):

I live in ND

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I think for a emergency access or Valkey access the airport or Vanderbilt area makes most logical sense . Mendenhall seems the one that would contribute to most environmental damage and neighborhood traffic .

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name **Darlene Donohue**

Address [redacted]

City/Town

State/Province

ZIP/Postal Code

Email Address

#185

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 8:59:10 AM
Last Modified: Thursday, January 12, 2023 9:39:49 AM
Time Spent: 00:40:39
IP Address: 139.60.225.52

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Foraging, visiting friends and family.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Anything north of Vanderbilt would have irreversible and devastating impacts on the fragile wetland environment. I especially believe the Sunny Point crossing would have the greatest negative impact as it would not only damage the wetlands but the muskeg as well. I lived at 8746 N Douglas Hwy for several years and witnessed how frequently deer, wolves, and birds use that muskeg corridor to cross between mainland and Douglas Island. Additionally, in 2014 I conducted a wetland survey while employed for Southeast Soil and Water Conservation District on a grant from the U.S. Fish & Wildlife Service. After spending a summer walking every square inch of the perimeter of the Mendenhall Wetlands, it was plainly obvious that the greatest density of invasive plants were along disturbed areas including roads and trails. By building a crossing in the center of wetlands and muskeg and a bench road you will inevitably introduce harmful invasive plants that will outcompete and reduce native vegetation which further impacts the overall balance of the ecosystem. The North Douglas crossing will further impact migrating birds as well as the humans who use the wetlands for subsistence hunting and foraging. If a North Douglas crossing must be built, I strongly urge that the impacts on the environment are considered above all else.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kimberly Valverde**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#186

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 9:38:51 AM
Last Modified:	Thursday, January 12, 2023 9:41:58 AM
Time Spent:	00:03:07
IP Address:	199.76.12.201

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

If Mend Pen, where would it intersect Glacier Hwy?

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Nolan Davis**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#187

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 9:44:29 AM
Last Modified:	Thursday, January 12, 2023 9:46:15 AM
Time Spent:	00:01:45
IP Address:	76.28.75.53

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#188

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 10:02:53 AM
Last Modified:	Thursday, January 12, 2023 10:05:38 AM
Time Spent:	00:02:45
IP Address:	192.245.44.10

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

visit friends and/or eat out

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#189

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 10:03:31 AM
Last Modified: Thursday, January 12, 2023 10:07:00 AM
Time Spent: 00:03:28
IP Address: 66.91.195.66

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Forrest Wolfe**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#190

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 9:14:03 AM
Last Modified: Thursday, January 12, 2023 10:09:16 AM
Time Spent: 00:55:12
IP Address: 65.74.54.203

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Live on Dougie, gotta go places

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other,

Other (please specify):

Connect different areas easier and faster

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

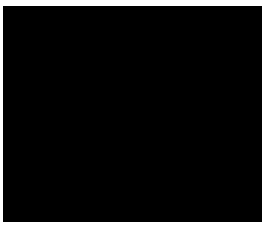
Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

As someone who lives on Douglas and commutes to UAS, I think having additional crossing closer to the Mendenhall area would be a great help. I also think that having an additional crossing would be helpful for emergency services. As long as all environmental precautions are taken for Juneau's wildlife, I am excited to see what happens with a new bridge.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Hannah Forshee**
Address	
City/Town	
State/Province	
ZIP/Postal Code	

#191

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 10:11:44 AM
Last Modified:	Thursday, January 12, 2023 10:15:03 AM
Time Spent:	00:03:18
IP Address:	107.77.205.48

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#192

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 10:12:25 AM
Last Modified:	Thursday, January 12, 2023 10:15:35 AM
Time Spent:	00:03:10
IP Address:	24.237.3.28

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

As a property owner on Mendenhall Peninsula we are highly against adding traffic and roads to our small area. The whole point of buying here was for the wildlife/ trails/ distance from traffic and other things the valleys and higher trafficked areas have.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Amalie Bergman (Fischer)**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#193

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 10:48:52 AM
Last Modified:	Thursday, January 12, 2023 10:51:16 AM
Time Spent:	00:02:23
IP Address:	209.193.49.154

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4 What concerns do you have about a north crossing alternative route? (Select all that apply)	**Environmental impacts to wetlands,** **Impacts to wildlife and birds,** **Impacts to marine wildlife and fish,** **Disruptions to existing neighborhoods in Juneau or on Douglas Island** **,** **Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)** **,** **Impacts to subsistence activities,** **Increased or generated traffic on Douglas Island,** **Impacts to culturally significant areas**
Q5 Please select up to three (3) alternatives that you would suggest for a north crossing:	**North Airport**
Q6 Please provide any additional feedback or suggestions for the Study Team to consider.	**Respondent skipped this question**
Q7 Please complete this section if you would like to be added to the list to receive updates.	**Respondent skipped this question**

#194

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 10:57:00 AM
Last Modified: Thursday, January 12, 2023 10:59:02 AM
Time Spent: 00:02:01
IP Address: 216.137.235.70

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Karin Helgesen**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#195

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 11:13:42 AM
Last Modified: Thursday, January 12, 2023 11:15:08 AM
Time Spent: 00:01:26
IP Address: 24.7.7.80

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other (please specify):

Build an express lane

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Twin Lakes,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#196

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 11:14:39 AM
Last Modified: Thursday, January 12, 2023 11:17:30 AM
Time Spent: 00:02:50
IP Address: 158.145.15.25

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

location

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Mark Sanders**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#197

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 11:15:07 AM
Last Modified: Thursday, January 12, 2023 11:17:43 AM
Time Spent: 00:02:36
IP Address: 65.74.54.239

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Son and wife live on N. Douglas.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#198

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 11:13:50 AM
Last Modified: Thursday, January 12, 2023 11:22:50 AM
Time Spent: 00:08:59
IP Address: 24.237.6.94

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

I believe that the project can be done in a manner to mitigate any significant impacts to the above listed concerns

Q5

Sunny Point Area

Please select up to three (3) alternatives that you would suggest for a north crossing:

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This project is beneficial to Juneau, not only for safety and accessibility concerns if the existing bridge is disabled, it will provide a long term economic benefit to Juneau by providing greater access to undeveloped land.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Andy Meiners**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#199

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 11:18:27 AM
Last Modified: Thursday, January 12, 2023 11:24:51 AM
Time Spent: 00:06:23
IP Address: 66.230.118.82

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I appreciate the conversations about how the crossing will help stimulate economic development, increasing housing options, secure utilities, and increase recreational and subsistence access. I understand there will be some impact on the wetlands, but honestly, I don't thing that won't have huge long term impacts. The people living on the Mendenhall Peninsula will probably have a serious case of NIMBY, but that seems to be one of the best routes to seriously increase potential for future housing.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kara Johnson**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#200

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 11:13:42 AM
Last Modified:	Thursday, January 12, 2023 11:25:24 AM
Time Spent:	00:11:42
IP Address:	24.237.152.75

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Hunting,

Other,

Other (please specify):

Hockey Rink, Douglas Island Pub Pizza

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

This survey is missing "No concern/s". I have no concerns and is far past due.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

None of the listed concerns are relevant to me. This project is far past due and will ultimately benefit the entire community and be a net positive to our quality of life.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Dan Fabrello**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#201

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 11:15:48 AM
Last Modified:	Thursday, January 12, 2023 11:29:00 AM
Time Spent:	00:13:12
IP Address:	66.230.108.184

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Live on N. Douglas

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

That it’s placed south of the hospital. People south of the hospital only have one way to get there.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It needs to be north of the hospital in case there is issues near the retaining wall like when Channel marina burned and closed Egan for hours in that location.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#202

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 11:30:12 AM
Last Modified: Thursday, January 12, 2023 11:34:40 AM
Time Spent: 00:04:28
IP Address: 158.145.15.26

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other (please specify):

dining

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Michelle Fabrello**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#203

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 11:33:21 AM
Last Modified:	Thursday, January 12, 2023 11:43:20 AM
Time Spent:	00:09:58
IP Address:	24.237.24.25

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns (I was forced to select concern when I do not have a concern which means this question is faulty. It forces people to select a concern)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Build another bridge!!!

Question 4 ask what concerns I have. I have no concerns, but I was forced to select an answer. Your answers to question 4 are now overstated as people like me were forced to pick something in order to participate in the survey.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kody Stitz**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#204

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 11:41:16 AM
Last Modified: Thursday, January 12, 2023 11:45:03 AM
Time Spent: 00:03:46
IP Address: 216.67.70.208

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**John Bishop**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#205

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 11:31:49 AM
Last Modified:	Thursday, January 12, 2023 11:46:10 AM
Time Spent:	00:14:20
IP Address:	24.237.0.145

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

To get away from the city. To enjoy the peacefulness and solitude and natural beauty that will be eventually destroyed if the second crossing is put in.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

The spread of urban sprawl and industrial/tourism related development.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

If a second crossing is built, use the least expensive alternative possible I am assuming that would be the Vanderbilt option which would also disrupt the least amount of the wetlands with the exception of the Mendenhall peninsula option, which I am assuming would be a very expensive and ugly monstrosity.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#206

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 11:44:54 AM
Last Modified:	Thursday, January 12, 2023 11:52:49 AM
Time Spent:	00:07:54
IP Address:	165.225.56.218

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Fishing,

Other,

Other (please specify):

pick up a friend for shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

the wildlife will be fine after the bridge is done being built.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**donna aceveda**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#207

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 11:46:46 AM
Last Modified:	Thursday, January 12, 2023 11:54:24 AM
Time Spent:	00:07:37
IP Address:	24.237.0.80

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Mendenhall pen is a wildlife corridor.
Keep it in the areas of the channel that are shallow to keep cost and impact to a minimum.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#208

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 12:26:15 PM
Last Modified:	Thursday, January 12, 2023 12:31:59 PM
Time Spent:	00:05:44
IP Address:	24.237.158.245

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#209

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 12:31:24 PM
Last Modified:	Thursday, January 12, 2023 12:33:26 PM
Time Spent:	00:02:02
IP Address:	107.77.205.8

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#210

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 12:38:02 PM
Last Modified: Thursday, January 12, 2023 12:44:13 PM
Time Spent: 00:06:10
IP Address: 24.237.13.71

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Other,

Other (please specify):

A road through the middle of Mendenhall Peninsula would disrupt every house on Engineers Cutoff and Mendenhall Peninsula and it is a sanctuary for a lot of wildlife including bear and deer.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Cort**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#211

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 12:52:45 PM
Last Modified:	Thursday, January 12, 2023 12:55:22 PM
Time Spent:	00:02:37
IP Address:	137.229.212.158

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Perseverance Theater plays & dinners at the Island Pub

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#212

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 12:56:47 PM
Last Modified: Thursday, January 12, 2023 1:01:22 PM
Time Spent: 00:04:34
IP Address: 24.237.1.82

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#213

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 2:00:12 PM
Last Modified:	Thursday, January 12, 2023 2:05:28 PM
Time Spent:	00:05:16
IP Address:	192.245.44.10

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Other,

Other (please specify):

Theatre!

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#214

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 2:05:41 PM
Last Modified:	Thursday, January 12, 2023 2:12:20 PM
Time Spent:	00:06:39
IP Address:	192.245.44.10

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Ty Yamaoka**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#215

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 2:10:35 PM
Last Modified:	Thursday, January 12, 2023 2:12:36 PM
Time Spent:	00:02:01
IP Address:	139.64.186.2

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#216

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 2:50:51 PM
Last Modified:	Thursday, January 12, 2023 2:52:16 PM
Time Spent:	00:01:24
IP Address:	158.145.15.21

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#217

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 2:51:16 PM
Last Modified:	Thursday, January 12, 2023 2:55:37 PM
Time Spent:	00:04:21
IP Address:	24.237.10.12

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Visit family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island,

Other (please specify):

Financial burden

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The real push for this is rich investors who want to open up douglas for crazy amounts of development. It won't help the community as a whole equitably, only the rich.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#218

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 3:07:13 PM
Last Modified:	Thursday, January 12, 2023 3:23:48 PM
Time Spent:	00:16:34
IP Address:	66.230.110.196

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Friends and Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

My biggest concern is about unspoken long term plans for the area. A potential residential development out the pioneer road is not really enough of a reason to build a bridge. I think the public should be aware of what else they would be facilitating if this development proceeds.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I hope to move to North Douglas eventually, and a primary reason for that is because it is quiet and unpopulated.

Q7

Please complete this section if you would like to be added to the list to receive updates.

ZIP/Postal Code [redacted]

#219

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 3:32:21 PM
Last Modified: Thursday, January 12, 2023 3:35:22 PM
Time Spent: 00:03:00
IP Address: 158.145.15.23

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

none, fully opposed to the entire idea

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Really silly idea.

Juneau isn't growing and no amount of costly super projects is going to change that.

Instead, focus routine maintenance of existing infrastructure.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#220

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 3:33:16 PM
Last Modified:	Thursday, January 12, 2023 3:39:51 PM
Time Spent:	00:06:34
IP Address:	24.237.25.253

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Fishing,

Health care,

Other,

Other (please specify):

School

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Additional bridge should be far from the existing bridge

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#221

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 3:41:55 PM
Last Modified: Thursday, January 12, 2023 3:45:42 PM
Time Spent: 00:03:47
IP Address: 136.226.57.5

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#222

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 3:42:35 PM
Last Modified:	Thursday, January 12, 2023 3:46:18 PM
Time Spent:	00:03:43
IP Address:	216.67.61.34

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Other,

Other (please specify):

Activities, events, gatherings, etc.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Edric Carrillo**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#223

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 3:52:33 PM
Last Modified:	Thursday, January 12, 2023 3:53:58 PM
Time Spent:	00:01:24
IP Address:	66.91.195.66

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

See my people

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

NONE

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#224

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 3:55:40 PM
Last Modified: Thursday, January 12, 2023 3:59:16 PM
Time Spent: 00:03:36
IP Address: 24.237.16.35

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Friend's visit

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Mary Fuette**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	

#225

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 3:16:38 PM
Last Modified:	Thursday, January 12, 2023 4:18:02 PM
Time Spent:	01:01:24
IP Address:	174.204.77.58

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Hunting,

Fishing,

Health care,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4 What concerns do you have about a north crossing alternative route? (Select all that apply)	**Environmental impacts to wetlands,** **Impacts to wildlife and birds,** **Impacts to marine wildlife and fish,** **Disruptions to existing neighborhoods in Juneau or on Douglas Island**
Q5 Please select up to three (3) alternatives that you would suggest for a north crossing:	**Vanderbilt,** **Sunny Point Area,** **North Airport**
Q6 Please provide any additional feedback or suggestions for the Study Team to consider.	**Respondent skipped this question**
Q7 Please complete this section if you would like to be added to the list to receive updates.	**Respondent skipped this question**

#226

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 4:46:41 PM
Last Modified:	Thursday, January 12, 2023 4:50:15 PM
Time Spent:	00:03:34
IP Address:	158.145.15.26

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Thomas Fletcher**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#227

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 4:52:18 PM
Last Modified: Thursday, January 12, 2023 4:55:03 PM
Time Spent: 00:02:45
IP Address: 107.77.205.110

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

See no harm in another crossing

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Greenies wont allow it, look how much ability we have to ride atv or dirt bikes in this town, completely shut down. Epa or someone will do a study some endangered sand worm in gastineau channel will be the hault of everything. Get a pro juneau and pro state group in the state and local governments…than these changes can gain some foot hold but the feds would have to get involved cause its federal wet lands…and given the current white house selection and senate selection…we need to build back better not make news things and even better and more than the before

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name **John howard**

Address [redacted]

City/Town

State/Province

ZIP/Postal Code

Email Address

#228

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 4:57:50 PM
Last Modified: Thursday, January 12, 2023 4:59:56 PM
Time Spent: 00:02:06
IP Address: 24.237.1.213

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kathleen Hanna**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#229

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 5:10:31 PM
Last Modified: Thursday, January 12, 2023 5:13:25 PM
Time Spent: 00:02:53
IP Address: 72.132.60.226

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Build it, they will come!

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name **Mitch Falk**

City/Town [redacted]

Email Address

#230

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 5:07:20 PM
Last Modified: Thursday, January 12, 2023 5:13:43 PM
Time Spent: 00:06:22
IP Address: 216.67.61.34

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

That it may not get completed in my lifetime.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Shawn Mauldin**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#231

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 5:10:35 PM
Last Modified:	Thursday, January 12, 2023 5:14:55 PM
Time Spent:	00:04:20
IP Address:	24.237.1.59

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#232

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 5:14:04 PM
Last Modified: Thursday, January 12, 2023 5:18:33 PM
Time Spent: 00:04:28
IP Address: 216.67.51.136

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):
I don't want a second crossing.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

A better use of money is putting in sewer lines in N Douglas. My family moved to N Douglas for peace and quiet and the natural beauty. No second crossing is needed.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Freda Westman**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#233

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 5:18:05 PM
Last Modified: Thursday, January 12, 2023 5:19:54 PM
Time Spent: 00:01:49
IP Address: 69.161.6.218

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#234

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 5:16:17 PM
Last Modified: Thursday, January 12, 2023 5:23:08 PM
Time Spent: 00:06:51
IP Address: 24.237.1.59

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sherry Rountree**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#235

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 5:28:02 PM
Last Modified: Thursday, January 12, 2023 5:31:04 PM
Time Spent: 00:03:02
IP Address: 24.237.158.252

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Cost in relationship to use.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#236

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 5:30:22 PM
Last Modified: Thursday, January 12, 2023 5:33:02 PM
Time Spent: 00:02:39
IP Address: 24.237.18.123

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jeff Brink**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#237

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 5:29:22 PM
Last Modified: Thursday, January 12, 2023 5:35:19 PM
Time Spent: 00:05:56
IP Address: 24.237.8.226

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Land owner

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Residential and economic growth potential

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Dean George**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#238

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 5:36:11 PM
Last Modified:	Thursday, January 12, 2023 5:45:23 PM
Time Spent:	00:09:11
IP Address:	209.112.210.186

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

Development costs are high in north Douglass due to its distance from material sources and waste sights

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#239

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 5:40:41 PM
Last Modified:	Thursday, January 12, 2023 5:47:24 PM
Time Spent:	00:06:43
IP Address:	166.198.252.110

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None of those concern me enough to stop building a second crossing

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**April Gilbert**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#240

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 5:54:35 PM
Last Modified: Thursday, January 12, 2023 5:56:09 PM
Time Spent: 00:01:33
IP Address: 24.237.11.28

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#241

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 5:58:11 PM
Last Modified: Thursday, January 12, 2023 6:01:45 PM
Time Spent: 00:03:34
IP Address: 24.237.29.212

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

post office

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

too far out of the way

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#242

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 3:26:37 PM
Last Modified: Thursday, January 12, 2023 6:03:40 PM
Time Spent: 02:37:02
IP Address: 24.237.29.244

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Twin Lakes,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Having a second crossing is a good long term plan fir our community.

Many places have bridges size by side for one way bridges. In times on necessary repair a single bridge can be converted to two way. This option would result in the least amount of habitat alteration and residential disruption.

The options further out the road seem too long for a crossing thus much more habitat destruction and probably much more costly to construct and maintain.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Judith Hauck**
Email Address	[redacted]

#243

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 6:21:25 PM
Last Modified: Thursday, January 12, 2023 6:27:10 PM
Time Spent: 00:05:44
IP Address: 24.237.21.171

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other (please specify):

It would be nice to have a second option to north Douglas for those who live out towards the valley/auke bay area. Including a second hospital that's located in the valley that I believe would be better option especially for the community who lives out towards Cohan drive that commute is far

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None because we don't go out that way because it's too far for us to drive that way we live by glacier it would be nice to go to North Douglas in half the time

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Please consider building a second hospital in the valley

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#244

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 6:32:26 PM
Last Modified:	Thursday, January 12, 2023 6:36:05 PM
Time Spent:	00:03:39
IP Address:	216.67.40.69

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#245

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 6:37:28 PM
Last Modified: Thursday, January 12, 2023 6:40:09 PM
Time Spent: 00:02:40
IP Address: 24.237.31.6

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kelsey**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#246

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 6:39:46 PM
Last Modified: Thursday, January 12, 2023 6:43:03 PM
Time Spent: 00:03:17
IP Address: 137.229.212.151

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Other (please specify):

Friends / restaurants / auto repair

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None, Build the bridge

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#247

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 6:48:39 PM
Last Modified: Thursday, January 12, 2023 6:52:05 PM
Time Spent: 00:03:26
IP Address: 24.237.20.236

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns. BUILD IT!!

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This has been researched to death! Make a decision and build the second crossing!!

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#248

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 6:46:09 PM
Last Modified: Thursday, January 12, 2023 6:55:38 PM
Time Spent: 00:09:29
IP Address: 24.237.8.189

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

boating

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

none, and this should be an option if you require it.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

A better map that shows actual connections to existing roads would be very helpful.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#249

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 6:55:55 PM
Last Modified: Thursday, January 12, 2023 6:57:58 PM
Time Spent: 00:02:02
IP Address: 24.237.9.235

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#250

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 6:59:30 PM
Last Modified:	Thursday, January 12, 2023 7:12:48 PM
Time Spent:	00:13:17
IP Address:	24.237.11.217

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

It’s been proven that projects like a 2nd crossing can co-exist with environmental issues or concerns.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I’m curious why a significant portion of the crossing couldn’t be filled in order to shorten the bridge length? Is it too deep? Egan Dr was built almost exclusively using fill. And no damaging environmental impact.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#251

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 7:06:56 PM
Last Modified:	Thursday, January 12, 2023 7:15:18 PM
Time Spent:	00:08:22
IP Address:	166.198.252.99

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visiting Friends and hiking

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#252

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 7:19:43 PM
Last Modified: Thursday, January 12, 2023 7:22:54 PM
Time Spent: 00:03:10
IP Address: 24.237.117.203

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#253

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 7:34:26 PM
Last Modified: Thursday, January 12, 2023 7:38:07 PM
Time Spent: 00:03:40
IP Address: 24.237.139.34

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Building a 2nd bridge too close to the existing bridge

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

A once in a lifetime project should be meaningful for long term development. Building it as far away from the original bridge makes the most sense to open the most amount of land .

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#254

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 7:40:26 PM
Last Modified: Thursday, January 12, 2023 7:42:12 PM
Time Spent: 00:01:46
IP Address: 24.111.78.51

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Hockey

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#255

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 8:12:06 PM
Last Modified:	Thursday, January 12, 2023 8:15:02 PM
Time Spent:	00:02:56
IP Address:	216.67.53.82

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Dustin stickel**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#256

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 8:31:21 PM
Last Modified: Thursday, January 12, 2023 8:33:21 PM
Time Spent: 00:01:59
IP Address: 66.230.110.196

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Visiting friends/family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This is totally unnecessary.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#257

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 8:26:28 PM
Last Modified: Thursday, January 12, 2023 8:34:41 PM
Time Spent: 00:08:13
IP Address: 24.237.8.116

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Visit friends and relatives

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Lucile Rountree**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#258

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 8:36:49 PM
Last Modified: Thursday, January 12, 2023 8:40:44 PM
Time Spent: 00:03:55
IP Address: 24.237.250.53

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Annie Gardner**
State/Province	[redacted]
Email Address	[redacted]

#259

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 8:55:31 PM
Last Modified: Thursday, January 12, 2023 9:00:45 PM
Time Spent: 00:05:14
IP Address: 161.55.247.63

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other (please specify):

Ease of access to Eaglecrest from the Valley, Auke Bay and Out the Road

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

If the second crossing is too far east, i.e. too close to the current JD bridge such as at Twin lakes, Vanderbilt

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The further west, the better for relieving congestion and channeling traffic to north Douglas.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jacek Maselko**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#260

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 9:02:57 PM
Last Modified: Thursday, January 12, 2023 9:05:30 PM
Time Spent: 00:02:33
IP Address: 24.237.21.147

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Friends, restaurants, the views

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#261

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 9:15:03 PM
Last Modified: Thursday, January 12, 2023 9:27:08 PM
Time Spent: 00:12:05
IP Address: 107.77.205.141

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Vanderbilt will be one of the most economical while having one of the least impacts to environment and impact to residences. Additionally, consider the expansion of roads in Douglas if we increase traffic with the new bridge.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#262

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 9:46:26 PM
Last Modified: Thursday, January 12, 2023 9:50:43 PM
Time Spent: 00:04:17
IP Address: 216.67.58.203

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Dustin fisher**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#263

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 10:01:20 PM
Last Modified: Thursday, January 12, 2023 10:07:33 PM
Time Spent: 00:06:13
IP Address: 41.194.37.41

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing,

Other,

Other (please specify):

boating, restaurant, friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other (please specify):

Sell CBJ land parcels and increase tax base lowering everyone's taxes

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

I'm concerned it may never happen

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This is the shortest route and aligns with current emergency and police infrastructure

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Wayne Wilson**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#264

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 12, 2023 10:16:41 PM
Last Modified:	Thursday, January 12, 2023 10:19:12 PM
Time Spent:	00:02:31
IP Address:	166.198.252.72

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#265

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 10:20:32 PM
Last Modified: Thursday, January 12, 2023 10:23:16 PM
Time Spent: 00:02:44
IP Address: 24.237.31.64

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#266

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 10:23:54 PM
Last Modified: Thursday, January 12, 2023 10:27:36 PM
Time Spent: 00:03:42
IP Address: 166.198.252.113

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#267

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 12, 2023 10:37:56 PM
Last Modified: Thursday, January 12, 2023 10:40:37 PM
Time Spent: 00:02:41
IP Address: 24.237.24.47

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#268

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 2:09:23 AM
Last Modified: Friday, January 13, 2023 2:23:11 AM
Time Spent: 00:13:48
IP Address: 209.112.218.234

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

ive lived in juneau my whole life and i have many memories of the long drive to eagle crest and back or to my best friends house on Douglas and although the drive is longer with the only one access being downtown the drive is one the best for going just to clear your head and not having super busy traffic on Douglas because it is a bit further out. i feel that the new bridge could benefit in ways of being emergency services and possibly even being easier for our mailmen and garbage men as well but at the same time with a new bridge it would create quite a new flow of traffic and make north douglas quite busy and with how limited street lights there are out there and how many accidents there are already without having all that added traffic it doesn't seem like a good idea for a new bridge but if one is built i strongly feel that it shouldn't be going through the neighborhoods in auk bay or the north airport aka dyke trail or airport trail those are nice small neighborhoods and with people traveling back and forth through all of those would make it harder for everyone plus the airport trail is a very highly accessed trail by many of juneau's residents and is home to many of animals as well that's why i believe that the sunny point location would be the best location for a new bridge is one is chosen to be built.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**alyssa**
City/Town	[redacted]
State/Province	
ZIP/Postal Code	
Email Address	

#269

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 4:10:43 AM
Last Modified: Friday, January 13, 2023 4:16:02 AM
Time Spent: 00:05:19
IP Address: 166.198.252.13

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Social

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#270

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 6:09:01 AM
Last Modified: Friday, January 13, 2023 6:11:13 AM
Time Spent: 00:02:12
IP Address: 24.237.2.80

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Karen Tarver**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#271

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 6:14:40 AM
Last Modified: Friday, January 13, 2023 6:16:45 AM
Time Spent: 00:02:05
IP Address: 24.237.23.198

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Visit family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#272

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 6:30:11 AM
Last Modified: Friday, January 13, 2023 6:34:53 AM
Time Spent: 00:04:41
IP Address: 107.77.205.23

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

No reason to go to Douglas

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Not needed. This has been voted down several times in the past.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Stop. The majority does not want this.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**B.S. Weldon**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	

#273

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 6:32:28 AM
Last Modified: Friday, January 13, 2023 6:37:02 AM
Time Spent: 00:04:34
IP Address: 74.124.100.245

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Vanderbilt already has an intersection to link to. The work to widen the road and bring in a bridge could address other safety issues at that intersection. The cowering also doesn't need to connect to the end. Something in the middle makes more sense, and utilizing an existing traffic light is better. This crossing would connect to easier access for shopping, the hospital and the airport.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#274

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 6:39:51 AM
Last Modified: Friday, January 13, 2023 6:44:50 AM
Time Spent: 00:04:58
IP Address: 66.230.108.216

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#275

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 13, 2023 6:48:16 AM
Last Modified: Friday, January 13, 2023 6:50:01 AM
Time Spent: 00:01:44
IP Address: 24.237.15.200

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Cost

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#276

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 13, 2023 6:49:28 AM
Last Modified:	Friday, January 13, 2023 6:53:14 AM
Time Spent:	00:03:46
IP Address:	24.237.7.237

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Dining

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

All of the above

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None, it just makes sense

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Mendenhall peninsula doesn’t make sense. It doesn’t give alternative access to the hospital if the current bridge is closed. Critical medical attention would be delayed

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#277

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 6:51:42 AM
Last Modified: Friday, January 13, 2023 6:54:57 AM
Time Spent: 00:03:15
IP Address: 97.73.244.77

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Live out the road, use the bridge to visit family or go to Sandy Beach/ restaurant.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Don’t have concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#278

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 6:57:06 AM
Last Modified: Friday, January 13, 2023 7:02:37 AM
Time Spent: 00:05:30
IP Address: 209.112.215.250

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Reyonna Moy**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#279

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 7:06:00 AM
Last Modified: Friday, January 13, 2023 7:12:10 AM
Time Spent: 00:06:09
IP Address: 24.237.5.198

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

it should of been done 40 years ago just makes sense get it done

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

it is a good route and makes the most efficient route close to the rock source ,airport ,shopping ,close to. the mouth of the river and channel it would work for a dredge to get the fill material like Egan drive

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#280

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 7:17:54 AM
Last Modified: Friday, January 13, 2023 7:22:27 AM
Time Spent: 00:04:33
IP Address: 24.237.11.71

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

No tunnel

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#281

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 13, 2023 7:40:18 AM
Last Modified:	Friday, January 13, 2023 7:43:55 AM
Time Spent:	00:03:36
IP Address:	158.145.15.21

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care,

Other,

Other (please specify):

I live on Douglas

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Brandon Roomsburg**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#282

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 13, 2023 8:09:10 AM
Last Modified:	Friday, January 13, 2023 8:12:17 AM
Time Spent:	00:03:07
IP Address:	24.237.30.127

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Other,

Other (please specify):

Appointments

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Destinee Siegel**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#283

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 8:18:05 AM
Last Modified: Friday, January 13, 2023 8:22:21 AM
Time Spent: 00:04:15
IP Address: 192.245.44.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#284

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 8:21:57 AM
Last Modified: Friday, January 13, 2023 8:27:01 AM
Time Spent: 00:05:03
IP Address: 65.74.20.218

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Goldbelt and CBJ releasing their land for sale to the public in north/west Douglas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

What about a small bridge to Spuhn island with a road going through it and another bridge connecting Spuhn island to north douglas area.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#285

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 13, 2023 8:28:39 AM
Last Modified:	Friday, January 13, 2023 8:33:01 AM
Time Spent:	00:04:21
IP Address:	158.145.15.23

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other (please specify):

Safe walking path on douglas island like south douglas has north douglas lacks!

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Eagle Creek,

Vanderbilt,

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I think the pass should come from by the airport valley area if that can happen?

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Maggie Starring**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#286

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 9:17:47 AM
Last Modified: Friday, January 13, 2023 9:22:58 AM
Time Spent: 00:05:10
IP Address: 24.237.112.50

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Taylor**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#287

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 13, 2023 9:54:51 AM
Last Modified:	Friday, January 13, 2023 9:59:23 AM
Time Spent:	00:04:32
IP Address:	136.226.55.17

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Skiing,

Fishing,

Other,

Other (please specify):

Child Care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Curtis Kiesel**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#288

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 10:01:27 AM
Last Modified: Friday, January 13, 2023 10:03:18 AM
Time Spent: 00:01:50
IP Address: 158.145.15.24

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Hunting,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#289

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 10:08:29 AM
Last Modified: Friday, January 13, 2023 10:11:15 AM
Time Spent: 00:02:45
IP Address: 69.161.16.45

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

I don't have any concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#290

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 10:30:02 AM
Last Modified: Friday, January 13, 2023 10:33:04 AM
Time Spent: 00:03:02
IP Address: 209.112.215.167

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

business

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

have no concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#291

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 13, 2023 10:30:45 AM
Last Modified:	Friday, January 13, 2023 10:33:33 AM
Time Spent:	00:02:48
IP Address:	139.60.224.40

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Health care,

Other,

Other (please specify):

Airport travel

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No specific concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This needs to move forward.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Max Mertz**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#292

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 13, 2023 10:39:40 AM
Last Modified:	Friday, January 13, 2023 10:41:59 AM
Time Spent:	00:02:18
IP Address:	139.60.225.13

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#293

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 10:54:52 AM
Last Modified: Friday, January 13, 2023 10:57:06 AM
Time Spent: 00:02:14
IP Address: 158.145.15.21

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#294

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 11:15:33 AM
Last Modified: Friday, January 13, 2023 11:18:44 AM
Time Spent: 00:03:11
IP Address: 146.63.202.66

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to subsistence activities,

Other (please specify):

Impacts to Hunting and Fishing

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#295

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 11:31:48 AM
Last Modified: Friday, January 13, 2023 11:33:59 AM
Time Spent: 00:02:11
IP Address: 66.230.97.253

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I feel like this is a "nice to have" project but don't think that CBJ should dedicate many Juneau tax payer dollars to the project. If federal funding or other grants are available for the project in its entirety I'm all for it!

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#296

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 13, 2023 11:40:16 AM
Last Modified:	Friday, January 13, 2023 11:46:01 AM
Time Spent:	00:05:44
IP Address:	174.231.142.166

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

We just don't need another bridge. We already have one.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It isn't really that far to get to the bridge. It seems like a waste of time, money and resources when it could be use for other projects.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#297

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 13, 2023 12:28:27 PM
Last Modified: Friday, January 13, 2023 12:30:57 PM
Time Spent: 00:02:29
IP Address: 69.161.18.194

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

ZIP/Postal Code [redacted]

#298

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 12:31:27 PM
Last Modified: Friday, January 13, 2023 12:36:09 PM
Time Spent: 00:04:42
IP Address: 209.112.215.165

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

This is needed

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Open mendenhall peninsula for development as well as north Douglas for a new airport and barge landings

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**James Sidney**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#299

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 1:00:03 PM
Last Modified: Friday, January 13, 2023 1:02:23 PM
Time Spent: 00:02:19
IP Address: 97.84.5.62

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#300

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 13, 2023 1:09:44 PM
Last Modified:	Friday, January 13, 2023 1:15:29 PM
Time Spent:	00:05:45
IP Address:	65.74.53.233

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Fishing,

Health care,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Janie**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#301

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 13, 2023 2:15:03 PM
Last Modified: Friday, January 13, 2023 2:17:59 PM
Time Spent: 00:02:55
IP Address: 24.237.24.215

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#302

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 2:28:18 PM
Last Modified: Friday, January 13, 2023 2:34:44 PM
Time Spent: 00:06:26
IP Address: 65.74.53.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Other,

Other (please specify):

Reduce congestion on North Douglas Hwy due to recreational activities, reduce transit time for North Douglas Residents to get to Valley and out road locations

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kathleen Harper**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#303

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 13, 2023 3:33:38 PM
Last Modified:	Friday, January 13, 2023 3:36:48 PM
Time Spent:	00:03:10
IP Address:	69.161.17.169

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Lucas chambers**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#304

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 13, 2023 3:41:45 PM
Last Modified:	Friday, January 13, 2023 3:54:19 PM
Time Spent:	00:12:34
IP Address:	216.67.40.6

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Fishing,

Other (please specify):

By skiing, I mean I cross the bridge from N. Douglas to cross country ski at the glacier, etc.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Putting a second crossing any closer than Vanderbilt is a waste of money. You will be able to see the new bridge from the current bridge. Even Vanderbilt is pushing it at being too close. The Sunny Point and North Airport crossings will be too long and require lots of impacts to the wetlands. The Mendhall Peninsula is my first choice, as it goes to the other end of the Douglas Hwy, it will not cross so much of the wetlands, and gives access to Juneau's population center in the valley to get to Eagle Crest, which seems to be what this has always been about. No crossing is my second choice.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Mark Stopha**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#305

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 13, 2023 3:58:24 PM
Last Modified:	Friday, January 13, 2023 4:03:36 PM
Time Spent:	00:05:11
IP Address:	69.161.20.163

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

That the project DOES NOT get approval.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Leonard Roger Calloway**
Address	**P. O. Box 210736**
City/Town	**Auke Bay**
State/Province	**AK**
ZIP/Postal Code	**99821-0736**
Email Address	[redacted]

#306

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 4:29:16 PM
Last Modified: Friday, January 13, 2023 4:32:59 PM
Time Spent: 00:03:42
IP Address: 65.74.54.103

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**James Petropulos**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#307

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 4:39:59 PM
Last Modified: Friday, January 13, 2023 4:46:41 PM
Time Spent: 00:06:42
IP Address: 63.140.104.89

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Michael Hekkers**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#308

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 13, 2023 5:09:49 PM
Last Modified:	Friday, January 13, 2023 5:11:43 PM
Time Spent:	00:01:54
IP Address:	65.74.53.76

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It’s time!!!

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#309

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 5:21:14 PM
Last Modified: Friday, January 13, 2023 5:24:38 PM
Time Spent: 00:03:24
IP Address: 179.50.212.76

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#310

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 7:30:52 PM
Last Modified: Friday, January 13, 2023 7:36:43 PM
Time Spent: 00:05:51
IP Address: 24.237.31.125

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Salmon Creek,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Alternative selected should be far enough to also bypass potential avalanche/Salmon Creek dam washout area, so that would be either Salmon Creek or Vanderbilt.
I do NOT want to see a crossing in the wetlands/refuge area - it is an Important Bird Area, as well as recreational area. The current bridge is sufficient - compare Juneau to other communities where people drive hours to ski and it's a "wanted" versus needed project. Salmon Creek would be my #1 vote (after No new bridge needed). Thanks!

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Susan Hargis**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#311

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 7:57:05 PM
Last Modified: Friday, January 13, 2023 8:00:06 PM
Time Spent: 00:03:01
IP Address: 24.237.14.88

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kathy Holt**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#312

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 13, 2023 7:56:17 PM
Last Modified: Friday, January 13, 2023 8:01:11 PM
Time Spent: 00:04:54
IP Address: 24.237.16.228

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Other,

Other (please specify):

Visiting family every Sunday morning

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#313

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 13, 2023 9:06:00 PM
Last Modified:	Friday, January 13, 2023 9:13:38 PM
Time Spent:	00:07:38
IP Address:	24.237.158.253

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

How about a tunnel??

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Casey Walsh**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#314

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Saturday, January 14, 2023 12:10:03 AM
Last Modified: Saturday, January 14, 2023 12:15:12 AM
Time Spent: 00:05:08
IP Address: 65.74.55.91

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#315

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Saturday, January 14, 2023 5:30:28 AM
Last Modified:	Saturday, January 14, 2023 5:37:06 AM
Time Spent:	00:06:37
IP Address:	47.202.207.117

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Meetings.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Be sure to calculate the GHG emission implications, to include embedded carbon in crossing construction materials.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Gretchen Keiser**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#316

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, January 14, 2023 5:42:25 AM
Last Modified: Saturday, January 14, 2023 5:47:00 AM
Time Spent: 00:04:34
IP Address: 24.237.1.199

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing,

Other,

Other (please specify):

Hiking

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Thank you for keeping this project moving.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Leiann Burton**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#317

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Saturday, January 14, 2023 7:23:56 AM
Last Modified: Saturday, January 14, 2023 7:27:46 AM
Time Spent: 00:03:50
IP Address: 72.208.35.130

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other (please specify):

4th of July, walking trails for health, visit friends who live there, had homeschool events there

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas,

Other (please specify):

Impacts views to some neighborhoods

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#318

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Saturday, January 14, 2023 8:44:37 AM
Last Modified:	Saturday, January 14, 2023 8:48:51 AM
Time Spent:	00:04:13
IP Address:	24.237.6.186

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other (please specify):

Hiking

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Having a second bridge near downtown or Salmon Creek defeats the point of better access to north Douglas for those coming from the Valley or further north

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#319

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Saturday, January 14, 2023 8:56:50 AM
Last Modified:	Saturday, January 14, 2023 9:13:05 AM
Time Spent:	00:16:15
IP Address:	137.83.37.50

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

visiting friends and relatives

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

high cost for a largely unnecessary project

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Eagle Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I am strongly opposed to any further construction within the Mendenhall Wetlands area. With the airport expansion and unwarranted new development on the south side of Egan Drive, precious little remains of this most important natural habitat area. It should be protected.
The need for an additional crossing is over-rated. I live downtown and pass the bridge intersection and/or cross the bridge multiple times on most weekdays and there I never experience any significant delay or traffic back-up. Pedestrian, bicycle and resident safety along the North Douglas Highway is a much more important problem and money would be much better spent improving that Highway with added safety features.
If an additional crossing is needed as a safety backup (and I would like to see supporting data for this hypothesis) it should be close to the existing bridge. It could link directly to the hospital area.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jan Conitz**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#320

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Saturday, January 14, 2023 9:55:28 AM
Last Modified:	Saturday, January 14, 2023 10:30:53 AM
Time Spent:	00:35:25
IP Address:	209.112.218.202

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Access restaurants, see friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

Development of back side of Douglas and its impacts to resiliency of Douglas Island ecosystem and those who depend on them.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The Mendenhall Peninsula, North Airport, Sunny Point, and Vanderbilt alternatives would pose unacceptable impacts to the Mendenhall wetlands, including remaining undeveloped uplands. Any new bridge should be located where it poses least amount of environmental, cultural, and visual damage. Any new bridge should contemplated only if we have money to build it to the highest environmental standards. Encouraging more traffic, especially through-traffic, on Douglas Hwy, which is already a dangerous road, is short-sighted and unfair to those who live here. We need to analyze cumulative impacts to the Douglas Island ecosystem from not just the crossing but any additional developments, including any further development of the back-side of the island, that the crossing will serve and enable. We are encroaching the core habitats for deer, wolves, bear, and other species from all directions without any proposals to permanently protect land/water for species other than our own? I also have not heard any plans to mitigate wetland impacts should the second crossing go ahead?

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#321

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Saturday, January 14, 2023 11:55:09 AM
Last Modified:	Saturday, January 14, 2023 12:03:41 PM
Time Spent:	00:08:32
IP Address:	174.231.143.18

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Eagle Creek,

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It seems like the best most cost effective route would be install a temporary bridge right next to the current bridge, while rebuilding the current bridge, like every other bridge replacement project. The people out north Douglas live there for a reason, to be away from the hustle and bustle. The wet lands need to stay intact the way they are. It’s Juneau there’s only about 50 miles of road. We can’t complain about long drives or ease of access. If we need more utilities out north Douglas use the rest of the proposed funds of the bridge to pay for that. I don’t believe development out north Douglas is bad but this bridge seems like a waste of funds.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Devin**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#322

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Saturday, January 14, 2023 12:29:19 PM
Last Modified: Saturday, January 14, 2023 12:31:09 PM
Time Spent: 00:01:50
IP Address: 24.237.10.208

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

Don’t need another bridge

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

We definitely don’t need additional traffic on mendenhall peninsula. People drive way too fast on the engineers cutoff road as is, this would lead to fatal car accidents.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#323

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Saturday, January 14, 2023 12:40:21 PM
Last Modified: Saturday, January 14, 2023 12:45:56 PM
Time Spent: 00:05:35
IP Address: 65.74.52.210

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

library

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas,

Other,

Other (please specify):

Very concerned with conserved areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

There's not much point outside emergency use, unless the east access is a driving distance out (not downtown area). I don't like to disrupt Sunny Point (not resident there).

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#324

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Saturday, January 14, 2023 4:06:03 PM
Last Modified: Saturday, January 14, 2023 4:36:01 PM
Time Spent: 00:29:58
IP Address: 160.3.159.108

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other (please specify):

Live on N Douglas. Post Office, banking, food, etc.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other (please specify):

Reduce traffic at my house. Valley people would have access to boat ramp, fishing spots, recreation activities via an alternative route.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Heard mention of a tunnel crossing. Financially prohibitive I'd guess. A bridge close to airport might prove hazardous regarding air traffic. Another bridge would impact wetlands, sea life and wildlife. A second crossing would provide a way to exit the Island if anything happened to the town bridge.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#325

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Saturday, January 14, 2023 7:47:05 PM
Last Modified: Saturday, January 14, 2023 7:50:48 PM
Time Spent: 00:03:42
IP Address: 24.237.30.120

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Family, dining

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Ashley Heimbigner**
ZIP/Postal Code	[redacted]
Email Address	[redacted]

#326

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, January 15, 2023 10:18:58 AM
Last Modified: Sunday, January 15, 2023 10:22:53 AM
Time Spent: 00:03:54
IP Address: 216.67.121.129

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Fishing,

Health care,

Other,

Other (please specify):

Volunteer work

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**DAVID V KIRSTIEN**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#327

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, January 15, 2023 10:43:24 AM
Last Modified: Sunday, January 15, 2023 10:45:39 AM
Time Spent: 00:02:14
IP Address: 24.237.116.50

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Other,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#328

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Sunday, January 15, 2023 12:05:50 PM
Last Modified:	Sunday, January 15, 2023 12:09:06 PM
Time Spent:	00:03:16
IP Address:	24.237.9.231

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The second crossing i
pacts two groups, people on dougkas who want to go west of airport and people west of airport that want to go to douglas. Thos folks opinions should matter the most.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#329

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, January 15, 2023 12:59:26 PM
Last Modified: Sunday, January 15, 2023 1:01:02 PM
Time Spent: 00:01:35
IP Address: 107.77.205.39

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Hiking

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#330

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, January 15, 2023 1:22:51 PM
Last Modified: Sunday, January 15, 2023 1:52:54 PM
Time Spent: 00:30:02
IP Address: 63.140.105.205

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I am opposed to a second crossing. The Juneau-Douglas Bridge has served the community for a very long time. I understand the need for a backup if the existing bridge was disabled for some reason. To address that concern, how about insuring it never fails by engineering protective measures of some kind? Such as preventing a ship from taking it out? The other justifications for a second crossing do not justify the level of costs that would be incurred considering the small number of people it would benefit. There is certainly more worthy projects our government can spend our money on.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Don Ingledue**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#331

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Sunday, January 15, 2023 4:36:25 PM
Last Modified:	Sunday, January 15, 2023 4:39:35 PM
Time Spent:	00:03:09
IP Address:	65.74.54.141

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

---

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#332

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, January 15, 2023 5:56:47 PM
Last Modified: Sunday, January 15, 2023 6:10:28 PM
Time Spent: 00:13:40
IP Address: 24.237.158.253

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Hiking

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#333

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, January 15, 2023 6:31:37 PM
Last Modified: Sunday, January 15, 2023 6:36:23 PM
Time Spent: 00:04:46
IP Address: 24.237.16.56

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#334

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, January 15, 2023 6:38:05 PM
Last Modified: Sunday, January 15, 2023 6:43:50 PM
Time Spent: 00:05:45
IP Address: 24.237.16.56

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#335

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, January 15, 2023 11:05:52 PM
Last Modified: Sunday, January 15, 2023 11:09:03 PM
Time Spent: 00:03:10
IP Address: 41.215.79.210

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Email Address [redacted]

#336

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, January 16, 2023 4:22:31 AM
Last Modified: Monday, January 16, 2023 4:25:59 AM
Time Spent: 00:03:27
IP Address: 24.237.20.163

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#337

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 16, 2023 12:52:51 PM
Last Modified:	Monday, January 16, 2023 1:01:42 PM
Time Spent:	00:08:51
IP Address:	24.237.3.209

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Other,

Other (please specify):

Visiting family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Save the wetlands.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#338

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, January 16, 2023 4:23:18 PM
Last Modified:	Monday, January 16, 2023 4:28:47 PM
Time Spent:	00:05:28
IP Address:	24.237.10.22

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

visit friends and relatives who live on Douglas Island

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas,

Other,

Other (please specify):

Impacts to marine vessels transiting from the Gastineau Channel to Fritz Cove

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#339

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 16, 2023 8:58:07 PM
Last Modified: Monday, January 16, 2023 9:04:43 PM
Time Spent: 00:06:36
IP Address: 104.28.97.125

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

Impacts on quality of life for neighborhoods - more traffic, noise, light, and pollution

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This project does nothing to decrease traffic and the use of cars. It will only increase the amount of noise, light, traffic, and pollution in Juneau. Our planet is warming due to increase in carbon. Use the money to help our city adjust to a warming planet and find ways to decrease gasoline cars, traffic, and pollution.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#340

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, January 17, 2023 5:47:29 AM
Last Modified: Tuesday, January 17, 2023 5:51:12 AM
Time Spent: 00:03:42
IP Address: 50.34.156.79

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

I believe the impacts identified above can be adequately mitigated

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#341

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 17, 2023 6:16:15 PM
Last Modified: Tuesday, January 17, 2023 6:18:55 PM
Time Spent: 00:02:39
IP Address: 24.237.3.133

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**judy smathers**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#342

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, January 18, 2023 9:55:29 AM
Last Modified: Wednesday, January 18, 2023 9:56:47 AM
Time Spent: 00:01:18
IP Address: 209.193.49.40

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**brad smathers**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#343

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 18, 2023 11:31:16 AM
Last Modified: Wednesday, January 18, 2023 11:37:12 AM
Time Spent: 00:05:56
IP Address: 158.145.15.26

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Eagle Creek,

Salmon Creek,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

As the manager of the Mendenhall Wetlands State Game Refuge (Refuge), I am providing these comments through the technical committee and the comment portal. From a waterfowl hunting perspective, there are 350-400 permit holders annually, who spend over 2,000 hunter days on the Refuge and harvest 3,000-4,000 waterfowl. A bridge through Sunny Point or the Airport EVAR would likely end waterfowl hunting on the Refuge as we know it. Sunny Point is the most popular entrance onto the wetlands with 36% of hunters using this entrance. The EVAR is the next most popular point with 27% of hunters using this location. If either of these were no longer available, the remaining Refuge would not be able to absorb this additional hunting pressure. Other popular hunting entrances include the Mendenhall Peninsula with 16% and the 9-mile area on Douglas Island with 17% of the use.

The Refuge is designated as a globally recognized Important Bird Area. Characterizing bird use is difficult, but in general the area around the mouth and up the Mendenhall River along with the area near Twin Lakes are hotspots for the number of birds using the Refuge. As for number of species of birds, locations on the Mendenhall River and near the airport as well as Sunny Point had the highest number of species. Some bird species are specific in the habitats they use, and so there could be other parts of the Refuge that are important to a specific species.

Recreational use is very prevalent on the Refuge and includes dog walkers, hikers, photographers, nature watchers, and horse riders to name a few. The EVAR trail is the most used site for this, but the trail at the end of Industrial Avenue is also very important. We don't have numbers of users from these sites, but I am certain that hundreds of people use these trails daily, and on a nice sunny day there are thousands of people that use these two trails.

Fishing is becoming more and more popular on the Refuge. Many anglers fish around Fish Creek and the Fish Creek Pond with heavy use starting in July through September. Other anglers are using the Gastineau Channel at low tide through the Refuge, and this is becoming more and more popular for anglers fly fishing. This mostly occurs from Sunny Point through to 9-mile. Finally, at the very southern end of the Refuge, anglers fish near the hatchery July through September.

There are other uses that the Refuge is important for including subsistence gathering for food and crafts for native groups and other subsistence users. Many elders use the Refuge because of the ease of access and because it is close to town.

There are many other human and animal uses that I have not listed above, some of which are probably just as important if not more so. However, these are the things that come to mind as I think about what could be impacted on the refuge by a second crossing. A crossing off of the south side of the Mendenhall Peninsula through to the far south side of Sunny Point would greatly impact the Refuge on many levels. A crossing from the point of the Mendenhall Peninsula or from Vanderbuilt Road and areas south will have less and less of an impact the further one gets from the Refuge. The use of pilings versus fill when creating a road across the Refuge would have less of an impact on the ecological function of the Refuge. However, a road on pilings would still have very significant impacts through the main portion of the Refuge. These comments are general at this point, but I can provide more specific information and comments once that information is provided.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Roy Churchwell**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#344

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 18, 2023 4:00:13 PM
Last Modified: Wednesday, January 18, 2023 4:13:44 PM
Time Spent: 00:13:31
IP Address: 24.237.26.135

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other (please specify):

Live on N. Douglas, so for everything--meetings, events, etc.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other (please specify):

Disruption to established neighborhoods and a more rural lifestyle. Potential use of eminent domain against private property to carry out the project.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

A crossing at Vanderbilt or Sunny point would give improved access to both downtown Juneau and the Mendenhall Valley for N. Douglas residents.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Barbara G Berg**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#345

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 18, 2023 5:33:39 PM
Last Modified:	Wednesday, January 18, 2023 5:38:19 PM
Time Spent:	00:04:40
IP Address:	174.231.128.140

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Events at Sandy Beach

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This is an Important Bird Area that should not be bisected. The Juneau Douglas North Crossing, or second crossing, could impact the Alaska state wetland conservation area between the mainland and Douglas Island from Salmon Creek to beyond Mendenhall Peninsula Road. This is not necessary.

Vancouver geese use the wetlands. So do many other waterfowl including Trumpeter swans, and countless other species. The Mendenhall Wetlands is a globally recognized important bird area (for more information, see bit.ly/3HNjvbR).

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Lauren Cusimano**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#346

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 18, 2023 6:56:43 PM
Last Modified: Wednesday, January 18, 2023 6:59:29 PM
Time Spent: 00:02:46
IP Address: 174.205.107.46

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**nate FitzGerald**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#347

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, January 18, 2023 7:08:38 PM
Last Modified: Wednesday, January 18, 2023 7:11:57 PM
Time Spent: 00:03:19
IP Address: 24.237.26.46

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Other,

Other (please specify):

Impact to property values

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

For the Mendenhall Peninsula Alternative, why are the Bayview Subdivision and Fish Creek Park included in the purple swath for potential crossing locations on Douglas? If this alternative crossing location is actually near the North Douglas boat ramp, this alternative should reflect that. I support and favor the Sunny Point Area or the Vanderbilt Alternatives.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Steven Gabelein**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#348

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 18, 2023 8:31:47 PM
Last Modified: Wednesday, January 18, 2023 8:35:07 PM
Time Spent: 00:03:20
IP Address: 107.129.247.231

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

,

Other,

Other (please specify):

Please do not destroy the existing habitat

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#349

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 19, 2023 4:03:45 PM
Last Modified: Thursday, January 19, 2023 4:13:01 PM
Time Spent: 00:09:16
IP Address: 69.161.17.148

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Other,

Other (please specify):

Social engagements

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Eagle Creek,

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I feel like the information presented glances over the fact there is a protected refuge in the middle of the project area. How would the refuge be effected? What kind of effects would a bridge have on wildlife? What kinds of bridges or tunnels are being considered? For a project of this scale, I think these are pretty basic questions. Yes, in general, I support a second crossing. However, it should be done with the least impact to the wetlands/nature. Also, the public should be provided with more information so they can make an informed decision/suggestion.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Monika Walker**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#350

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 19, 2023 4:16:37 PM
Last Modified: Thursday, January 19, 2023 4:21:19 PM
Time Spent: 00:04:41
IP Address: 24.237.25.76

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Dan**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#351

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 19, 2023 4:56:03 PM
Last Modified: Thursday, January 19, 2023 5:08:57 PM
Time Spent: 00:12:54
IP Address: 166.198.252.6

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

Light and sound pollution to the surrounding area. Implications of a new bridge/access to north Douglas. Classism.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

An additional crossing on North Douglas is not worth the incredibly harmful impacts on the people and ecosystems of Juneau. As a resident of North Douglas, I strongly disagree with the reasonings and proposals for a new bridge. Please think about what makes Juneau special: its proximity to wilderness, its mindfulness of native Alaskan ways of life, and neighbor-like community. This act of brash and destructive over-development is not the answer Juneau needs.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Lillian**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#352

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 20, 2023 7:34:33 AM
Last Modified: Friday, January 20, 2023 7:40:19 AM
Time Spent: 00:05:45
IP Address: 65.74.53.144

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Other,

Other (please specify):

Expense/cost

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The 3 northern options are much too big, too long, so impacts to wetlands will be vastly greater

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Katharine Coghill**
Address	[redacted]
City/Town	
State/Province	
Email Address	

#353

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 10:26:02 AM
Last Modified: Friday, January 20, 2023 10:27:47 AM
Time Spent: 00:01:44
IP Address: 209.112.166.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#354

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 11:03:37 AM
Last Modified: Friday, January 20, 2023 11:07:52 AM
Time Spent: 00:04:15
IP Address: 216.67.36.243

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

none

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#355

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 11:04:48 AM
Last Modified: Friday, January 20, 2023 11:11:33 AM
Time Spent: 00:06:44
IP Address: 24.237.2.231

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

both Mendenhall Peninsula and Fritz Cove roads to access Glacier Hwy are not suited for increased traffic.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Stephanie Madsen**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#356

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 20, 2023 11:11:56 AM
Last Modified:	Friday, January 20, 2023 11:14:25 AM
Time Spent:	00:02:29
IP Address:	23.235.111.207

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#357

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 11:09:04 AM
Last Modified: Friday, January 20, 2023 11:14:38 AM
Time Spent: 00:05:34
IP Address: 192.245.44.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I feel the Mendenhall Peninsula option will be too expensive. The Sunny Point option is my favorite.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Nichole Benedict**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#358

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 20, 2023 11:13:58 AM
Last Modified:	Friday, January 20, 2023 11:19:34 AM
Time Spent:	00:05:35
IP Address:	65.74.0.106

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#359

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 20, 2023 11:14:00 AM
Last Modified:	Friday, January 20, 2023 11:30:03 AM
Time Spent:	00:16:03
IP Address:	104.28.123.215

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Skiing,

Other,

Other (please specify):

Recreation on trails, sandy beach, north Douglas to get that evening sunshine

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Consider a reverse bridge similar to those in other countries like Norway.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Norton Gregory**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#360

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 20, 2023 11:26:55 AM
Last Modified:	Friday, January 20, 2023 11:31:34 AM
Time Spent:	00:04:39
IP Address:	65.74.20.46

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing,

Other,

Other (please specify):

Work projects

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The Bridge needs to be located far enough away from the existing bridge to make a bigger commute difference. It will also make a nice travel loop around the wetlands and the channel.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**mark**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#361

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 11:58:21 AM
Last Modified: Friday, January 20, 2023 12:01:40 PM
Time Spent: 00:03:19
IP Address: 24.237.29.153

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#362

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 12:15:58 PM
Last Modified: Friday, January 20, 2023 12:19:38 PM
Time Spent: 00:03:39
IP Address: 216.67.98.12

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Both Vanderbuilt and Sunnypoint are miles from the current bridge as well as have the shorter expanses and least view obstruction. My one concern is airplane paths when the jets arrive or take off over the channel.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Regina Schapp**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#363

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 11:42:32 AM
Last Modified: Friday, January 20, 2023 12:25:00 PM
Time Spent: 00:42:27
IP Address: 139.60.225.13

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Hiking, Community Events, Visiting friends living on Douglas

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None, if the Mendenhall Peninsula route is selected because it avoids virtually all the above concerns.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The third bullet point under Additional Goals of the PEL Study Purpose and Need Statement must be amended to eliminate 2 poison pills that are likely to kill this project.

That bullet point should be amended to read: "Transportation improvements should minimize impacts to the environment and to residential areas", eliminating the terms "avoid" and "and mitigate".

Why? Although selection of an alternative should certainly minimize those impacts, no construction project can avoid impacting the environment. In addition, several of the alternatives could impact residential areas, either directly or indirectly.

By leaving that language as part of the PEL's goals, you have opened the door to legal challenges that will either kill the project altogether wasting the investment in the PEL Study and the $7 million appropriated for preliminary design, or significantly delay the project and potentially result in State legal costs to defend the selection.

Likewise, mitigation of the impacts should be left to those local, state and federal requirements already in place for any project of this nature. By stating this as a goal in the PEL Purpose and Need Statement, opponents of the project are likely to assert that the project did not go far enough to mitigate the impact, even beyond current local, state and federal requirements.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name **Tom Williams**

Address [redacted]

City/Town

State/Province

ZIP/Postal Code

Email Address

#364

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 12:16:48 PM
Last Modified: Friday, January 20, 2023 12:31:57 PM
Time Spent: 00:15:09
IP Address: 107.77.235.10

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

If alternative access to Douglas island in case of existing bridge closure is the primary reason for supporting a second crossing as is often touted, then the crossing that would be the fastest and easiest to build should be the choice. The sunny point interchange in my opinion has the best existing infrastructure access, maintenance, lighting, and location and such be highly desirable. Any options outbound from Sunny Point would not become reality until long after the time the sunny Point access would be completed. How does such a delay be justified if safety is the primary concern?

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Robin Paul**
Address	[redacted]
City/Town	[redacted]
State/Province	
ZIP/Postal Code	
Email Address	

#365

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 12:35:56 PM
Last Modified: Friday, January 20, 2023 12:44:41 PM
Time Spent: 00:08:44
IP Address: 216.67.26.11

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The bridge we currently have is sufficient for travel to and from Douglas Island. Adding another crossing would negatively impact wildlife and the environment. It would also negatively impact our indigenous people's land and would harm areas of significance that bear our history and culture. There should be no development for a new crossing at all. As a native person I will not support this and highly discourage a second crossing.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sheridan Cook**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#366

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 1:25:11 PM
Last Modified: Friday, January 20, 2023 1:27:55 PM
Time Spent: 00:02:43
IP Address: 24.237.22.137

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Airport

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Richard Behrends**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#367

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 1:24:50 PM
Last Modified: Friday, January 20, 2023 1:28:50 PM
Time Spent: 00:03:59
IP Address: 107.77.205.235

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#368

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 1:46:23 PM
Last Modified: Friday, January 20, 2023 2:08:08 PM
Time Spent: 00:21:45
IP Address: 24.237.7.17

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

none

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#369

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 20, 2023 2:03:24 PM
Last Modified:	Friday, January 20, 2023 2:08:41 PM
Time Spent:	00:05:16
IP Address:	139.60.224.247

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

none

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#370

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 20, 2023 2:50:44 PM
Last Modified:	Friday, January 20, 2023 2:58:11 PM
Time Spent:	00:07:27
IP Address:	104.28.116.190

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Property management

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other (please specify):

Save fuel and time

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I worry about the Mendenhall option and noise for existing home owners and effects on wildlife and marine life.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Daniel Holt**
Email Address	[redacted]

#371

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 20, 2023 3:19:00 PM
Last Modified:	Friday, January 20, 2023 3:23:58 PM
Time Spent:	00:04:57
IP Address:	216.67.25.195

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I don't think putting it closer to the existing bridge is an option as it doesn't cut down that much time to get to Douglas from the valley.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kathy Ensor**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#372

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 3:29:55 PM
Last Modified: Friday, January 20, 2023 3:32:15 PM
Time Spent: 00:02:20
IP Address: 24.237.150.126

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#373

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 3:30:33 PM
Last Modified: Friday, January 20, 2023 3:33:16 PM
Time Spent: 00:02:42
IP Address: 209.165.165.195

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None of these

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

No options east of sunny point should be considered

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Michael Satre**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#374

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 20, 2023 3:55:05 PM
Last Modified: Friday, January 20, 2023 4:02:02 PM
Time Spent: 00:06:56
IP Address: 24.237.11.231

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Perseverance Theater

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Eagle Creek,

Salmon Creek

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Margaret Wertheimer**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#375

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 20, 2023 4:08:12 PM
Last Modified: Friday, January 20, 2023 4:12:56 PM
Time Spent: 00:04:43
IP Address: 24.237.29.244

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Health care,

Other,

Other (please specify):

Deliver Meals on Wheels

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Vanderbilt,

Sunny Point Area

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**james g hauck**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#376

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 4:34:01 PM
Last Modified: Friday, January 20, 2023 4:36:51 PM
Time Spent: 00:02:49
IP Address: 139.60.224.209

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jeana Varney**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#377

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 4:46:47 PM
Last Modified: Friday, January 20, 2023 4:50:03 PM
Time Spent: 00:03:16
IP Address: 24.237.152.9

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**James Bibb** [redacted]
City/Town	[redacted]
State/Province	
ZIP/Postal Code	
Email Address	

#378

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 20, 2023 4:36:21 PM
Last Modified:	Friday, January 20, 2023 4:52:39 PM
Time Spent:	00:16:18
IP Address:	24.237.17.2

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

To check on a family-owned building, and to pick up hunting and fishing items at the ADF&G office..

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I believe the Mendenhall Peninsula option would have the least impact on the refuge and its fish and wildlife. It would also be the most effective for accessing Douglas Island further north along its roadway (it would be my first choice). The airport, Vanderbilt, Sunny Point, and Twin Lakes options would have substantial impacts on the refuge and its fish and wildlife. The Eagle Creek and downtown options would be less disruptive to the refuge and its fish and wildlife, but would be very close to the existing bridge, so less helpful in accessing Douglas by the many residents who live in the valley and "out the road."

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Douglas N Larsen**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#379

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 5:38:49 PM
Last Modified: Friday, January 20, 2023 5:42:08 PM
Time Spent: 00:03:19
IP Address: 168.149.164.218

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing,

Other,

Other (please specify):

Business Meetings

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Emil Mackey**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#380

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 20, 2023 6:07:17 PM
Last Modified: Friday, January 20, 2023 6:08:38 PM
Time Spent: 00:01:21
IP Address: 24.237.0.38

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Randy Host**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#381

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 20, 2023 8:55:00 PM
Last Modified:	Friday, January 20, 2023 8:58:02 PM
Time Spent:	00:03:02
IP Address:	107.77.205.92

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

A new bridge will be amazing.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kyle Scholl**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#1

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Sunday, January 22, 2023 7:06:30 AM
Last Modified:	Sunday, January 22, 2023 7:10:01 AM
Time Spent:	00:03:30
IP Address:	24.237.3.177

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

When I first read the purpose and need, I assumed it included the need to develop more land/housing on Douglas. However, now that I read the "additional" goals, it seems like that is a secondary need. I think the only reason that our community leaders are exploring this bridge is to expand development on the island and that should be reflected in the purpose and need better (instead of as an "additional" goal).

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#2

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Sunday, January 22, 2023 9:48:47 AM
Last Modified:	Sunday, January 22, 2023 9:52:25 AM
Time Spent:	00:03:37
IP Address:	24.237.31.207

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Other,

Other (please specify):

Work, airport access

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Other,

Other (please specify):

Impact to my viewshed

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Pat Gorman**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#3

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, January 22, 2023 2:47:31 PM
Last Modified: Sunday, January 22, 2023 2:56:16 PM
Time Spent: 00:08:44
IP Address: 24.237.29.124

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The area in question is a world-class wetlands supporting many migratory bird species which would be greatly impacted by any second crossing. I do not support this idea.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sondra Stanway**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#4

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Sunday, January 22, 2023 5:41:35 PM
Last Modified:	Sunday, January 22, 2023 5:43:21 PM
Time Spent:	00:01:46
IP Address:	24.237.5.80

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing,

Other,

Other (please specify):

birding

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#5

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, January 22, 2023 6:08:10 PM
Last Modified: Sunday, January 22, 2023 6:16:36 PM
Time Spent: 00:08:26
IP Address: 24.237.5.80

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

If a crossing is built on the Mendenhall wetlands, it should be a piered bridge -- not a causeway.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#6

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Sunday, January 22, 2023 7:37:51 PM
Last Modified:	Sunday, January 22, 2023 7:41:23 PM
Time Spent:	00:03:31
IP Address:	96.61.75.107

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

visiting those living on Douglas Is

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Twin Lakes,

Vanderbilt

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Dianne Bigge**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#7

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, January 22, 2023 11:33:49 PM
Last Modified: Sunday, January 22, 2023 11:37:26 PM
Time Spent: 00:03:36
IP Address: 24.237.8.154

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kristin Anne Lee**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#8

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 9:43:51 AM
Last Modified: Monday, January 23, 2023 9:47:21 AM
Time Spent: 00:03:30
IP Address: 24.237.7.237

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other (please specify):

Island Pub

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Mendenhall peninsula is too far from hospital

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#9

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 10:23:01 AM
Last Modified:	Monday, January 23, 2023 10:26:51 AM
Time Spent:	00:03:50
IP Address:	24.237.26.14

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Taking kids to their school

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Other (please specify):

I stayed in Bonnie Brae for a while. It would have been great to have a closer crossing as I travel to the valley almost daily.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Ariana**
City/Town	[redacted]
Email Address	[redacted]

#10

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 10:33:48 AM
Last Modified: Monday, January 23, 2023 10:36:08 AM
Time Spent: 00:02:20
IP Address: 107.115.5.110

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#11

COMPLETE

Collector:	Web Link 1 (Web Link)
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Last Modified:	Monday, January 23, 2023 10:36:10 AM
Time Spent:	00:04:28
IP Address:	107.77.205.152

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Once built consider reducing speed limit on north Douglas highway to allow for safer biking and walking. Include safe bike lanes in all plans.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Barb miranda**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#12

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 10:34:44 AM
Last Modified: Monday, January 23, 2023 10:36:22 AM
Time Spent: 00:01:38
IP Address: 209.112.132.191

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

School

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#13

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
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Last Modified: Monday, January 23, 2023 10:39:56 AM
Time Spent: 00:02:04
IP Address: 65.74.42.146

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#14

COMPLETE

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Last Modified: Monday, January 23, 2023 10:40:48 AM
Time Spent: 00:02:49
IP Address: 24.237.24.209

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Although I'm concerned about the impacts to residents, I fully support the Mendenhall Peninusla or North Airport option. I care about birds and wildlife too, but we need a second crossing for emergency response and increased housing.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#15

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Last Modified: Monday, January 23, 2023 10:50:22 AM
Time Spent: 00:04:39
IP Address: 24.237.25.236

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care,

Other,

Other (please specify):

We live on Douglas.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

We don't want it put on mendenhall or airport point!!!

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#16

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
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Last Modified: Monday, January 23, 2023 10:57:58 AM
Time Spent: 00:02:58
IP Address: 65.74.54.43

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Fishing,

Health care,

Other,

Other (please specify):

We live on Douglas

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It's hard to imagine that the Mendenhall Wetlands State Game Refuge is going to lose its protections for something like a bridge. Also, why place a new crossing right next to an existing crossing? If one is going to be built, at least put it farther away to make it worthwhile.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#17

COMPLETE

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Last Modified:	Monday, January 23, 2023 11:03:05 AM
Time Spent:	00:06:21
IP Address:	65.74.53.171

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None apply

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

We used to live in the North Douglas area. It would have greatly increased our quality of life and we would have possibly stayed longer had the area been more accessible. Additionally, we are a middle-class family with professional qualifications, yet we struggle to afford a home (we earn too much to qualify for low-income options). We are hoping that a crossing would increase housing options.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#18

COMPLETE

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Last Modified: Monday, January 23, 2023 11:15:46 AM
Time Spent: 00:02:23
IP Address: 24.237.158.240

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other,

Other (please specify):

Efficient travel, less gas

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#19

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Time Spent: 00:01:07
IP Address: 63.140.97.181

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#20

COMPLETE

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Time Spent:	00:03:14
IP Address:	65.74.20.218

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#21

COMPLETE

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Last Modified: Monday, January 23, 2023 11:59:38 AM
Time Spent: 00:01:58
IP Address: 209.193.50.58

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#22

COMPLETE

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Last Modified: Monday, January 23, 2023 11:59:52 AM
Time Spent: 00:01:53
IP Address: 209.112.220.73

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#23

COMPLETE

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Time Spent:	00:03:59
IP Address:	174.231.142.38

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

An underground tunnel under a massive river just does not sound logical.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#24

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
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Last Modified: Monday, January 23, 2023 12:18:15 PM
Time Spent: 00:01:18
IP Address: 107.77.205.178

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#25

COMPLETE

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Last Modified: Monday, January 23, 2023 12:18:31 PM
Time Spent: 00:08:53
IP Address: 24.237.10.70

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Social interaction, boating

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Curtis kautz**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#26

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 12:17:23 PM
Last Modified: Monday, January 23, 2023 12:22:18 PM
Time Spent: 00:04:54
IP Address: 24.237.150.55

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Ricardo Contreras**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#27

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 12:20:39 PM
Last Modified: Monday, January 23, 2023 12:23:37 PM
Time Spent: 00:02:57
IP Address: 66.230.115.158

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#28

COMPLETE

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Last Modified: Monday, January 23, 2023 12:31:25 PM
Time Spent: 00:05:05
IP Address: 24.237.6.26

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#29

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 12:32:32 PM
Last Modified: Monday, January 23, 2023 12:34:24 PM
Time Spent: 00:01:51
IP Address: 166.137.171.37

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#30

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 12:40:39 PM
Last Modified: Monday, January 23, 2023 12:42:42 PM
Time Spent: 00:02:02
IP Address: 216.67.58.110

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#31

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 12:44:27 PM
Last Modified:	Monday, January 23, 2023 12:46:59 PM
Time Spent:	00:02:31
IP Address:	23.235.110.214

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It seems like anything closer to downtown than sunny point is a bit redundant with the downtown crossing.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#32

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 12:49:12 PM
Last Modified: Monday, January 23, 2023 12:55:46 PM
Time Spent: 00:06:33
IP Address: 24.237.29.27

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care,

Other,

Other (please specify):

I live on N.Douglas

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Keeping impact from nonresidential traffic from impacting the N.D residents. Most of this traffic is headed to Eaglecrest Rd, Boat Launch or somewhere towand or at end of N.D. I feel it's very important to choose a location that will be more appeal to the majority of Dt & valley residents by reducing there travel time to these areas & therefore limiting the time they are driving on N.D.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Patty Collins**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#33

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 12:56:38 PM
Last Modified: Monday, January 23, 2023 1:00:23 PM
Time Spent: 00:03:45
IP Address: 24.237.25.9

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Other,

Other (please specify):

Reducing driving time = less carbon emissions!

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#34

COMPLETE

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Last Modified: Monday, January 23, 2023 1:03:07 PM
Time Spent: 00:08:53
IP Address: 192.245.44.37

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#35

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
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Last Modified: Monday, January 23, 2023 1:23:57 PM
Time Spent: 00:02:58
IP Address: 107.77.205.38

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

There is no need for the second crossing.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

There literally is no legitimate need for this bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Other,

Other (please specify):

This money needs to be used on already available CBJ land to build additional housing.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The justifications for this second crossing are not legitimate and pushing for this doesn't allow legitimate issues for juneau to be focused on.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kristie**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	

#36

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 1:51:30 PM
Last Modified:	Monday, January 23, 2023 1:53:30 PM
Time Spent:	00:02:00
IP Address:	174.231.135.201

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#37

COMPLETE

Collector: Web Link 1 (Web Link)
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Last Modified: Monday, January 23, 2023 2:14:56 PM
Time Spent: 00:05:48
IP Address: 24.8.117.144

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Eagle Creek,

Twin Lakes

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Keith Pahlke**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#38

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
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Last Modified:	Monday, January 23, 2023 2:27:50 PM
Time Spent:	00:14:43
IP Address:	66.230.88.141

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Building the bridge at the Mendenhall Peninsula makes the most sense to me. It would allow for construction if a new road across CBJ property which would open up more land for housing. This would also not increase traffic down Fritz cove road or of Engineers Cut off.

During construction, staging pads and construction office locations could be pre planned in locations that could easily be sold after construction for new housing. Whether that be single family lots or multi family lots.

This location would also have the ability to possibly incorporate a new small harbor or at least improved boat launch site.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Tyler Ferrin**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#39

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 2:32:20 PM
Last Modified: Monday, January 23, 2023 2:36:00 PM
Time Spent: 00:03:39
IP Address: 24.237.14.20

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve utility service on Douglas Island.,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

thanks

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#40

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 2:28:11 PM
Last Modified: Monday, January 23, 2023 2:46:44 PM
Time Spent: 00:18:33
IP Address: 107.115.99.5

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

The current bridge is sufficient for travel to and from Douglas Island.

,

Other (please specify):

Reduced travel time could be nice if a northern crossing was created, but I am not sure it is worth the costs and impact on the neighborhoods and environment.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

If the bridge is desired in the event of an emergency closure, perhaps a ferry or emergency floating bridge could be brought in.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Christopher**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#41

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 2:53:45 PM
Last Modified: Monday, January 23, 2023 2:55:24 PM
Time Spent: 00:01:38
IP Address: 107.77.205.4

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#42

COMPLETE

Collector:	Web Link 1 (Web Link)
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Last Modified:	Monday, January 23, 2023 3:01:30 PM
Time Spent:	00:03:49
IP Address:	139.60.225.125

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#43

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 2:31:21 PM
Last Modified:	Monday, January 23, 2023 3:02:35 PM
Time Spent:	00:31:13
IP Address:	24.237.21.233

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The Fred Meyer intersection will probably be modified at some point. The crossing ramp could be part of a overpass off ramp at that intersection and save money

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Edward Bond**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#44

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 2:58:37 PM
Last Modified: Monday, January 23, 2023 3:07:12 PM
Time Spent: 00:08:35
IP Address: 139.64.185.62

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

I live on North Douglas. I go over the bridge for all things.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

We need to consider a litter catch system on both sides of the bridge. Litter flys out of trucks, boats and even our garbage trucks and ends up in our waters.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Leticia McRae**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#45

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 3:20:51 PM
Last Modified:	Monday, January 23, 2023 3:25:20 PM
Time Spent:	00:04:28
IP Address:	24.237.8.212

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Access off of industrial makes the most sense to me. The impacts on the Douglas side will always be residential wherever it goes, but we can mitigate residential disruption on the mainland side by accessing through industrial Blvd because it’s already zoned commercial. It’s also a much shorter “hop” than through Mendenhall peninsula while being a convenient access point from the valley.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#46

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 3:43:04 PM
Last Modified:	Monday, January 23, 2023 3:45:14 PM
Time Spent:	00:02:10
IP Address:	162.58.82.135

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#47

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 3:49:34 PM
Last Modified: Monday, January 23, 2023 3:51:44 PM
Time Spent: 00:02:09
IP Address: 137.83.37.29

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#48

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, January 23, 2023 3:51:11 PM
Last Modified: Monday, January 23, 2023 3:53:58 PM
Time Spent: 00:02:46
IP Address: 24.237.0.205

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Socializing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sue Koester**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#49

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 3:29:16 PM
Last Modified: Monday, January 23, 2023 4:03:19 PM
Time Spent: 00:34:03
IP Address: 216.67.113.31

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Looking at the map the travel distance from Juneau to out on north Douglas is not much different than Juneau to upper Mendenhall Valley

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#50

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 4:01:05 PM
Last Modified:	Monday, January 23, 2023 4:04:01 PM
Time Spent:	00:02:55
IP Address:	65.74.53.60

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Andrea Funcan**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#51

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 4:00:55 PM
Last Modified: Monday, January 23, 2023 4:04:17 PM
Time Spent: 00:03:22
IP Address: 24.237.0.205

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Tom Koester**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#52

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 4:02:47 PM
Last Modified:	Monday, January 23, 2023 4:06:03 PM
Time Spent:	00:03:16
IP Address:	209.112.152.54

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Rick**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#53

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 4:17:29 PM
Last Modified: Monday, January 23, 2023 4:23:54 PM
Time Spent: 00:06:25
IP Address: 75.169.169.72

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

No impact on wetlands or on settled communities.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Deborah Craig**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#54

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 4:29:50 PM
Last Modified: Monday, January 23, 2023 4:32:11 PM
Time Spent: 00:02:21
IP Address: 192.245.44.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#55

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, January 23, 2023 4:45:47 PM
Last Modified: Monday, January 23, 2023 4:48:56 PM
Time Spent: 00:03:08
IP Address: 174.192.200.126

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Other (please specify):

I am particularly concerned about impacts to fishing and crabbing and recreation in Fritz Cove

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**David Albert**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#56

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 4:47:38 PM
Last Modified: Monday, January 23, 2023 4:49:36 PM
Time Spent: 00:01:58
IP Address: 24.237.28.224

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#57

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 4:47:20 PM
Last Modified: Monday, January 23, 2023 4:57:56 PM
Time Spent: 00:10:35
IP Address: 24.237.28.224

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Fishing,

Health care,

Other,

Other (please specify):

Residence on Douglas Island

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Other,

Other (please specify):

That the purple and navy blue routes are not efficient alternatives.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

1) Aircraft takeoffs and landings obviously need to be factored into the decision.
2) For us N. Douglas residents, access to the airport, ferry terminal, and grocery shopping (Freds, Costco, etc.) is key.
3) The need to reroute traffic on Egan during an accident is an important consideration.
4) Likewise, an accident on the current bridge and the need to access the mainland (efficiently) should also be a factor in the location of the second crossing.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name

The Nesheims

Address

[redacted]

City/Town

State/Province

ZIP/Postal Code

Email Address

#58

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 4:38:58 PM
Last Modified: Monday, January 23, 2023 4:59:46 PM
Time Spent: 00:20:48
IP Address: 24.237.10.96

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other (please specify):

Visiting, going out to eat, Sandy Beach

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I live on Mendenhall Peninsula Road and obviously would not like it to turn into a major thoroughfare. Engineers Cutoff Road is in terrible condition as it is, and the construction required to make it an access road to the bridge would be invasive, and intrusive to current residents--people, wildlife, and birds, not to mention expensive. Also, who wants to drive all the way across Brotherhood Bridge, down curvy Engineers Cutoff, and to the end of Men Pen just to cross a bridge? The Vanderbilt option looks like a more natural extension of the current road system and would provide direct and convenient access for emergency vehicles traveling to North Douglas.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Patricia Harding**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#59

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 5:17:37 PM
Last Modified: Monday, January 23, 2023 5:25:33 PM
Time Spent: 00:07:55
IP Address: 24.237.158.255

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns the project is needed

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The Bridge should not be close to downtown than the airport. With a project of this magnitude we should be spread out current traffic and create opportunities for West Douglas to connect to the heart of the valley and shorten the drive time for the valley and out the road residents to reach Eaglecrest.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Dave Scanlan**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	



#60

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 5:49:48 PM
Last Modified: Monday, January 23, 2023 5:53:06 PM
Time Spent: 00:03:17
IP Address: 24.237.10.240

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#61

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 5:46:48 PM
Last Modified: Monday, January 23, 2023 5:56:37 PM
Time Spent: 00:09:48
IP Address: 174.231.129.180

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kaitlyn McDowell**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	

#62

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 6:11:39 PM
Last Modified:	Monday, January 23, 2023 6:17:16 PM
Time Spent:	00:05:36
IP Address:	24.237.23.4

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

dining, food

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**ELLEN G SEBASTIAN**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#63

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 6:21:58 PM
Last Modified:	Monday, January 23, 2023 6:25:47 PM
Time Spent:	00:03:49
IP Address:	69.161.6.52

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Aid elderly parent

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

If the crossing is decided at Vanderbilt or Sunny Point, it would make me uncomfortable to cross it in duck season. New, accessible hunting areas should be considered.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#64

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 6:17:39 PM
Last Modified: Monday, January 23, 2023 6:26:09 PM
Time Spent: 00:08:30
IP Address: 24.237.23.4

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#65

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 6:33:52 PM
Last Modified: Monday, January 23, 2023 6:37:06 PM
Time Spent: 00:03:13
IP Address: 209.112.186.55

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#66

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 6:49:19 PM
Last Modified: Monday, January 23, 2023 6:51:41 PM
Time Spent: 00:02:22
IP Address: 24.237.25.146

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

As a resident of Douglas, a secondary bridge would make me feel much safer.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#67

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 6:52:18 PM
Last Modified: Monday, January 23, 2023 6:54:12 PM
Time Spent: 00:01:54
IP Address: 216.67.18.156

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#68

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 6:59:37 PM
Last Modified:	Monday, January 23, 2023 7:01:35 PM
Time Spent:	00:01:57
IP Address:	108.252.144.209

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Fishing,

Health care,

Other,

Other (please specify):

Group meetings

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#69

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 6:32:00 PM
Last Modified: Monday, January 23, 2023 7:03:34 PM
Time Spent: 00:31:33
IP Address: 24.237.13.254

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Visiting family on Douglas.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

To me, a Northern crossing should balance the enhancement of community safety/access with the preservation of as much natural beauty, land, habitat, and wildlife as possible. I believe the Mendenhall Peninsula, North Airport, and Sunny Point alternatives would be too destructive of the wetland environment. The Eagle Creek and Salmon Creek crossings are too close to our existing bridge and would likely not improve safety/access significantly. Therefore, my top two are the Twin Lakes and Vanderbilt alternatives.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name

Address

City/Town

State/Province

ZIP/Postal Code

Email Address

Sabrina



#70

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 7:10:55 PM
Last Modified: Monday, January 23, 2023 7:20:14 PM
Time Spent: 00:09:18
IP Address: 24.237.27.24

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The best option would be the shortest and least expensive crossing, with the smallest impact to the wetlands area.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**G Patton**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#71

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 7:22:04 PM
Last Modified:	Monday, January 23, 2023 7:24:55 PM
Time Spent:	00:02:51
IP Address:	139.64.185.44

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#72

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 7:29:52 PM
Last Modified: Monday, January 23, 2023 7:36:11 PM
Time Spent: 00:06:19
IP Address: 24.237.31.141

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other,

Other (please specify):

Shorter commute to and from home and work as well as school for my child.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

I don't have any.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kathy Buell**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#73

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 8:13:01 PM
Last Modified: Monday, January 23, 2023 8:15:11 PM
Time Spent: 00:02:09
IP Address: 111.65.70.19

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#74

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 8:13:49 PM
Last Modified: Monday, January 23, 2023 8:17:44 PM
Time Spent: 00:03:55
IP Address: 65.74.54.182

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Other,

Other (please specify):

Is this a priority for development in Juneau? Does this really solve the problem of alternative access to Douglas with so many on Douglas having access via personal boats. People on Douglas chose to live on a island with current or even preexisting infrastructure. The level of traffic is mini composited to anything anywhere else.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Environmental impact. Improving existing infrastructure. Other safety options compared to building and maintaining a new bridge is precious environment.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#75

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 7:54:48 PM
Last Modified: Monday, January 23, 2023 8:23:01 PM
Time Spent: 00:28:13
IP Address: 174.231.147.44

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Twin Lakes

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#76

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 8:22:52 PM
Last Modified: Monday, January 23, 2023 8:25:46 PM
Time Spent: 00:02:53
IP Address: 74.77.129.227

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

It should not be built

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#77

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 8:26:17 PM
Last Modified: Monday, January 23, 2023 8:31:02 PM
Time Spent: 00:04:44
IP Address: 65.74.53.87

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Skiing,

Other,

Other (please specify):

I live on Douglas, but also ski on mainland Juneau.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Mattheus Tempel**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#78

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 8:37:11 PM
Last Modified: Monday, January 23, 2023 8:42:58 PM
Time Spent: 00:05:47
IP Address: 24.237.22.75

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

I don't have any concerns about the impact of a northern crossing.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

If there were a closer crossing I would utilize Eaglecrest multiple times per month and also take advantage of the fishing and recreational activities that north Douglas has to offer. I can't afford the gas currently to justify the travel to partake of these amenities.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Aaron Spratt**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#79

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 8:46:38 PM
Last Modified: Monday, January 23, 2023 8:48:00 PM
Time Spent: 00:01:21
IP Address: 24.237.5.135

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#80

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 8:49:43 PM
Last Modified: Monday, January 23, 2023 8:53:03 PM
Time Spent: 00:03:20
IP Address: 216.67.18.76

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Anything past Vanderbilt is too far from the valley and too close to the existing bridge to make sense

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#81

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 8:55:51 PM
Last Modified:	Monday, January 23, 2023 8:57:40 PM
Time Spent:	00:01:48
IP Address:	24.237.30.239

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other (please specify):

Childcare

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#82

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 8:56:48 PM
Last Modified: Monday, January 23, 2023 8:59:26 PM
Time Spent: 00:02:38
IP Address: 166.198.252.56

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Bereniz**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#83

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 8:59:44 PM
Last Modified: Monday, January 23, 2023 9:01:25 PM
Time Spent: 00:01:40
IP Address: 216.67.24.124

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#84

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 8:48:06 PM
Last Modified: Monday, January 23, 2023 9:03:42 PM
Time Spent: 00:15:35
IP Address: 97.71.35.101

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas,

Other (please specify):

Electric smaller fast car ferry with 24 service with schedule based on needs but could be used in emergencies

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Dennis Hendrix**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#85

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 8:55:54 PM
Last Modified: Monday, January 23, 2023 9:04:42 PM
Time Spent: 00:08:48
IP Address: 24.237.25.44

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

So many people love living here and thrive here due to the health of the environment, our clean air and water, our intact forests, wetlands and waterways and our limited population size with restricted development. Please don’t destroy that with an unnecessary bridge, particularly one that compromises the health of a large wetland that is crucial wildlife habitat.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#86

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 9:17:32 PM
Last Modified: Monday, January 23, 2023 9:20:08 PM
Time Spent: 00:02:35
IP Address: 65.74.55.96

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#87

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, January 23, 2023 9:17:18 PM
Last Modified: Monday, January 23, 2023 9:22:05 PM
Time Spent: 00:04:47
IP Address: 209.193.29.34

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Trees

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It would considerably cut down on travel time in the event of emergency situations.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#88

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 9:17:20 PM
Last Modified: Monday, January 23, 2023 9:26:24 PM
Time Spent: 00:09:04
IP Address: 166.216.158.84

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This is MUCH needed. Impacts should be considered but should not slow down or stop this project! The crossing should be as close to the Airport area or Lemon Creek/Sunny Point Area as possible, to create the needed connections. Sunny Point would be the best. Mendenhall Peninsula should be the alternative if impacts to wetlands or culturally significant areas or subsistence are too great.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name **ELIZABETH FIGUS**

Address [redacted]

City/Town

State/Province

ZIP/Postal Code

Email Address

#89

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 9:36:49 PM
Last Modified: Monday, January 23, 2023 9:38:40 PM
Time Spent: 00:01:50
IP Address: 216.67.48.252

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Salmon Creek,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#90

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
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Last Modified:	Monday, January 23, 2023 9:45:37 PM
Time Spent:	00:04:00
IP Address:	209.112.159.178

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Not concerned

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#91

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 9:54:27 PM
Last Modified:	Monday, January 23, 2023 9:56:18 PM
Time Spent:	00:01:50
IP Address:	65.74.52.42

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

visit friends and family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#92

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 10:05:32 PM
Last Modified: Monday, January 23, 2023 10:06:41 PM
Time Spent: 00:01:09
IP Address: 24.237.29.250

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#93

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 10:10:35 PM
Last Modified: Monday, January 23, 2023 10:16:47 PM
Time Spent: 00:06:11
IP Address: 24.237.6.19

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing,

Other,

Other (please specify):

Visit friends and family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#94

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 10:15:18 PM
Last Modified: Monday, January 23, 2023 10:19:30 PM
Time Spent: 00:04:12
IP Address: 24.237.29.172

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The corps of engineers won’t permit extensive wetlands fill if there is another feasible alternative. Vanderbilt is a feasible alternative to the options farther north, and involves less wetland fill. There is CBJ land across the channel from Vanderbilt where to crossing can connect to Douglas Island.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#95

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 10:31:04 PM
Last Modified:	Monday, January 23, 2023 10:35:14 PM
Time Spent:	00:04:09
IP Address:	137.83.37.39

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#96

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 10:38:54 PM
Last Modified: Monday, January 23, 2023 10:45:21 PM
Time Spent: 00:06:27
IP Address: 64.186.113.90

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

,

Other,

Other (please specify):

I am against it. This should be an option; not including it gives skewed results to this analysis.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas,

Other,

Other (please specify):

Overdevelopment leading to public safety issues and bridge effects on sediment in the Gastineau Channel (traffic on roads requiring slow speeds, landslide and avalanche areas, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The first question is disingenuous because it forces people to pick one of the alternatives. It isn't until question 5 that there is an option not to pick development. You will have skewed results because people who do not support this will have their answers in for that they have a preferred option based on question number one. This is not a well-conceived survey.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#97

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 11:04:02 PM
Last Modified:	Monday, January 23, 2023 11:05:40 PM
Time Spent:	00:01:38
IP Address:	216.67.24.121

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#98

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 23, 2023 11:44:21 PM
Last Modified: Monday, January 23, 2023 11:45:43 PM
Time Spent: 00:01:22
IP Address: 174.21.95.157

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#99

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 23, 2023 11:42:03 PM
Last Modified:	Monday, January 23, 2023 11:46:07 PM
Time Spent:	00:04:04
IP Address:	63.140.96.211

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Mendenhall peninsula will impact a lot of wooded area and possibly disrupt a lot of wildlife and seems very unsafe for weather

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Ais**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#100

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 2:32:38 AM
Last Modified:	Tuesday, January 24, 2023 2:35:09 AM
Time Spent:	00:02:30
IP Address:	66.223.195.154

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#101

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 5:25:31 AM
Last Modified: Tuesday, January 24, 2023 5:28:52 AM
Time Spent: 00:03:20
IP Address: 24.237.13.137

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing,

Other,

Other (please specify):

Visit family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Shawn Williams**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#102

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 6:40:27 AM
Last Modified: Tuesday, January 24, 2023 6:47:32 AM
Time Spent: 00:07:05
IP Address: 65.74.52.133

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kaitee Perisich**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#103

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 7:48:31 AM
Last Modified:	Tuesday, January 24, 2023 7:50:02 AM
Time Spent:	00:01:31
IP Address:	24.237.152.4

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#104

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 8:03:12 AM
Last Modified: Tuesday, January 24, 2023 8:05:53 AM
Time Spent: 00:02:41
IP Address: 166.198.252.128

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Nothing

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Cecil Varner**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#105

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 8:44:26 AM
Last Modified: Tuesday, January 24, 2023 8:48:22 AM
Time Spent: 00:03:56
IP Address: 24.237.25.137

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Salmon Creek,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Nikki Love**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#106

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 8:29:11 AM
Last Modified: Tuesday, January 24, 2023 8:59:51 AM
Time Spent: 00:30:40
IP Address: 138.118.213.245

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#107

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 9:36:28 AM
Last Modified: Tuesday, January 24, 2023 9:39:17 AM
Time Spent: 00:02:49
IP Address: 24.237.158.240

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other (please specify):

Childcare

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#108

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 10:51:59 AM
Last Modified:	Tuesday, January 24, 2023 10:54:30 AM
Time Spent:	00:02:30
IP Address:	161.69.103.128

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

none

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#109

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 10:33:16 AM
Last Modified: Tuesday, January 24, 2023 11:03:51 AM
Time Spent: 00:30:35
IP Address: 209.165.165.195

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Eagle Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#110

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 11:02:11 AM
Last Modified:	Tuesday, January 24, 2023 11:04:41 AM
Time Spent:	00:02:30
IP Address:	65.74.54.182

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Events

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Salmon Creek,

Twin Lakes

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#111

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 11:04:15 AM
Last Modified:	Tuesday, January 24, 2023 11:06:42 AM
Time Spent:	00:02:27
IP Address:	107.77.205.71

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Dining

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#112

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 11:04:09 AM
Last Modified:	Tuesday, January 24, 2023 11:08:38 AM
Time Spent:	00:04:28
IP Address:	209.112.131.147

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Scott Watts**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#113

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 11:22:50 AM
Last Modified:	Tuesday, January 24, 2023 11:24:13 AM
Time Spent:	00:01:22
IP Address:	136.226.57.96

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#114

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 11:30:46 AM
Last Modified:	Tuesday, January 24, 2023 11:33:33 AM
Time Spent:	00:02:46
IP Address:	24.237.26.184

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I vote the North Airport. The others are too close to the existing bridge and the Mendenhall Peninsula/ Fritz Cove one is longer so it would cost more.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kathryn Dupere**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#115

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 11:36:42 AM
Last Modified:	Tuesday, January 24, 2023 11:40:24 AM
Time Spent:	00:03:41
IP Address:	139.60.224.233

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#116

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 12:13:08 PM
Last Modified: Tuesday, January 24, 2023 12:16:51 PM
Time Spent: 00:03:43
IP Address: 209.112.147.34

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Fishing,

Health care,

Other,

Other (please specify):

To buy groceries.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Other (please specify):

Mendenhall Bar access for vessel traffic at high tide.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Including redundant utility services.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#117

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 12:18:23 PM
Last Modified:	Tuesday, January 24, 2023 12:23:14 PM
Time Spent:	00:04:51
IP Address:	107.77.233.236

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Fishing,

Health care,

Other,

Other (please specify):

Work appointments

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#118

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 12:40:15 PM
Last Modified:	Tuesday, January 24, 2023 12:44:20 PM
Time Spent:	00:04:04
IP Address:	137.227.6.153

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Eagle Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The wetlands surrounding Juneau are critical for shorebirds during the summer months and during spring and autumn migration of birds. A bridge or tunnel near the Mendenall River could potentially impact the resources available to shorebirds in the area.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#119

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 12:34:33 PM
Last Modified:	Tuesday, January 24, 2023 12:45:15 PM
Time Spent:	00:10:42
IP Address:	158.145.15.25

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Other,

Other (please specify):

Other family lives in Douglas, and work

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other,

Other (please specify):

Juneau needs an additional crossing, open up developable land, more recreation, more housing, travel, human resource time expense money cost savings energy saveing

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Narrow minded Environmental individuals will hinder this positive addition to Juneau.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

North Airport or Mendenhall Peninsula are good options get some distance from the Douglas Bridge, spread it out.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#120

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 12:56:25 PM
Last Modified: Tuesday, January 24, 2023 1:10:34 PM
Time Spent: 00:14:09
IP Address: 69.5.155.193

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

not a resident

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Eagle Creek,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Please consider the impacts this project may have on birds that rely on the wetlands and marshes during their migration. These are important stopover sites as shorebirds and waterfowl are migrating north. In addition, the effect on local salmon streams seems significant and should be a strong influence.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#121

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 1:11:46 PM
Last Modified: Tuesday, January 24, 2023 1:13:32 PM
Time Spent: 00:01:46
IP Address: 166.198.252.114

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#122

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 1:04:31 PM
Last Modified: Tuesday, January 24, 2023 1:15:27 PM
Time Spent: 00:10:56
IP Address: 216.67.120.68

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing,

Other,

Other (please specify):

Restaurants

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The airport area has already been so industrialized;

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Yvonne Peterson**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#123

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 1:25:14 PM
Last Modified: Tuesday, January 24, 2023 1:30:53 PM
Time Spent: 00:05:38
IP Address: 165.225.210.241

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Other (please specify):

Cost to Juneau Tax Payers, Really it is not a long drive as it is.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I would be worried about the cost to Juneau tax payers.
I understand that Juneau does not like to drive any more than needed but Really what we have now is not a long drive, but then again, I am not the one doing it daily.
I guess I am on the fence.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Nancy Hudson**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#124

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 12:41:53 PM
Last Modified: Tuesday, January 24, 2023 1:39:57 PM
Time Spent: 00:58:04
IP Address: 216.67.22.199

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care,

Other,

Other (please specify):

For the view. To see family and friends. For the exercise.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

This question should not have a required answer. This is a bad survey format and by design pushes people to select an option that promotes a study goal of demonstrating demand (showing "need"). Without an option of not including one of the "features that would interest" options, this question doesn't appear to be particularly valid. This is effectively a push poll question.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

Wasteful spending of money to induce growth with accompanied community sprawl. What kind of place, what kind of community do we want to pass on? There is no demographic demand for this project, Juneau is projected by the Alaska State Demographer to shrink over 10% through 2050. Why should the rest of the country spend its money on a project that is designed to induce demand for growth (see the PEL Need statement about alternatives meeting goals for future development at North and West Douglas). The Douglas Bridge and intersections have a D grade for very brief periods of the day. Why is only looking at crossings being evaluated as part of the project? What about other transportation options or zoning options that would improve the areas? I live in Douglas and the demand period for higher volumes is extremely brief, possibly as much as 10 minutes 1x/week in my experience. Evaluate other alternatives to decrease that limited traffic pressure in those limited areas or remove that from the Need statement. We can't increase our way to traffic improvement, either locally or as a species. We need to shift our transportation priorities, particularly in the United States. Expanding and improving mass transit could relieve all of the need pressure on the Douglas Bridge area, particularly in a community which is projected to decline in population for the next 3 decades. Protecting the Mendenhall Wetlands and the State Game Refuge is essential. This is critical habitat and performs vital ecosystem services. See the SeaBank 2022 Annual Report put out by the Alaska Sustainable Fisheries Trust and the discussion there on p.20 of the Highest Valued Ecosystems: SeaBank Estuaries, and please incorporate the discussion of estuarine ecosystem services there into

the PEL study. I grew up in Juneau and have lived here almost exclusively since 1968. I don't want to pass on more damage to Taashuyee, the wetlands between the Island and town. We've already impinged a ton and options which cross the wetlands are all fatally flawed and should be removed from consideration in any alternative analysis, whether in this PEL process or in a future EIS.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Question #5 is a bad survey format as it requires selection one of the options. Other/Other comment should have been an option.

How can the needs of the community be met without this crossing project? Please develop a thorough discussion (analysis) of options that meet the needs and/or key aspects of the needs without building a 2nd crossing. This analysis (alternative) should be included in the PEL study in addition to a "no action" alternative. This PEL study appears to be developed to formulate and refine a need for the project for an EIS and there is an internal flaw in the logic if the study does not consider how the needs or aspects of the needs can be met without a crossing (in addition to including a "no action" alternative). The mandate is too restricted and will cause a need statement to be formulated that does not address community needs but rather formulates a further artificially constrained "purpose and need" for an EIS. Again, where is the demand picture? It's certainly not demographic. The PEL process appears to be geared towards making a showing of a purpose and need by gathering comments on crossing alternatives. See the jdnorthcrossing.com site, "DOT&PF has chosen ...[PEL] ... to identify and evaluate a purpose and need for connecting Juneau with Douglas Island." Beyond redundancy, there is very legitimate cause to question real need vs. the desire to induce demand at North Douglas/West Douglas, something that is highly controversial in the community and has been for years.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#125

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 2:03:55 PM
Last Modified:	Tuesday, January 24, 2023 2:11:11 PM
Time Spent:	00:07:15
IP Address:	66.223.188.142

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Other,

Other (please specify):

Visiting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Nono

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#126

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 3:03:51 PM
Last Modified: Tuesday, January 24, 2023 3:07:45 PM
Time Spent: 00:03:53
IP Address: 139.60.224.44

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#127

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 3:52:52 PM
Last Modified: Tuesday, January 24, 2023 3:59:38 PM
Time Spent: 00:06:45
IP Address: 24.237.5.192

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This would be detrimental to the entire communities of Juneau and Douglas. It would not reduce congestion, it would hurt our environment, it would be an eyesore for years (let's be honest, construction won't be quick), it would harm our wildlife, and it would turn our beautiful city into a city like the lower-48 — overdeveloped, and ugly. We do not want this. I live in Juneau, and I do not want this. Every person that I've talked to that lives in Juneau, does not want this. It would only hurt us.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#128

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 4:25:39 PM
Last Modified: Tuesday, January 24, 2023 4:27:50 PM
Time Spent: 00:02:11
IP Address: 24.237.13.165

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Pat Kalbaugh**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#129

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 5:26:47 PM
Last Modified:	Tuesday, January 24, 2023 5:30:19 PM
Time Spent:	00:03:32
IP Address:	63.140.96.183

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

None

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#130

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Tuesday, January 24, 2023 7:06:05 PM
Last Modified:	Tuesday, January 24, 2023 7:13:13 PM
Time Spent:	00:07:08
IP Address:	45.152.182.150

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**John Hetz**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#131

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 9:49:49 PM
Last Modified: Tuesday, January 24, 2023 9:52:08 PM
Time Spent: 00:02:19
IP Address: 174.197.70.227

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Other (please specify):

Cost

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#132

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Tuesday, January 24, 2023 10:58:52 PM
Last Modified: Tuesday, January 24, 2023 11:11:56 PM
Time Spent: 00:13:04
IP Address: 24.237.17.49

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Vanderbilt location makes the most sense due to the shorter bridge length, availability of CBJ land on the Douglas Island side, and the current intersection at Vanderbilt.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#133

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 9:28:19 AM
Last Modified: Wednesday, January 25, 2023 9:30:09 AM
Time Spent: 00:01:50
IP Address: 174.231.144.50

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Island pub, Sandy beach, friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#134

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 12:05:28 PM
Last Modified: Wednesday, January 25, 2023 12:06:44 PM
Time Spent: 00:01:16
IP Address: 65.74.29.2

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#135

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 12:59:52 PM
Last Modified: Wednesday, January 25, 2023 1:01:23 PM
Time Spent: 00:01:30
IP Address: 137.229.212.159

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#136

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:02:22 PM
Last Modified: Wednesday, January 25, 2023 1:04:03 PM
Time Spent: 00:01:40
IP Address: 98.247.82.26

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#137

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:02:53 PM
Last Modified: Wednesday, January 25, 2023 1:04:53 PM
Time Spent: 00:02:00
IP Address: 24.237.20.51

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#138

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:03:27 PM
Last Modified: Wednesday, January 25, 2023 1:05:14 PM
Time Spent: 00:01:47
IP Address: 166.198.252.124

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#139

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 1:03:37 PM
Last Modified:	Wednesday, January 25, 2023 1:06:01 PM
Time Spent:	00:02:24
IP Address:	24.237.152.15

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Because people live there and you visit them

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Anything further south than sunny point is likely useless. Run that shit straight through the peninsula

---

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#140

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:03:10 PM
Last Modified: Wednesday, January 25, 2023 1:06:20 PM
Time Spent: 00:03:09
IP Address: 24.237.158.229

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Travis**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#141

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:06:04 PM
Last Modified: Wednesday, January 25, 2023 1:07:02 PM
Time Spent: 00:00:58
IP Address: 50.239.80.214

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#142

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:04:38 PM
Last Modified: Wednesday, January 25, 2023 1:07:21 PM
Time Spent: 00:02:42
IP Address: 69.161.7.0

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#143

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:04:04 PM
Last Modified: Wednesday, January 25, 2023 1:07:40 PM
Time Spent: 00:03:36
IP Address: 65.74.29.2

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jonny**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#144

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:06:55 PM
Last Modified: Wednesday, January 25, 2023 1:09:13 PM
Time Spent: 00:02:17
IP Address: 24.237.18.225

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#145

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 1:06:12 PM
Last Modified:	Wednesday, January 25, 2023 1:09:42 PM
Time Spent:	00:03:30
IP Address:	24.237.10.106

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Harper Gunn**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#146

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 1:08:38 PM
Last Modified:	Wednesday, January 25, 2023 1:10:28 PM
Time Spent:	00:01:50
IP Address:	12.130.14.78

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Anne Bayly Buck**
Email Address	[redacted]

#147

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:09:05 PM
Last Modified: Wednesday, January 25, 2023 1:12:04 PM
Time Spent: 00:02:58
IP Address: 76.135.139.177

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#148

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:10:58 PM
Last Modified: Wednesday, January 25, 2023 1:12:13 PM
Time Spent: 00:01:14
IP Address: 24.237.9.56

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#149

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 1:09:19 PM
Last Modified:	Wednesday, January 25, 2023 1:12:57 PM
Time Spent:	00:03:38
IP Address:	24.237.158.253

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Traffic noise would blend into airport noise and building on ppilings would likely have the lowest environmental impact

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#150

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:04:38 PM
Last Modified: Wednesday, January 25, 2023 1:13:02 PM
Time Spent: 00:08:23
IP Address: 166.198.252.129

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#151

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:12:38 PM
Last Modified: Wednesday, January 25, 2023 1:15:03 PM
Time Spent: 00:02:25
IP Address: 166.198.252.36

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

N/A

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Eagle Creek,

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#152

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:11:24 PM
Last Modified: Wednesday, January 25, 2023 1:16:57 PM
Time Spent: 00:05:32
IP Address: 166.198.252.136

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The bridge is not worth the value of the wetlands in its natural state to all of the other residents of Juneau. A small less expensive bridge on sunny point side may be worth it.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#153

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:12:46 PM
Last Modified: Wednesday, January 25, 2023 1:17:05 PM
Time Spent: 00:04:19
IP Address: 74.71.233.56

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Part of what makes our home beautiful is the restricted access to wild places and uninterrupted views from the beaches. Don’t choose increased development over the pristine beauty of Juneau

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kaitlyn conway**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#154

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:13:56 PM
Last Modified: Wednesday, January 25, 2023 1:17:23 PM
Time Spent: 00:03:26
IP Address: 65.74.52.29

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Neil MacKinnon**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#155

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:11:34 PM
Last Modified: Wednesday, January 25, 2023 1:18:04 PM
Time Spent: 00:06:29
IP Address: 166.198.252.143

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Twin Lakes

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I think the current bridge is sufficient. If there is action to build an additional bridge the best option would be to build where it does not disturb the wetlands environment, from Vanderbilt intersection and forward towards town.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#156

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:14:25 PM
Last Modified: Wednesday, January 25, 2023 1:18:39 PM
Time Spent: 00:04:13
IP Address: 107.77.205.100

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#157

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:16:20 PM
Last Modified: Wednesday, January 25, 2023 1:18:56 PM
Time Spent: 00:02:35
IP Address: 24.237.20.57

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#158

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 1:17:16 PM
Last Modified:	Wednesday, January 25, 2023 1:19:11 PM
Time Spent:	00:01:55
IP Address:	24.237.8.242

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#159

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:19:05 PM
Last Modified: Wednesday, January 25, 2023 1:21:09 PM
Time Spent: 00:02:03
IP Address: 24.237.24.17

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#160

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 1:20:01 PM
Last Modified:	Wednesday, January 25, 2023 1:22:29 PM
Time Spent:	00:02:27
IP Address:	107.77.205.235

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#161

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:22:57 PM
Last Modified: Wednesday, January 25, 2023 1:24:13 PM
Time Spent: 00:01:15
IP Address: 107.77.212.227

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#162

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:26:31 PM
Last Modified: Wednesday, January 25, 2023 1:29:23 PM
Time Spent: 00:02:52
IP Address: 24.237.8.98

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Joshua Jubb**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#163

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:27:11 PM
Last Modified: Wednesday, January 25, 2023 1:30:23 PM
Time Spent: 00:03:12
IP Address: 24.237.13.154

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Dining, pleasure drive

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#164

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:24:47 PM
Last Modified: Wednesday, January 25, 2023 1:30:29 PM
Time Spent: 00:05:41
IP Address: 63.140.96.22

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#165

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:27:35 PM
Last Modified: Wednesday, January 25, 2023 1:30:52 PM
Time Spent: 00:03:16
IP Address: 24.237.24.42

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#166

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:20:51 PM
Last Modified: Wednesday, January 25, 2023 1:31:21 PM
Time Spent: 00:10:30
IP Address: 24.237.24.127

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):
I'm not interested in a second crossing.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Juneau doesn't need a second crossing. The increased traffic on North Douglas will create irreversible damage. Convenience and capitalism are truly ruining wild spaces.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jessie Herman-Haywood**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#167

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:30:49 PM
Last Modified: Wednesday, January 25, 2023 1:33:39 PM
Time Spent: 00:02:49
IP Address: 166.198.252.34

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Other,

Other (please specify):

family and friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#168

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:32:21 PM
Last Modified: Wednesday, January 25, 2023 1:34:25 PM
Time Spent: 00:02:03
IP Address: 174.231.160.79

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#169

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:36:03 PM
Last Modified: Wednesday, January 25, 2023 1:38:30 PM
Time Spent: 00:02:27
IP Address: 107.77.205.52

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Skiing,

Fishing,

Other (please specify):

family and friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#170

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:37:38 PM
Last Modified: Wednesday, January 25, 2023 1:39:05 PM
Time Spent: 00:01:26
IP Address: 24.237.2.249

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#171

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:37:17 PM
Last Modified: Wednesday, January 25, 2023 1:40:51 PM
Time Spent: 00:03:33
IP Address: 68.146.140.171

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Family visits

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#172

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 1:38:49 PM
Last Modified:	Wednesday, January 25, 2023 1:42:13 PM
Time Spent:	00:03:23
IP Address:	24.237.25.63

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care,

Other,

Other (please specify):

Every reason

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

Real estate prices

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sam Berni**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#173

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 1:41:39 PM
Last Modified:	Wednesday, January 25, 2023 1:44:09 PM
Time Spent:	00:02:30
IP Address:	166.198.252.31

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#174

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:42:20 PM
Last Modified: Wednesday, January 25, 2023 1:44:39 PM
Time Spent: 00:02:19
IP Address: 24.237.10.144

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

Proximity to the airport

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#175

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:44:49 PM
Last Modified: Wednesday, January 25, 2023 1:48:14 PM
Time Spent: 00:03:25
IP Address: 209.112.184.16

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#176

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:43:04 PM
Last Modified: Wednesday, January 25, 2023 1:49:00 PM
Time Spent: 00:05:56
IP Address: 209.112.184.16

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I think that it would help a lot with traffic downtown

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#177

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 1:52:47 PM
Last Modified: Wednesday, January 25, 2023 1:54:02 PM
Time Spent: 00:01:15
IP Address: 24.237.158.225

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#178

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:06:26 PM
Last Modified: Wednesday, January 25, 2023 2:09:38 PM
Time Spent: 00:03:12
IP Address: 137.229.219.3

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Adam Chavez**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#179

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 2:07:03 PM
Last Modified:	Wednesday, January 25, 2023 2:11:00 PM
Time Spent:	00:03:57
IP Address:	137.229.212.145

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Other,

Other (please specify):

accessing school

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It would make winter outdoor recreation so much more accessible to those who live out the road, it would also make higher education at UAS more accessible to those who live on North Douglas.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name

Address

City/Town

State/Province

ZIP/Postal Code

Email Address

Alyson Kenney



#180

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:10:06 PM
Last Modified: Wednesday, January 25, 2023 2:13:11 PM
Time Spent: 00:03:05
IP Address: 24.237.6.216

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Evan Fabrello**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#181

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:00:10 PM
Last Modified: Wednesday, January 25, 2023 2:13:38 PM
Time Spent: 00:13:27
IP Address: 166.137.171.63

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Social/ family time

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#182

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:11:51 PM
Last Modified: Wednesday, January 25, 2023 2:15:32 PM
Time Spent: 00:03:40
IP Address: 65.74.54.188

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Please take the environmental survey seriously. The wetlands is a really important area to a lot of people here.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#183

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:17:15 PM
Last Modified: Wednesday, January 25, 2023 2:19:05 PM
Time Spent: 00:01:49
IP Address: 24.237.158.224

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#184

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:18:56 PM
Last Modified: Wednesday, January 25, 2023 2:21:00 PM
Time Spent: 00:02:03
IP Address: 24.237.158.253

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#185

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:17:52 PM
Last Modified: Wednesday, January 25, 2023 2:21:29 PM
Time Spent: 00:03:36
IP Address: 24.237.158.228

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Tyson Fick**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#186

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:21:18 PM
Last Modified: Wednesday, January 25, 2023 2:22:58 PM
Time Spent: 00:01:39
IP Address: 24.237.6.75

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#187

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:21:25 PM
Last Modified: Wednesday, January 25, 2023 2:23:19 PM
Time Spent: 00:01:54
IP Address: 67.168.48.17

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#188

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:22:53 PM
Last Modified: Wednesday, January 25, 2023 2:25:33 PM
Time Spent: 00:02:39
IP Address: 137.229.193.162

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

considering new development including building a gas station in/near the wetland, I can't imagine getting permit to cross a shorter span would be that bad.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#189

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:24:07 PM
Last Modified: Wednesday, January 25, 2023 2:25:33 PM
Time Spent: 00:01:26
IP Address: 24.237.13.128

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#190

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:26:56 PM
Last Modified: Wednesday, January 25, 2023 2:30:42 PM
Time Spent: 00:03:45
IP Address: 139.60.225.26

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Please study the impact on the airport as well.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Nicole**
City/Town	[redacted]
State/Province	
ZIP/Postal Code	
Email Address	

#191

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:31:43 PM
Last Modified: Wednesday, January 25, 2023 2:37:08 PM
Time Spent: 00:05:25
IP Address: 24.237.15.40

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Visiting family and friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#192

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:41:12 PM
Last Modified: Wednesday, January 25, 2023 2:43:55 PM
Time Spent: 00:02:42
IP Address: 66.230.112.161

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Aarin Tidd**

#193

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:41:44 PM
Last Modified: Wednesday, January 25, 2023 2:43:59 PM
Time Spent: 00:02:14
IP Address: 139.60.225.122

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#194

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:42:28 PM
Last Modified: Wednesday, January 25, 2023 2:46:28 PM
Time Spent: 00:03:59
IP Address: 216.67.39.36

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Tony Florendo**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#195

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:45:24 PM
Last Modified: Wednesday, January 25, 2023 2:48:10 PM
Time Spent: 00:02:46
IP Address: 64.251.240.222

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#196

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:46:45 PM
Last Modified: Wednesday, January 25, 2023 2:48:32 PM
Time Spent: 00:01:46
IP Address: 166.198.252.39

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Skiing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#197

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 2:43:41 PM
Last Modified:	Wednesday, January 25, 2023 2:49:24 PM
Time Spent:	00:05:43
IP Address:	169.197.143.44

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Ethan**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#198

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:56:02 PM
Last Modified: Wednesday, January 25, 2023 2:58:26 PM
Time Spent: 00:02:23
IP Address: 216.67.25.20

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#199

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:56:15 PM
Last Modified: Wednesday, January 25, 2023 2:59:26 PM
Time Spent: 00:03:11
IP Address: 65.74.53.90

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

North Douglas boat launch is too small and often crowded. Traffic would increase the use of this area.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#200

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 2:52:21 PM
Last Modified: Wednesday, January 25, 2023 3:03:18 PM
Time Spent: 00:10:57
IP Address: 137.229.212.157

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Friends/family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4 What concerns do you have about a north crossing alternative route? (Select all that apply)	**Environmental impacts to wetlands,** **Impacts to marine wildlife and fish,** **Disruptions to existing neighborhoods in Juneau or on Douglas Island** **,** **Impacts to culturally significant areas**
Q5 Please select up to three (3) alternatives that you would suggest for a north crossing:	**Sunny Point Area,** **North Airport,** **Mendenhall Peninsula**
Q6 Please provide any additional feedback or suggestions for the Study Team to consider.	**Respondent skipped this question**
Q7 Please complete this section if you would like to be added to the list to receive updates.	**Respondent skipped this question**

#201

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 3:02:35 PM
Last Modified: Wednesday, January 25, 2023 3:06:02 PM
Time Spent: 00:03:26
IP Address: 216.67.8.52

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#202

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 3:09:25 PM
Last Modified:	Wednesday, January 25, 2023 3:11:15 PM
Time Spent:	00:01:50
IP Address:	107.77.205.19

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4 What concerns do you have about a north crossing alternative route? (Select all that apply)	**Environmental impacts to wetlands,** **Impacts to wildlife and birds,** **Impacts to marine wildlife and fish,** **Impacts to subsistence activities,** **Impacts to culturally significant areas**
Q5 Please select up to three (3) alternatives that you would suggest for a north crossing:	**Sunny Point Area,** **North Airport,** **Mendenhall Peninsula**
Q6 Please provide any additional feedback or suggestions for the Study Team to consider.	**Respondent skipped this question**
Q7 Please complete this section if you would like to be added to the list to receive updates.	**Respondent skipped this question**

#203

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 3:11:47 PM
Last Modified:	Wednesday, January 25, 2023 3:13:53 PM
Time Spent:	00:02:05
IP Address:	185.230.126.91

Page 1

Q1	**Weekly**
How often do you travel between Juneau and Douglas Island?	
Q2	**Skiing,**
Why do you cross the Juneau Douglas Bridge? (Select all that apply)	**Fishing**

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Eagle Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Brayden smith**
City/Town	[redacted]
State/Province	
ZIP/Postal Code	
Email Address	

#204

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 3:12:14 PM
Last Modified: Wednesday, January 25, 2023 3:15:44 PM
Time Spent: 00:03:29
IP Address: 24.237.12.88

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#205

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 3:17:09 PM
Last Modified: Wednesday, January 25, 2023 3:22:19 PM
Time Spent: 00:05:10
IP Address: 107.77.205.186

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jacob Hamilton**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#206

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 3:21:19 PM
Last Modified: Wednesday, January 25, 2023 3:22:34 PM
Time Spent: 00:01:14
IP Address: 73.37.115.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#207

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 3:23:20 PM
Last Modified: Wednesday, January 25, 2023 3:26:19 PM
Time Spent: 00:02:59
IP Address: 166.198.252.51

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#208

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 3:25:18 PM
Last Modified: Wednesday, January 25, 2023 3:27:20 PM
Time Spent: 00:02:02
IP Address: 166.198.252.112

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#209

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 3:27:13 PM
Last Modified:	Wednesday, January 25, 2023 3:29:13 PM
Time Spent:	00:01:59
IP Address:	107.77.205.176

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Eagle Creek,

Vanderbilt,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Reece D Williams**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#210

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 3:26:35 PM
Last Modified:	Wednesday, January 25, 2023 3:30:43 PM
Time Spent:	00:04:07
IP Address:	209.193.52.159

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#211

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 3:37:59 PM
Last Modified: Wednesday, January 25, 2023 3:39:56 PM
Time Spent: 00:01:56
IP Address: 24.237.6.6

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Emma**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#212

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 3:38:53 PM
Last Modified: Wednesday, January 25, 2023 3:40:42 PM
Time Spent: 00:01:49
IP Address: 166.198.252.92

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#213

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 3:47:36 PM
Last Modified: Wednesday, January 25, 2023 3:54:06 PM
Time Spent: 00:06:30
IP Address: 166.198.252.114

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

,

Other (please specify):

The bridge is good as is. It's not congested, another bridge means creating a large bridge on wild wetland environment. This would be disruptive to wildlife and fish, and would disturb the natural beauty of the area.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The Mendenhall peninsula route is unreasonable, the excess traffic would be too much on the small neighborhood road. Not to mention it is very small and winding. There is housing developed on either side of the road which limits expansion of the road to accommodate more traffic (no room for sidewalks, roundabout, etc. It is also a pristine area for wildlife and the development of a bridge here would destroy habitat for fish and birds.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sage**
City/Town	[redacted]
State/Province	
ZIP/Postal Code	
Email Address	

#214

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 3:23:57 PM
Last Modified: Wednesday, January 25, 2023 3:54:50 PM
Time Spent: 00:30:52
IP Address: 174.231.148.218

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**MJ Goedeken**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	

#215

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 3:53:34 PM
Last Modified: Wednesday, January 25, 2023 3:54:50 PM
Time Spent: 00:01:16
IP Address: 107.77.205.98

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#216

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 3:54:05 PM
Last Modified: Wednesday, January 25, 2023 3:55:54 PM
Time Spent: 00:01:49
IP Address: 24.237.9.88

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#217

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 3:56:28 PM
Last Modified: Wednesday, January 25, 2023 3:58:59 PM
Time Spent: 00:02:31
IP Address: 24.237.30.83

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Autumn Muse**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#218

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 4:02:08 PM
Last Modified:	Wednesday, January 25, 2023 4:03:40 PM
Time Spent:	00:01:31
IP Address:	24.237.15.126

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#219

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 4:02:47 PM
Last Modified: Wednesday, January 25, 2023 4:06:45 PM
Time Spent: 00:03:58
IP Address: 107.77.205.25

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing,

Other,

Other (please specify):

School

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Eagle Creek,

Salmon Creek,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

A bridge that is positioned in a spot thats worth the cost and build

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Thalen**

#220

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 4:03:14 PM
Last Modified: Wednesday, January 25, 2023 4:08:06 PM
Time Spent: 00:04:51
IP Address: 162.238.133.62

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#221

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 4:07:04 PM
Last Modified:	Wednesday, January 25, 2023 4:10:01 PM
Time Spent:	00:02:57
IP Address:	24.237.158.238

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

N/a

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#222

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 4:11:09 PM
Last Modified: Wednesday, January 25, 2023 4:14:50 PM
Time Spent: 00:03:41
IP Address: 24.237.22.175

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Keagan walker**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#223

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 4:14:20 PM
Last Modified: Wednesday, January 25, 2023 4:15:54 PM
Time Spent: 00:01:34
IP Address: 216.67.57.54

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Other,

Other (please specify):

School

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4 What concerns do you have about a north crossing alternative route? (Select all that apply)	**Environmental impacts to wetlands,** **Impacts to wildlife and birds,** **Impacts to marine wildlife and fish,** **Disruptions to existing neighborhoods in Juneau or on Douglas Island** **,** **Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)** **,** **Impacts to subsistence activities,** **Increased or generated traffic on Douglas Island,** **Impacts to culturally significant areas**
Q5 Please select up to three (3) alternatives that you would suggest for a north crossing:	**Twin Lakes,** **Sunny Point Area**
Q6 Please provide any additional feedback or suggestions for the Study Team to consider.	**Respondent skipped this question**
Q7 Please complete this section if you would like to be added to the list to receive updates.	**Respondent skipped this question**

#224

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 4:11:19 PM
Last Modified: Wednesday, January 25, 2023 4:16:30 PM
Time Spent: 00:05:10
IP Address: 216.67.46.47

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#225

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 4:23:38 PM
Last Modified: Wednesday, January 25, 2023 4:25:16 PM
Time Spent: 00:01:37
IP Address: 24.237.30.238

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Skiing,

Other,

Other (please specify):

Home

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

The current bridge is sufficient for travel to and from Douglas Island.

,

Other,

Other (please specify):

Less gas

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#226

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 4:39:16 PM
Last Modified: Wednesday, January 25, 2023 4:44:04 PM
Time Spent: 00:04:47
IP Address: 24.237.158.224

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Traveling to family and friends houses

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kamryn**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#227

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 4:46:00 PM
Last Modified: Wednesday, January 25, 2023 4:48:15 PM
Time Spent: 00:02:15
IP Address: 65.74.54.75

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Social events

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Honestly traffic isn't that bad and another bridge would take away from the natural beauty of North douglas

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#228

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 4:51:28 PM
Last Modified: Wednesday, January 25, 2023 4:56:36 PM
Time Spent: 00:05:08
IP Address: 209.112.221.199

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

PLEASE don’t build over north airport!!! The wetlands is my favorite spot to take my dog on a sunny day.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sarah Clark**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#229

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 4:55:48 PM
Last Modified: Wednesday, January 25, 2023 5:00:06 PM
Time Spent: 00:04:17
IP Address: 24.237.13.40

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Roland Peterson**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#230

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 5:05:27 PM
Last Modified: Wednesday, January 25, 2023 5:08:24 PM
Time Spent: 00:02:56
IP Address: 209.107.180.9

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other (please specify):

Visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

City/Town

State/Province

ZIP/Postal Code

Email Address



#231

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 5:14:52 PM
Last Modified: Wednesday, January 25, 2023 5:21:10 PM
Time Spent: 00:06:17
IP Address: 65.74.53.216

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Redundancy is great, but how often in the history of the current bridge has there been a lengthy disruption? One of the most amazing things about living on Douglas is that it is in fact an island with beautiful, walkable coastline and it is truly separated from the rest of Juneau. Anything other than adding a second bridge to the downtown area would irreparably harm the unique qualities that so many of us love about living, working, and recreating on Douglas.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Nick Matisse**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#232

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 5:18:40 PM
Last Modified: Wednesday, January 25, 2023 5:22:53 PM
Time Spent: 00:04:12
IP Address: 107.77.205.165

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Carver Finley**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#233

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 5:24:49 PM
Last Modified: Wednesday, January 25, 2023 5:28:54 PM
Time Spent: 00:04:05
IP Address: 24.237.26.220

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Hailey Quinto**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#234

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 5:31:52 PM
Last Modified: Wednesday, January 25, 2023 5:34:34 PM
Time Spent: 00:02:42
IP Address: 24.237.9.43

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#235

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 5:38:51 PM
Last Modified: Wednesday, January 25, 2023 5:41:29 PM
Time Spent: 00:02:37
IP Address: 172.58.27.160

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#236

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 5:39:49 PM
Last Modified: Wednesday, January 25, 2023 5:42:05 PM
Time Spent: 00:02:15
IP Address: 35.150.85.0

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Erin Wally**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#237

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 5:45:46 PM
Last Modified: Wednesday, January 25, 2023 5:47:13 PM
Time Spent: 00:01:27
IP Address: 118.173.26.178

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#238

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 5:54:03 PM
Last Modified: Wednesday, January 25, 2023 5:57:21 PM
Time Spent: 00:03:18
IP Address: 174.204.74.17

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#239

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 5:56:43 PM
Last Modified: Wednesday, January 25, 2023 5:59:18 PM
Time Spent: 00:02:34
IP Address: 73.35.167.25

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#240

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 6:01:16 PM
Last Modified: Wednesday, January 25, 2023 6:05:34 PM
Time Spent: 00:04:17
IP Address: 166.198.252.133

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Hunting,

Other,

Other (please specify):

Dining

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Vanderbilt, twin lakes and salmon creek seem to offer the least impact on the environment, and are most effective on reducing time to north Douglas, and shortest bridge(cost savings)

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#241

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 6:11:51 PM
Last Modified: Wednesday, January 25, 2023 6:13:12 PM
Time Spent: 00:01:20
IP Address: 71.193.168.92

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing,

Other,

Other (please specify):

Visit friends and family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#242

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 6:14:56 PM
Last Modified: Wednesday, January 25, 2023 6:17:36 PM
Time Spent: 00:02:39
IP Address: 45.143.82.80

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Noah**
ZIP/Postal Code	[redacted]
Email Address	

#243

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 6:16:58 PM
Last Modified: Wednesday, January 25, 2023 6:21:41 PM
Time Spent: 00:04:42
IP Address: 65.74.54.182

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Tunnel underground is common in Norway and Europe. Consider tunnels

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#244

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 6:32:02 PM
Last Modified: Wednesday, January 25, 2023 6:36:52 PM
Time Spent: 00:04:49
IP Address: 69.162.195.182

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#245

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 6:40:31 PM
Last Modified: Wednesday, January 25, 2023 6:51:03 PM
Time Spent: 00:10:31
IP Address: 24.237.158.227

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Don’t block view of glacier from north Douglas

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name **Charlotte Stewart**

Address [redacted]

City/Town

State/Province

ZIP/Postal Code

Email Address

#246

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 6:49:43 PM
Last Modified: Wednesday, January 25, 2023 6:51:10 PM
Time Spent: 00:01:26
IP Address: 166.198.252.62

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Other,

Other (please specify):

Friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Twin Lakes,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#247

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 6:49:45 PM
Last Modified: Wednesday, January 25, 2023 6:53:34 PM
Time Spent: 00:03:49
IP Address: 192.136.22.4

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other (please specify):

I'm being honest, I do not want a new douglas crossing. It would further develop juneau into a hyperdeveloped urban/suburban hellhole, of which i've seen it become since living here my entire life. Preserve what we have left, leave douglas alone.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

No new bridge, stop developing juneau. Preserve community and nature :)

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**cael brown**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#248

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 7:18:41 PM
Last Modified: Wednesday, January 25, 2023 7:24:02 PM
Time Spent: 00:05:20
IP Address: 209.112.152.54

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Go to my in-laws house or to visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4 What concerns do you have about a north crossing alternative route? (Select all that apply)	**Environmental impacts to wetlands,** **Impacts to wildlife and birds,** **Impacts to marine wildlife and fish,** **Disruptions to existing neighborhoods in Juneau or on Douglas Island** **,** **Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)** **,** **Impacts to subsistence activities**
Q5 Please select up to three (3) alternatives that you would suggest for a north crossing:	**Vanderbilt,** **Sunny Point Area,** **Mendenhall Peninsula**
Q6 Please provide any additional feedback or suggestions for the Study Team to consider.	**Respondent skipped this question**
Q7 Please complete this section if you would like to be added to the list to receive updates.	**Respondent skipped this question**

#249

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 7:27:58 PM
Last Modified: Wednesday, January 25, 2023 7:30:25 PM
Time Spent: 00:02:27
IP Address: 24.237.158.225

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

One of the proposed routes goes through my house. Please don't disturb my (or anyone else's) current living situation to build a bridge. It's not worth it.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#250

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 7:28:12 PM
Last Modified:	Wednesday, January 25, 2023 7:32:59 PM
Time Spent:	00:04:46
IP Address:	24.237.27.215

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Daycare

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#251

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 7:42:54 PM
Last Modified: Wednesday, January 25, 2023 7:49:08 PM
Time Spent: 00:06:13
IP Address: 63.140.98.81

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#252

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 8:10:56 PM
Last Modified: Wednesday, January 25, 2023 8:18:32 PM
Time Spent: 00:07:36
IP Address: 199.126.245.142

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sam Steensland**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#253

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 8:23:55 PM
Last Modified: Wednesday, January 25, 2023 8:26:39 PM
Time Spent: 00:02:44
IP Address: 24.237.3.228

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#254

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 8:30:05 PM
Last Modified: Wednesday, January 25, 2023 8:32:30 PM
Time Spent: 00:02:25
IP Address: 209.112.159.107

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#255

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 8:32:44 PM
Last Modified: Wednesday, January 25, 2023 8:34:45 PM
Time Spent: 00:02:01
IP Address: 24.237.68.17

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#256

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 8:32:22 PM
Last Modified: Wednesday, January 25, 2023 8:37:04 PM
Time Spent: 00:04:41
IP Address: 24.237.18.117

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

No airport crossing please! The wetlands is a beautiful wide open recreation area hosting so much wildlife and activity. Building a bridge across it would be detrimental to the natural habitats, those who enjoy the wide open peaceful trail and the nearby neighborhoods. The wetland dike trail is such a special place. Interrupting it would counteract any benefits of a second bridge. NO AIRPORT CROSSING.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name **Rylee Larson**

Address [redacted]

City/Town

State/Province

ZIP/Postal Code

Email Address

#257

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 8:43:00 PM
Last Modified: Wednesday, January 25, 2023 8:47:49 PM
Time Spent: 00:04:48
IP Address: 24.237.14.65

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Increase in tourist activity. North Douglas is one of the only places in town to eacape tourists at a beach during summer. I would not like to see the area flooded with tourism.

Also, impacts on the fish creek salmon run should be considered. Lots of low income individuals rely on that fish run to supplement food throughout the summer.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#258

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 8:45:21 PM
Last Modified: Wednesday, January 25, 2023 8:49:00 PM
Time Spent: 00:03:38
IP Address: 24.237.27.133

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#259

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 8:41:22 PM
Last Modified: Wednesday, January 25, 2023 8:56:01 PM
Time Spent: 00:14:39
IP Address: 24.237.9.238

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Please consider the impacts not only to anadromous species and their habitat, but also to the important nearshore fish species and their habitat. The NOAA Alaska Fish Atlas provides good evidence of habitat use in the Mendenhall Peninsula area for forage species such as herring and sand lance. From personal experience doing fyke net surveys in the Mendenhall Peninsula area, sand lance use this sandy substrate as reproductive grounds. Timing of construction to avoid reproductive cycles and overall impacts to substrate for this specific crossing area would need to be evaluated. Additionally, the last eelgrass study, a review of this ecologically important nearshore habitat around CBJ, was last surveyed almost 20 year ago. A better understanding of the impact to this important nearshore habitat should be considered with these crossing alternatives. Nearshore species and habitat distributions for the remaining (other than Mendenhall Peninsula) other crossing areas will be needed as baseline information as there is limited or no data for these areas.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Michael Kohan**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#260

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 8:56:23 PM
Last Modified: Wednesday, January 25, 2023 8:59:24 PM
Time Spent: 00:03:00
IP Address: 24.237.24.236

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care,

Other,

Other (please specify):

School

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#261

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 8:58:14 PM
Last Modified: Wednesday, January 25, 2023 9:00:56 PM
Time Spent: 00:02:41
IP Address: 137.229.219.2

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#262

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 8:59:26 PM
Last Modified:	Wednesday, January 25, 2023 9:03:30 PM
Time Spent:	00:04:03
IP Address:	167.248.71.27

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None. The problem is over by Costco. It’s called a landfill. Let’s pretend that problem doesn’t exist for purposes of this survey.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#263

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 9:00:39 PM
Last Modified: Wednesday, January 25, 2023 9:03:36 PM
Time Spent: 00:02:57
IP Address: 24.237.15.105

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#264

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 9:10:47 PM
Last Modified: Wednesday, January 25, 2023 9:12:43 PM
Time Spent: 00:01:56
IP Address: 166.198.252.104

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#265

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 9:25:17 PM
Last Modified: Wednesday, January 25, 2023 9:27:34 PM
Time Spent: 00:02:16
IP Address: 166.199.8.50

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Salmon Creek,

Twin Lakes

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Wetlands Refuge preservation and protection as well as Fritz Cove

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#266

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 9:31:42 PM
Last Modified: Wednesday, January 25, 2023 9:34:21 PM
Time Spent: 00:02:39
IP Address: 174.70.96.202

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#267

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 9:39:59 PM
Last Modified: Wednesday, January 25, 2023 9:43:48 PM
Time Spent: 00:03:48
IP Address: 139.60.225.169

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#268

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 9:47:47 PM
Last Modified:	Wednesday, January 25, 2023 9:49:25 PM
Time Spent:	00:01:38
IP Address:	216.67.49.68

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#269

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 9:48:14 PM
Last Modified: Wednesday, January 25, 2023 9:50:31 PM
Time Spent: 00:02:16
IP Address: 67.59.85.115

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Twin Lakes,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I just think we need to be very careful about destroying or harming the wildlife of the estuaries and wetlands of Juneau. These environments are very sensitive, and very important. I hope if any action is taken, this should be at FOREFRONT of the builder's head.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#270

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 9:48:43 PM
Last Modified: Wednesday, January 25, 2023 9:52:23 PM
Time Spent: 00:03:39
IP Address: 65.74.52.111

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Other (please specify):

Eating/drinking out

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other (please specify):

Improve access to valley and out the road for N Douglas residents.

Q4 What concerns do you have about a north crossing alternative route? (Select all that apply)	**Environmental impacts to wetlands,** **Impacts to wildlife and birds,** **Impacts to marine wildlife and fish,** **Disruptions to existing neighborhoods in Juneau or on Douglas Island** **,** **Increased or generated traffic on Douglas Island,** **Impacts to culturally significant areas**
Q5 Please select up to three (3) alternatives that you would suggest for a north crossing:	**Twin Lakes,** **Vanderbilt**
Q6 Please provide any additional feedback or suggestions for the Study Team to consider.	**Respondent skipped this question**
Q7 Please complete this section if you would like to be added to the list to receive updates.	**Respondent skipped this question**

#271

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 9:56:23 PM
Last Modified: Wednesday, January 25, 2023 10:02:01 PM
Time Spent: 00:05:38
IP Address: 66.223.209.153

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sarah**
City/Town	[redacted]
State/Province	
ZIP/Postal Code	

#272

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 9:58:06 PM
Last Modified: Wednesday, January 25, 2023 10:02:42 PM
Time Spent: 00:04:35
IP Address: 166.198.252.66

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#273

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 10:16:17 PM
Last Modified:	Wednesday, January 25, 2023 10:19:33 PM
Time Spent:	00:03:16
IP Address:	24.237.15.105

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#274

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 10:36:56 PM
Last Modified: Wednesday, January 25, 2023 10:40:41 PM
Time Spent: 00:03:45
IP Address: 66.223.248.20

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Roads on Mendenhall peninsula seem ill suited to increased traffic (eg no sidewalks, very windy sections)

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#275

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 10:40:29 PM
Last Modified:	Wednesday, January 25, 2023 10:43:42 PM
Time Spent:	00:03:13
IP Address:	24.237.114.120

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

My partner lives on Douglas

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#276

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 10:57:19 PM
Last Modified: Wednesday, January 25, 2023 10:59:45 PM
Time Spent: 00:02:26
IP Address: 136.36.195.79

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

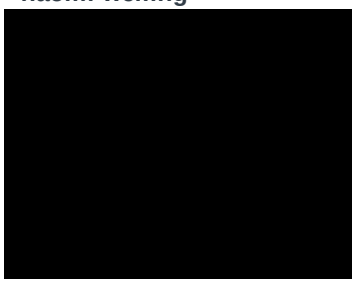
Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I also view another potential positive of building a bridge to be minimizing emissions of vehicles driving 1hr to get to North Douglas from out the road/valley

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**naomi welling**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#277

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 10:58:29 PM
Last Modified: Wednesday, January 25, 2023 11:01:18 PM
Time Spent: 00:02:49
IP Address: 116.58.226.16

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None. Build it!

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Stuart Meeks**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#278

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 11:10:45 PM
Last Modified:	Wednesday, January 25, 2023 11:12:32 PM
Time Spent:	00:01:47
IP Address:	166.198.252.29

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#279

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 11:30:20 PM
Last Modified: Wednesday, January 25, 2023 11:33:55 PM
Time Spent: 00:03:35
IP Address: 24.237.4.132

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Fishing,

Health care,

Other,

Other (please specify):

Return home

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

Increased noise, pollution

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Diana Rossmiller**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#280

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 11:32:19 PM
Last Modified: Wednesday, January 25, 2023 11:39:03 PM
Time Spent: 00:06:44
IP Address: 24.237.9.168

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other,

Other (please specify):

Reduced emissions by persons traveling to/from N. Douglas from/to Valley/Out the road

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#281

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 11:38:17 PM
Last Modified: Wednesday, January 25, 2023 11:42:48 PM
Time Spent: 00:04:30
IP Address: 24.237.20.21

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Joseph Greenough**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	

#282

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 11:47:23 PM
Last Modified: Wednesday, January 25, 2023 11:50:00 PM
Time Spent: 00:02:37
IP Address: 24.237.0.170

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#283

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 11:48:58 PM
Last Modified: Wednesday, January 25, 2023 11:52:12 PM
Time Spent: 00:03:13
IP Address: 24.237.181.29

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve utility service on Douglas Island.,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Open land on north Douglass first. Then bridge it.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#284

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, January 25, 2023 11:47:31 PM
Last Modified:	Wednesday, January 25, 2023 11:59:34 PM
Time Spent:	00:12:03
IP Address:	24.237.29.57

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Fishing,

Health care,

Other,

Other (please specify):

Driving to school. Hiking.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Melissa**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#285

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 12:30:01 AM
Last Modified:	Thursday, January 26, 2023 12:33:24 AM
Time Spent:	00:03:22
IP Address:	24.237.26.165

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

---

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Flight path impact.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kathleen**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#286

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 12:58:18 AM
Last Modified:	Thursday, January 26, 2023 1:01:35 AM
Time Spent:	00:03:17
IP Address:	49.230.243.166

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#287

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 3:18:20 AM
Last Modified: Thursday, January 26, 2023 3:20:53 AM
Time Spent: 00:02:33
IP Address: 166.137.171.6

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#288

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 3:21:51 AM
Last Modified: Thursday, January 26, 2023 3:25:23 AM
Time Spent: 00:03:31
IP Address: 24.237.11.132

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Noah**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#289

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 5:07:13 AM
Last Modified: Thursday, January 26, 2023 5:12:09 AM
Time Spent: 00:04:55
IP Address: 209.112.146.87

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Dining

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#290

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 5:46:44 AM
Last Modified: Thursday, January 26, 2023 5:50:28 AM
Time Spent: 00:03:44
IP Address: 166.198.252.143

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing,

Other,

Other (please specify):

Visit family member

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

No concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name

Address

City/Town

State/Province

ZIP/Postal Code

Email Address

Nate Narum

[redacted]

#291

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 5:59:28 AM
Last Modified: Thursday, January 26, 2023 6:03:01 AM
Time Spent: 00:03:32
IP Address: 162.233.138.167

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#292

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 5:53:22 AM
Last Modified: Thursday, January 26, 2023 6:05:19 AM
Time Spent: 00:11:56
IP Address: 166.198.252.12

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Skiing,

Other (please specify):

Hockey, visit my sister

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Eagle Creek,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Tod baseden**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#293

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 6:08:34 AM
Last Modified:	Thursday, January 26, 2023 6:10:32 AM
Time Spent:	00:01:58
IP Address:	216.67.93.245

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Home

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#294

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 6:37:09 AM
Last Modified: Thursday, January 26, 2023 6:39:04 AM
Time Spent: 00:01:54
IP Address: 137.152.185.44

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Health care,

Other (please specify):

Everyday life

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Eagle Creek,

Salmon Creek,

Twin Lakes

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#295

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 6:36:20 AM
Last Modified:	Thursday, January 26, 2023 6:39:53 AM
Time Spent:	00:03:33
IP Address:	24.237.3.206

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#296

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 6:46:19 AM
Last Modified:	Thursday, January 26, 2023 6:49:27 AM
Time Spent:	00:03:08
IP Address:	24.237.12.96

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#297

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 6:49:04 AM
Last Modified:	Thursday, January 26, 2023 6:56:58 AM
Time Spent:	00:07:53
IP Address:	65.74.54.80

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Email Address [redacted]

#298

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 7:07:45 AM
Last Modified: Thursday, January 26, 2023 7:09:51 AM
Time Spent: 00:02:06
IP Address: 166.198.252.37

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

N/a

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#299

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 7:18:08 AM
Last Modified: Thursday, January 26, 2023 7:20:59 AM
Time Spent: 00:02:50
IP Address: 216.67.5.83

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#300

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 7:46:27 AM
Last Modified: Thursday, January 26, 2023 7:49:49 AM
Time Spent: 00:03:22
IP Address: 64.4.224.48

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sydney Lee**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#301

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 8:09:05 AM
Last Modified: Thursday, January 26, 2023 8:10:51 AM
Time Spent: 00:01:46
IP Address: 134.215.217.11

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Marina H Lindsey**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#302

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 8:10:01 AM
Last Modified: Thursday, January 26, 2023 8:14:56 AM
Time Spent: 00:04:54
IP Address: 166.198.252.142

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kelly Cates**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#303

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 8:20:12 AM
Last Modified:	Thursday, January 26, 2023 8:25:57 AM
Time Spent:	00:05:45
IP Address:	24.237.25.189

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Social

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

None of these are valid reasons

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

Waste of taxpayers money

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

This is simply a popularity contest with no environmental or costs considered. This study is fatally flawed and should not go forward until this information is determined for all of the options.
Just because the Chamber of Commerce and other local boosters think this idea is a good one does not make it so.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#304

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 8:27:42 AM
Last Modified: Thursday, January 26, 2023 8:29:13 AM
Time Spent: 00:01:31
IP Address: 146.63.202.66

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#305

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 8:29:49 AM
Last Modified: Thursday, January 26, 2023 8:35:07 AM
Time Spent: 00:05:17
IP Address: 24.237.152.9

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I am most concerned if we do not develop a second crossing. This would be a catalyst for development within the CBJ.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sean Boily**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#306

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 8:42:29 AM
Last Modified:	Thursday, January 26, 2023 8:46:01 AM
Time Spent:	00:03:32
IP Address:	166.198.252.98

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#307

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 8:42:25 AM
Last Modified: Thursday, January 26, 2023 8:46:17 AM
Time Spent: 00:03:52
IP Address: 24.237.10.42

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

visiting relatives

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

I don't support an alternative route with a north crossing.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas,

Other (please specify):

There is no need for this alternative crossing. It serves convenience only.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Improve the existing bridge.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Lisa Hoferkamp**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#308

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 8:47:01 AM
Last Modified:	Thursday, January 26, 2023 8:57:21 AM
Time Spent:	00:10:20
IP Address:	107.77.205.111

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I'm not a Juneau/Douglass resident, but Juneau airport and the ferry terminal are hubs for our SE communities and access to North Douglass would open up that area to Eaglecrest and other outdoor activities while visiting/transiting Juneau/Douglas.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Mark Berry**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#309

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 8:49:34 AM
Last Modified: Thursday, January 26, 2023 8:58:48 AM
Time Spent: 00:09:13
IP Address: 137.229.212.142

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing,

Other (please specify):

Dining

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

,

Other (please specify):

This topic is a tired waste of time. It embodies laziness on behalf of those wanting this crossing and ignorance about the wetlands habitat they would be sacrificing.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other (please specify):

Additional tax burden on Juneau residents. People are already struggling to live here, and many are being forced to move out. While this issue has many layers, the cost-of-living is certainly one of them and it boasts bold unethical practice to continue to saddle Juneau residents with more and more costs for highly unnecessary development projects.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I suggest the study team be put to better use of time and salary, such as perhaps forming a team that can analyze actual, crucial spending in this community and develop a budget and spending plan that Juneau residents, not Juneau tourism/visitors, benefit from. Example: If basic maintenance of roadways, snow removal, building upkeep, and the like, falls by the wayside, and the budget is to blame, then this is where the money should go. Function over flash.
Thank you for taking the time to read my frustrated and harsh, but fair feedback. Please listen to your community voice, not just the voice of a few with one specific agenda. This crossing has been brought up and shot down many times before. Please leave it to rest.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Mary Glaves**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#310

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 8:58:27 AM
Last Modified:	Thursday, January 26, 2023 9:00:44 AM
Time Spent:	00:02:16
IP Address:	24.237.25.44

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Eagle Creek,

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Please protect the wetlands and wildlife habitat that attract so many people to the Juneau area, both to live, to work, and to visit.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#311

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 9:02:36 AM
Last Modified: Thursday, January 26, 2023 9:06:41 AM
Time Spent: 00:04:04
IP Address: 24.237.25.44

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

JMR Training

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Eagle Creek,

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The commute time to Douglas Island seems relatively low regardless of where one lives in this area. There is a fire department immediately across/adjacent to the existing bridge, so emergency response times are low. The more northern alternatives all would threaten the wildlife area and wetlands, which are a major draw for people who live here and provide critical habitat for the fisheries and other wildlife we all depend upon, including for subsistence use. The only feasible options seem to be the southern options: Downtown, Eagle, Creek, and Salmon Lake (maybe Twin Likes as a last alternative).

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#312

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 9:11:34 AM
Last Modified: Thursday, January 26, 2023 9:16:03 AM
Time Spent: 00:04:29
IP Address: 209.112.209.89

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Emily Klimek**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#313

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 8:52:13 AM
Last Modified: Thursday, January 26, 2023 9:19:17 AM
Time Spent: 00:27:03
IP Address: 192.245.44.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#314

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 8:36:15 AM
Last Modified: Thursday, January 26, 2023 9:23:22 AM
Time Spent: 00:47:06
IP Address: 65.74.55.101

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):
I'm not interested in another crossing due to the environmental impact.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#315

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 9:15:46 AM
Last Modified:	Thursday, January 26, 2023 9:24:29 AM
Time Spent:	00:08:42
IP Address:	166.198.252.16

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visiting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Russell Strandtmann**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#316

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 9:46:02 AM
Last Modified: Thursday, January 26, 2023 9:49:11 AM
Time Spent: 00:03:08
IP Address: 24.237.26.192

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#317

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 10:21:35 AM
Last Modified: Thursday, January 26, 2023 10:23:38 AM
Time Spent: 00:02:03
IP Address: 198.52.15.20

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#318

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 10:17:29 AM
Last Modified: Thursday, January 26, 2023 10:26:21 AM
Time Spent: 00:08:52
IP Address: 72.35.112.209

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Please consider alternatives to developing and impacting the refuge. At this time on earth, we should be seeking ways to heal our natural areas, not disrupt them. Even in Alaska.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Michelle Breinholt**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#319

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 10:23:52 AM
Last Modified: Thursday, January 26, 2023 10:27:40 AM
Time Spent: 00:03:47
IP Address: 24.237.16.217

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Terri Fagerstrom**
City/Town	[redacted]
State/Province	
ZIP/Postal Code	
Email Address	

#320

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 10:32:18 AM
Last Modified:	Thursday, January 26, 2023 10:35:37 AM
Time Spent:	00:03:19
IP Address:	174.204.65.68

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#321

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 11:17:42 AM
Last Modified: Thursday, January 26, 2023 11:21:29 AM
Time Spent: 00:03:47
IP Address: 166.198.252.61

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Friends, hockey

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Email Address [redacted]

#322

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 11:56:52 AM
Last Modified: Thursday, January 26, 2023 12:14:33 PM
Time Spent: 00:17:41
IP Address: 24.237.23.207

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Will there be improvements or new roads on Douglas to handle the extra traffic? The current road is not appropriate for increased traffic with many residences and turnoffs along the narrow road.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Joan Gone**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#323

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 12:21:48 PM
Last Modified: Thursday, January 26, 2023 12:24:34 PM
Time Spent: 00:02:46
IP Address: 107.77.205.48

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

We have a bridge and we have stagnated growth. Why is Juneau so greedy? Ketchikan doesn't have a bridge to their airport.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#324

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 12:48:55 PM
Last Modified: Thursday, January 26, 2023 12:53:26 PM
Time Spent: 00:04:31
IP Address: 104.28.85.238

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Other,

Other (please specify):

Trail work

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Terrible idea to break up the wetland with a road through it. It’s a reserve for a great reason. I hunt and kayak there and fin’s want that compromised for a town losing population.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Dave Haas**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#325

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 12:57:04 PM
Last Modified: Thursday, January 26, 2023 1:00:58 PM
Time Spent: 00:03:53
IP Address: 198.134.98.50

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Visit our son

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Mary Ellen Arvold**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#326

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 5:14:54 PM
Last Modified: Thursday, January 26, 2023 5:18:57 PM
Time Spent: 00:04:02
IP Address: 216.67.19.160

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

It will increase suburban sprawl when we already have plenty of land available on the water/sewer grid. For example, the big clearcut right on the Douglas side of the current bridge. Ideal spot for affordable housing.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

From a city planning perspective, it's very 1950's. The chief benefit is to aid real estate developers in extending the Mendenhall Valley sprawl to North Douglas and in helping Gold Belt develop their land in West Juneau.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#327

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 5:28:36 PM
Last Modified:	Thursday, January 26, 2023 5:54:56 PM
Time Spent:	00:26:20
IP Address:	216.67.33.71

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

I bird, hike, and find solace on Douglas Island. I acknowledge Áak'w & T'aakú Aaní - homeland of Auk and Taku Kwáans - and mourn the loss of their ancestral homelands.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

,

Other,

Other (please specify):

Outside and other interests who stand to profit financially are motivated to "[i]mprove access to developable lands on North and West Douglas Island." The features you offer in No. 3 above are without merit and largely unwanted by those who live here and who who will bear the brunt of the ill effects of Juneau Douglas North Crossing long after the moneyed are gone.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

Do you not remember the Douglas "Indian" Village Fire of 1962?" The Native population has never recovered.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Acknowledge the loss suffered by the Áak'w & T'aakú Kwáans.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name

No thank you. I will not rely on your information.

#328

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 6:05:41 PM
Last Modified:	Thursday, January 26, 2023 6:14:26 PM
Time Spent:	00:08:45
IP Address:	24.237.3.217

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Perhaps the current crossing could be widened. We need to value and preserve our natural environment and world class migratory bird habitat.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Barbara Shepherd**
Email Address	[redacted]

#329

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 6:43:14 PM
Last Modified: Thursday, January 26, 2023 6:45:26 PM
Time Spent: 00:02:12
IP Address: 24.237.10.236

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#330

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 7:15:58 PM
Last Modified: Thursday, January 26, 2023 7:17:56 PM
Time Spent: 00:01:58
IP Address: 65.74.53.232

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other (please specify):

Ice rink

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

A new crossing is not needed and risks damaging important wetlands and wildlife habitat. I oppose a new crossing.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Caitlin Stern**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#331

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 8:24:39 PM
Last Modified: Thursday, January 26, 2023 8:29:34 PM
Time Spent: 00:04:55
IP Address: 174.231.159.44

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

Visiting friends and family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The Mendenhall Refuge is vital habitat for many of the species that make Juneau what it is. If we eliminate addition habitat, we will eliminate species that are pertinent to the ecosystem, culture, subsistence and more. Although a bridge would be beneficial for transit opportunities, the risk of destroying already heavily-impacted habitat is not worth the minimal human convenience an additional bridge would create.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Stevie Gawryluk**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#332

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, January 25, 2023 9:56:58 PM
Last Modified: Thursday, January 26, 2023 10:16:38 PM
Time Spent: Over a day
IP Address: 24.237.3.236

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other (please specify):

visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas,

Other,

Other (please specify):

impacts to to flight paths to and from the airport

Q5

No action (no new crossing)

Please select up to three (3) alternatives that you would suggest for a north crossing:

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Please consider impacts to air traffic to and from the airport. The airport in Juneau has very delicate approach paths from aircraft arriving and departing and having construction and new structures in close proximity to the airport could disrupt air traffic and make some of the most challenging and difficult airport operations in the country even more difficult. This could possibly decrease the percentage of flights able to make a safe landing at the airport due to structures being built in the approach path and raising the minimum altitude that aircraft can descend to where the runway must be seen visually by the pilots at which point a landing can be attempted. The closer an aircraft can get to the runway the better chance they have at making a safe landing. A second crossing should have zero impact on air travel due to the dependance of aircraft to Juneau.

Thank You for your consideration.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Timothy Staley**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#333

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 10:28:34 PM
Last Modified: Thursday, January 26, 2023 10:33:10 PM
Time Spent: 00:04:35
IP Address: 65.74.53.246

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#334

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, January 26, 2023 10:38:26 PM
Last Modified:	Thursday, January 26, 2023 10:44:50 PM
Time Spent:	00:06:24
IP Address:	65.74.53.246

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Visiting friends and family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#335

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 11:23:35 PM
Last Modified: Thursday, January 26, 2023 11:58:49 PM
Time Spent: 00:35:13
IP Address: 66.230.110.134

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Visit Residences

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas,

Other (please specify):

This community has not grown in 50 years by population. No need for another bridge. Solve the dump issue with horrid smell and birds littering entire Lemon Cr. valley with garbage.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The lights put along Egan Highway changed everything about the scenic beauty of Juneau. Please don't ruin our vista. I imagine the bridge will be lit in all it's glory too.
The signs back in the 80's were acceptable but now it is horrific. Just look at the 300 plus signs put up last summer on Old Glacier Hwy. from Vanderbilt to Schneider Dr. with an asphalt and sidewalk upgrade. It's ridiculous.. There is never enough room for anadromous streams. Vanderbilt Cr. and Lemon Creek are on endangered waterbody list and most of this occurring from sediment runoff. Salmon have no voice as the dump continues to pump immeasurable amounts of plastics and bio hazard trash into the streams and forest via Eagles , Ravens and Gulls. which is harming them too. I suggest not spending money on something that is simply not needed. Please don't destroy our habitat. Spend the money on Educating our way out of burning fossil fuels
"

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#336

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 27, 2023 7:41:19 AM
Last Modified: Friday, January 27, 2023 7:46:52 AM
Time Spent: 00:05:33
IP Address: 24.237.23.56

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Lisa Gahafer**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#337

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 27, 2023 7:41:49 AM
Last Modified: Friday, January 27, 2023 7:49:40 AM
Time Spent: 00:07:50
IP Address: 193.160.245.229

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Who would this crossing serve? What is the real need? If there was affordable housing on the NW side of Douglas, people would drive to it. The negative outcomes of this are wholly outside of the potential positives.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Lucas Mesdag**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#338

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, January 27, 2023 10:11:50 AM
Last Modified:	Friday, January 27, 2023 10:17:30 AM
Time Spent:	00:05:39
IP Address:	65.74.54.236

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Eagle Creek,

Salmon Creek

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Michael Tobin**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#339

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 27, 2023 12:05:37 PM
Last Modified: Friday, January 27, 2023 12:09:33 PM
Time Spent: 00:03:56
IP Address: 4.16.0.251

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Please select a route which is attached to the airport, minimizing habitat fragmentation. By this I mean an alignment originating from the Temsco area, not sunny point. Also please increase pedestrian use to this entire area.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#340

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, January 27, 2023 5:26:12 PM
Last Modified:	Friday, January 27, 2023 5:27:48 PM
Time Spent:	00:01:35
IP Address:	166.198.252.43

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#341

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 27, 2023 5:34:17 PM
Last Modified: Friday, January 27, 2023 6:41:57 PM
Time Spent: 01:07:40
IP Address: 24.237.158.239

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

Traffic congestion at each end of the bridge.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Salmon Creek,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

While there are significant benefits to this proposal, it will inevitably cause more congestion on Douglas Island and simply create another traffic stop along Egan Drive. These will in turn increase traffic congestion at each point, resulting in the same issues the bridge intended to solve.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Javi De Leon**
Email Address	[redacted]

#342

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, January 27, 2023 9:43:26 PM
Last Modified: Friday, January 27, 2023 9:51:32 PM
Time Spent: 00:08:05
IP Address: 217.149.161.53

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

More traffic, noise, for what? Growth has to come to an end.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Elisabeth Babich**
City/Town	[redacted]
State/Province	
ZIP/Postal Code	
Email Address	

#343

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Saturday, January 28, 2023 9:04:11 AM
Last Modified: Saturday, January 28, 2023 9:07:28 AM
Time Spent: 00:03:16
IP Address: 24.237.16.145

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Perseverance Theatre

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

While I like the idea of a second crossing, I am not willing to ignore the environmental impacts, so vote no secon crossing.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Doris Kirchhofer**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	

#344

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Saturday, January 28, 2023 11:29:45 AM
Last Modified:	Saturday, January 28, 2023 11:34:45 AM
Time Spent:	00:05:00
IP Address:	24.237.14.213

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Recreation.....hiking/photography/birding

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**H. Unruh**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#345

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Saturday, January 28, 2023 1:37:07 PM
Last Modified:	Saturday, January 28, 2023 1:41:28 PM
Time Spent:	00:04:20
IP Address:	216.67.24.142

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Absurdly wasteful proposition that would damage the wetlands severely. I will 100% leave Juneau if this is built, it’s the last straw from a city government that is obsessed with wasting money on construction developments that have disastrous environmental inplications. If you want to actually develop Juneau’s economy in a sustainable manner, invest more into housing, child care, education, social services, etc.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#346

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Saturday, January 28, 2023 1:41:11 PM
Last Modified: Saturday, January 28, 2023 1:43:00 PM
Time Spent: 00:01:49
IP Address: 184.177.131.5

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Other,

Other (please specify):

Dining

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#347

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Saturday, January 28, 2023 3:03:27 PM
Last Modified: Saturday, January 28, 2023 3:05:35 PM
Time Spent: 00:02:08
IP Address: 66.30.11.134

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#348

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Sunday, January 29, 2023 6:16:27 AM
Last Modified:	Sunday, January 29, 2023 6:19:46 AM
Time Spent:	00:03:18
IP Address:	24.237.2.10

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#349

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, January 29, 2023 1:16:30 PM
Last Modified: Sunday, January 29, 2023 1:18:40 PM
Time Spent: 00:02:09
IP Address: 65.74.52.101

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

2nd crossing would accommodate additional growth for deep water ports/housing/industrial transportion (trucks/heavy equipment, etc)

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Norma Fleek**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#350

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 26, 2023 5:59:22 PM
Last Modified: Sunday, January 29, 2023 3:21:51 PM
Time Spent: Over a day
IP Address: 63.140.104.204

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It seems like there could be a less impactful way to improve emergency access like having a dedicated emergency boat or something. As a valley resident, it would certainly be convenient to get to north douglas quicker, but I wonder at what cost: monetarily, ecologically, and politcally.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#351

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, January 29, 2023 3:40:20 PM
Last Modified: Sunday, January 29, 2023 3:46:44 PM
Time Spent: 00:06:24
IP Address: 69.144.60.208

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Visiting friends living on Douglas Island.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Other,

Other (please specify):

Cost of a new bridge to serve a declining population in Juneau.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

No alternative should be considered if it crosses or otherwise impacts the Mendenhall Wetlands State Game Refuge.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#352

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Sunday, January 29, 2023 4:56:48 PM
Last Modified: Sunday, January 29, 2023 5:02:49 PM
Time Spent: 00:06:01
IP Address: 65.74.54.48

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Other,

Other (please specify):

Social

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It does not make sense to invest in this billion dollar infrastructure project for several reasons: Juneau's population is shrinking, there will be negative environmental, social, and recreational impacts, existing infrastructure is not being adequately maintained, and a new crossing would be an eyesore, obstructing currently unobstructed views.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#353

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 30, 2023 12:26:51 PM
Last Modified: Monday, January 30, 2023 12:28:45 PM
Time Spent: 00:01:53
IP Address: 136.226.57.24

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#354

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 30, 2023 2:14:36 PM
Last Modified: Monday, January 30, 2023 2:18:03 PM
Time Spent: 00:03:27
IP Address: 107.77.227.122

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Visiting friends,eating out

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other,

Other (please specify):

Alternate way to hospital, valley etc. if Egan gets closed

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Wendy Nelson**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#355

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Monday, January 30, 2023 4:08:31 PM
Last Modified: Monday, January 30, 2023 4:26:01 PM
Time Spent: 00:17:30
IP Address: 24.237.31.187

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care,

Other,

Other (please specify):

Go to:landfill, recycle, auto repair, professional services, entertainment, restaurants, university

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

Money could be better spent on maintenance & improvements to existing infrastructure.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

1.Bench road required if any second crossing is built.
2.Existing bridge and intersections very rarely have a congestion problem.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Pete Crandall**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#356

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Monday, January 30, 2023 4:39:17 PM
Last Modified:	Monday, January 30, 2023 4:52:13 PM
Time Spent:	00:12:55
IP Address:	24.237.11.98

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visit family; Restaurant

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other,

Other (please specify):

Better access to airport; relieve downtown tourist impacts

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to culturally significant areas,

Other,

Other (please specify):

Maintain access to Airport Wetlands Trail (EVAR)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

#1 choice is North Airport alternative

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Laird Jones**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#357

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, January 30, 2023 4:30:37 PM
Last Modified: Monday, January 30, 2023 5:33:37 PM
Time Spent: 01:03:00
IP Address: 24.237.31.187

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care,

Other,

Other (please specify):

Go to: university, events, restaurants, professional service, ferry, airport, etc.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

,

Other,

Other (please specify):

I have experienced very little congestion on the current bridge and in 40 years living on North Douglas I have never felt too far away from anything.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

Any crossing should not obstruct the spectacular views of the Glacier, the mountains, the ocean, and wetlands. These views bring visitors to Juneau and make residents want to stay here forever.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

1. If a crossing must be built, I would recommend the Vanderbilt site. It is more centrally located and would provide better access to the hospital. It will cross at an already disturbed area.
2. The up-front costs of any crossing should include the costs to build a bench road. North Douglas Hwy cannot handle increased traffic a second crossing would bring.
3. I think funds would be better spent to improve and maintain existing infrastructure.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Karen Crandall**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#1

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, February 01, 2023 8:33:15 AM
Last Modified:	Wednesday, February 01, 2023 8:36:48 AM
Time Spent:	00:03:33
IP Address:	24.237.30.27

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**My wife is getting updates and will share.**

#2

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, February 01, 2023 11:47:18 AM
Last Modified: Wednesday, February 01, 2023 11:56:04 AM
Time Spent: 00:08:46
IP Address: 98.59.165.53

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Visiting friends.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It really seems tragic to develop any part of the wetlands or channel in this way. The proposed routes in the eastern channel are so close to the existing bridge that there doesn't seem like enough cause to build one there, and the routes to the west seem so huge and disruptive to the environment in those areas. Besides that, I'd think many people living on north Douglas or in the Fritz Cove area do so because they enjoy the environment/solitude anyway.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#3

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, February 01, 2023 1:04:47 PM
Last Modified:	Wednesday, February 01, 2023 1:07:41 PM
Time Spent:	00:02:53
IP Address:	158.145.15.24

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#4

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Wednesday, February 01, 2023 3:22:53 PM
Last Modified:	Wednesday, February 01, 2023 3:38:02 PM
Time Spent:	00:15:08
IP Address:	65.74.54.3

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

airport

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other,

Other (please specify):

funnel eaglecrest traffic from valley past 7 mile ND

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

selected crossing should be one farthest away from existing bridge with future expansion in mind. do not destroy the wetlands or break up the existing ND neighborhood. select a crossing that will be outbound from Fish creek road so valley traffic to eaglecrest will no longer drive through most of the ND neighborhood and the wetlands will be less severly impacted

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, February 01, 2023 5:36:46 PM
Last Modified: Wednesday, February 01, 2023 5:40:55 PM
Time Spent: 00:04:08
IP Address: 97.120.212.187

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I am curious about the tunnel idea. I had never considered that such a crossing was even possible, and I wonder what kind of impacts to the wetland it would have compared to the bridges. I also wonder how it would compare in terms of Juneau's particular challenges such as landslides, glacial uplift, and snow and ice.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Preston Massingham**
Email Address	[redacted]

#6

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, February 01, 2023 6:04:57 PM
Last Modified:	Wednesday, February 01, 2023 6:07:18 PM
Time Spent:	00:02:21
IP Address:	98.155.177.240

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Neighbors

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4 What concerns do you have about a north crossing alternative route? (Select all that apply)	**Environmental impacts to wetlands,** **Impacts to wildlife and birds,** **Impacts to marine wildlife and fish,** **Disruptions to existing neighborhoods in Juneau or on Douglas Island** **,** **Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)** **,** **Impacts to subsistence activities,** **Increased or generated traffic on Douglas Island,** **Impacts to culturally significant areas,** **Other,** Other (please specify): Increase in commercial activity in neighborhood
Q5 Please select up to three (3) alternatives that you would suggest for a north crossing:	**No action (no new crossing),** **North Airport,** **Mendenhall Peninsula**
Q6 Please provide any additional feedback or suggestions for the Study Team to consider.	**Respondent skipped this question**
Q7 Please complete this section if you would like to be added to the list to receive updates.	**Respondent skipped this question**

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, February 01, 2023 6:08:42 PM
Last Modified: Wednesday, February 01, 2023 6:11:40 PM
Time Spent: 00:02:58
IP Address: 209.193.54.241

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care,

Other,

Other (please specify):

Just about everything

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, February 01, 2023 6:14:52 PM
Last Modified: Wednesday, February 01, 2023 6:17:06 PM
Time Spent: 00:02:13
IP Address: 24.237.9.111

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**John**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	

#9

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, February 01, 2023 6:29:50 PM
Last Modified:	Wednesday, February 01, 2023 6:32:34 PM
Time Spent:	00:02:43
IP Address:	66.232.70.242

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#10

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, February 01, 2023 6:31:57 PM
Last Modified:	Wednesday, February 01, 2023 6:36:25 PM
Time Spent:	00:04:27
IP Address:	148.170.36.184

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None, I think it can be done responsibly per all of the above concerns

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Design specific for wildlife/wetland minimal impact, possible elevation?

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, February 01, 2023 6:34:30 PM
Last Modified: Wednesday, February 01, 2023 6:37:17 PM
Time Spent: 00:02:47
IP Address: 65.74.55.118

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

No Action, please.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, February 01, 2023 6:17:16 PM
Last Modified: Wednesday, February 01, 2023 6:49:16 PM
Time Spent: 00:32:00
IP Address: 24.237.27.33

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Any alternative north of the airport does me no good whatsoever and the Mendenhall Peninsula alternative is ridiculous in any circumstances.
I'm also concerned with the Refuge being impacted but that consideration, though considerable, shouldn't outweigh the basic reason for building a second crossing to begin with- improving access to our town for its citizens. That means providing a better system for getting from the Valley to Eaglecrest and the backside of Douglas while also developing a utility corridor that would make it possible for those on North Douglas not now serviced by the CBJ sewer system to get that.
The three alternatives I checked would reduce traffic both on North Douglas Hwy (at least that portion between the Douglas Bridge and those points) and Egan Drive, as well as providing better access for emergency services to a large portion of our town.
Sunny Point- best from a strictly traffic view
Vanderbuilt- 2nd choice
Twin lakes- not very good overall but it does largely spare the refuge.
Anything closer to town- silly the closer to town one gets.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Richard R Kaufman**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, February 01, 2023 6:49:21 PM
Last Modified: Wednesday, February 01, 2023 6:51:25 PM
Time Spent: 00:02:03
IP Address: 65.74.54.229

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care,

Other,

Other (please specify):

Day care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#14

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, February 01, 2023 7:39:53 PM
Last Modified:	Wednesday, February 01, 2023 7:52:03 PM
Time Spent:	00:12:10
IP Address:	24.237.15.249

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing,

Other,

Other (please specify):

Friends and family live there and I ride bike or sunbath a couple times a year

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other,

Other (please specify):

Augment mendenhall glacier visitor center with tidewater/marsh/fjord center and waterfront picnic shelters. Commercial opportunities and nature learning for visitors and community space off season.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Other,

Other (please specify):

People will expect too much from this project. A car ferry would suffice, half hour service between Industial Blvd area and N Douglas ramp.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Let’s consider growing into a bridge facility in 20-25 years and use a car ferry in the interim. A car ferry could carry a fire truck or ambulance, accommodate peds bikes dogs and visitor tour routes to Auke Bay and Glacier. Let’s need the bridge later and work with a car ferry soon, half hour service during daylight hours.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#15

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, February 01, 2023 8:33:10 PM
Last Modified: Wednesday, February 01, 2023 8:34:58 PM
Time Spent: 00:01:48
IP Address: 24.237.4.68

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, February 01, 2023 8:31:06 PM
Last Modified: Wednesday, February 01, 2023 8:41:52 PM
Time Spent: 00:10:45
IP Address: 65.74.52.24

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Other,

Other (please specify):

I live on N Douglas Hwy

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I live at 8480 N Douglas Hwy and am currently building a vegetable farm at our house. I have concerns that the Sunny Point crossing would come through the green space adjacent to our property and vegetable farm and negatively impact and potentially negate all of my hard work to create it.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Joel Bos**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, February 01, 2023 8:54:27 PM
Last Modified: Wednesday, February 01, 2023 8:56:06 PM
Time Spent: 00:01:39
IP Address: 104.28.116.189

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas,

Other,

Other (please specify):

Don’t think it’s needed

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, February 01, 2023 5:23:46 PM
Last Modified: Wednesday, February 01, 2023 9:01:13 PM
Time Spent: 03:37:26
IP Address: 107.77.205.34

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Other,

Other (please specify):

visiting, lots of hiking,

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

,

Other,

Other (please specify):

less carbon footprint traveling to North Douglas

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Eagle Creek,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Anything to avoid going through the wetlands.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Pauline N Strong**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#19

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, February 01, 2023 9:35:02 PM
Last Modified: Wednesday, February 01, 2023 9:38:42 PM
Time Spent: 00:03:39
IP Address: 24.237.0.250

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Restaurants

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Teresa Young**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#20

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Wednesday, February 01, 2023 10:50:32 PM
Last Modified: Wednesday, February 01, 2023 10:59:13 PM
Time Spent: 00:08:41
IP Address: 24.237.3.141

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Friends - park special events- 4th

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Other (please specify):

Traffic congestion / accidents in already dicey area

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Population does not warrant this bridge - being pushed by corporations - individuals for financial gain at state expense

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#21

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, February 01, 2023 11:45:39 PM
Last Modified:	Wednesday, February 01, 2023 11:57:12 PM
Time Spent:	00:11:33
IP Address:	24.237.21.66

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Any of the wetlands is both a vital area for birds and recreation. Would really hate to see a bridge going through the North airport area. Any crossing much closer to town than Lemon Creek doesn't solve out the road access to North Douglas very well.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Karen Dinnan**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#22

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 12:27:17 AM
Last Modified: Thursday, February 02, 2023 12:33:54 AM
Time Spent: 00:06:36
IP Address: 192.245.44.10

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Religious observance

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Protect the wetlands area. If a bridge cannot be built without damaging this essential wildlife refuge, then as much as I want a second crossing, the price is not worth it.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#23

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 6:15:37 AM
Last Modified:	Thursday, February 02, 2023 6:23:56 AM
Time Spent:	00:08:18
IP Address:	24.237.158.252

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#24

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 6:28:08 AM
Last Modified: Thursday, February 02, 2023 6:31:53 AM
Time Spent: 00:03:45
IP Address: 24.237.23.68

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

visit family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It makes the most sense to space the second bridge as far as possible from the current bridge.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#25

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 6:25:42 AM
Last Modified: Thursday, February 02, 2023 6:32:05 AM
Time Spent: 00:06:23
IP Address: 24.237.7.157

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Fishing,

Other,

Other (please specify):

access services

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

protection of the environment,

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

It is unforunate that a small group continues to bring up this pork barrel project. No surprise that Murkowski and CBJ assembly supports it though instead of things that would actually benefit the community. The last vote on this was an even split. This is an attempt circumvent the public.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#26

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 6:37:04 AM
Last Modified:	Thursday, February 02, 2023 6:37:51 AM
Time Spent:	00:00:47
IP Address:	192.34.18.12

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#27

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 6:56:03 AM
Last Modified: Thursday, February 02, 2023 6:59:35 AM
Time Spent: 00:03:32
IP Address: 24.237.17.167

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

any crossing in the wetlands would be a disaster for all wildlife.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kathryn Grant Griffin**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#28

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 6:59:42 AM
Last Modified: Thursday, February 02, 2023 7:04:34 AM
Time Spent: 00:04:52
IP Address: 209.112.186.33

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care,

Other,

Other (please specify):

Visit friends and family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

We need to preserve the wetlands and have the minimum environmental impacts as possible. Also, the close the bridge is to the current one, the less supportive I am.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jeffrey Smith**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#29

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 7:17:03 AM
Last Modified: Thursday, February 02, 2023 7:19:16 AM
Time Spent: 00:02:13
IP Address: 24.237.152.9

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Elizabeth Jurgeleit**
Address	[redacted]
City/Town	[redacted]
State/Province	
ZIP/Postal Code	
Email Address	

#30

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 7:50:17 AM
Last Modified:	Thursday, February 02, 2023 7:52:34 AM
Time Spent:	00:02:17
IP Address:	199.116.8.20

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#31

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 7:47:45 AM
Last Modified: Thursday, February 02, 2023 8:17:17 AM
Time Spent: 00:29:32
IP Address: 216.67.40.198

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Recreation = going to Sandy Beach or just out for a drive.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

It would be nice to have a better road system to connect the various parts of this community. Our community has done a lousy job at planning development. Lets take the time to get this right.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Other,

Other (please specify):

We need to integrate the migratory patterns of all wildlife, it should be a top priority with this crossing and with all development in Juneau.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

What about Auke Bay or past it? Avoiding the wetlands is vital and the valley (airport area) is already congested.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**L Murray**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#32

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 8:42:34 AM
Last Modified: Thursday, February 02, 2023 8:51:35 AM
Time Spent: 00:09:01
IP Address: 170.144.226.192

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other (please specify):

Increasing maintenance and other financial burdens in a city that has quantifiably been projected to have a shrinking population.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Of the stated reasons to build a second crossing, the only possible "need" and not just a "want" is to maintain emergency services access to the island in the even the current bridge needs repair. A bridge is overkill for that purpose, a small RORO ferry could transport emergency vehicles during an unlikely short closure of the current bridge. Developing the backside of Douglas is unnecessary and contains much of the best winter habitat for deer on the island. The city owns plenty of land in the valley and elsewhere to develop to ease the housing crunch. Eagle Crest is a luxury that will likely not be able to open some seasons considering a warming climate.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Casey Loofbourrow**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#33

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 9:03:15 AM
Last Modified:	Thursday, February 02, 2023 9:04:45 AM
Time Spent:	00:01:29
IP Address:	94.198.42.123

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#34

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 9:11:19 AM
Last Modified: Thursday, February 02, 2023 9:12:39 AM
Time Spent: 00:01:20
IP Address: 169.135.202.45

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#35

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 8:57:16 AM
Last Modified:	Thursday, February 02, 2023 9:16:47 AM
Time Spent:	00:19:31
IP Address:	24.237.16.14

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Eat at one of the restaurants

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

,

Other (please specify):

Take a look at the traffic for the last 20years -I don't see the congestion there and I go through that intersection at least 4 four times a week

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas,

Other,

Other (please specify):

Need a a structure that would offer an alternate alternative to the current bridge, but not so elaborate.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

We need to have posters put up about the study with large posters with the locations shown on map(s). Possible locations would be at the Mendenhall Mall, or the one of the libraries or at each of the libraries.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Mary Ann Dierckman**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#36

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 9:38:01 AM
Last Modified: Thursday, February 02, 2023 9:42:57 AM
Time Spent: 00:04:56
IP Address: 65.74.52.101

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Visiting friends & relatives

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Under no circumstances would I ever support crossing the Mendenhall Refuge. #1 crossing should be from Mendenhall Peninsula with a raised bridge to allow boat traffic clearance when "crossing the Bar."

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Wayne Albert Fleek**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#37

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 10:00:57 AM
Last Modified:	Thursday, February 02, 2023 10:06:44 AM
Time Spent:	00:05:46
IP Address:	24.237.28.223

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Eagle Creek,

Twin Lakes

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Except for a crossing that provides an alternative means to Douglas in the event of the existing bridge damage or closure, none of the other supposed benefits justify the high cost nor are worth the impacts of a second crossing. If it is constructed, it should be located outside of the Mendenhall wetlands closer to downtown.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Reed Stoops**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#38

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 9:44:54 AM
Last Modified: Thursday, February 02, 2023 10:15:56 AM
Time Spent: 00:31:02
IP Address: 24.237.24.164

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care,

Other,

Other (please specify):

Note: all of my Responses are FROM Douglas TO Juneau

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

,

Other,

Other (please specify):

Bicycle Paths and Sidewalks don't depend on a new crossing

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas,

Other,

Other (please specify):

Impacts to Existing Conservation Easements & Mend. Wetlands Refuge

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

These options leave out critical information, making it difficult to sort them out. Some alternatives mention impacts to Southeast Alaska Land Trust properties that conserve fish & wildlife habitats, wetlands, etc. Yet these areas are not shown on maps or described. Wetland easements and values for all lands need to be addressed. Impacts are not just on designated lands or just tidelands. Many impacts will occur due to traffic, new development, etc. These are not sufficiently shown to compare crossings, even at this early stage. I suggest you conduct meetings to identify these values, AND display them.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name

Bill Hanson

Address

[redacted]

City/Town

State/Province

ZIP/Postal Code

Email Address

#39

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 10:11:29 AM
Last Modified: Thursday, February 02, 2023 10:16:52 AM
Time Spent: 00:05:23
IP Address: 24.237.25.189

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Health care,

Other (please specify):

I live on Douglas island.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Other

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The importance of understanding decision making regarding the vision for our community- how does a crossing fit into the larger picture BEFORE the crossing exists? Who makes the decisions, the State or the CBJ? What will be done first to ensure traffic on North Douglas is safer? How will the homeowners and neigbhorhoods be involved in decision making? What cultural and refuge attributes are impacted with the options? Can we please see a transit analysis of the entire area- from Mendenhall Peninsula to Downtown Bridge re: now and our future?

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#40

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 10:39:34 AM
Last Modified: Thursday, February 02, 2023 10:41:35 AM
Time Spent: 00:02:01
IP Address: 216.67.117.240

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Salmon Creek,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Please eliminate consideration of all alternatives that bi-sect the Refuge.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Tomas Boutin**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#41

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 10:44:53 AM
Last Modified: Thursday, February 02, 2023 10:48:48 AM
Time Spent: 00:03:54
IP Address: 24.237.22.67

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Visit family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The Mendenhall route is the worst idea.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#42

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 11:01:53 AM
Last Modified: Thursday, February 02, 2023 11:06:07 AM
Time Spent: 00:04:14
IP Address: 24.237.8.76

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):
Impacts to the Mendenhall Wetlands State Game Refuge

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Eagle Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

If a second crossing is truly needed and desired by the community, it must be located outside of the Mendenhall Wetlands State Game Refuge. Your map above shows many feasible options that meet the need of "improved access" AND avoid the Refuge. Your map should show the boundaries of the Refuge (just as it shows the airport) so that the public can better understand the impacts of some of the crossing locations. Failing to provide that information is misleading; you wouldn't leave the airport off of the map because it's location is an important consideration for locating a second crossing. Similarly, the Refuge should be depicted.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#43

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 11:02:51 AM
Last Modified: Thursday, February 02, 2023 11:09:49 AM
Time Spent: 00:06:58
IP Address: 209.112.184.49

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Health care,

Other,

Other (please specify):

Transport children to school

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Patrick Quigley**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#44

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 11:43:18 AM
Last Modified: Thursday, February 02, 2023 11:55:50 AM
Time Spent: 00:12:32
IP Address: 65.74.54.253

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Entertainment/dining

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

Impact to current human uses on the Mendenhall Wetlands (eg waterfowl hunting, bird watching, outdoor recreation)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Eagle Creek,

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Thank you for the opportunity to give feedback. In doing this study you should carefully consider the impacts on the health of the Mendenhall Wetlands and the state wildlife refuge.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Teri Robus**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#45

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 11:54:39 AM
Last Modified:	Thursday, February 02, 2023 11:59:26 AM
Time Spent:	00:04:46
IP Address:	137.83.37.150

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Friends, library, Sandy beach

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#46

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 11:53:07 AM
Last Modified:	Thursday, February 02, 2023 12:01:35 PM
Time Spent:	00:08:28
IP Address:	107.77.205.55

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#47

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 11:09:29 AM
Last Modified:	Thursday, February 02, 2023 12:06:04 PM
Time Spent:	00:56:35
IP Address:	99.199.109.157

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

As a multi-generational Indigenous lifelong resident of North Douglas I oppose a second crossing as it is not needed and will negatively impact the wetlands, wildlife, and displace residents that call it home. The current bridge connects Juneau and all of its amenities to Douglas island very well. A new bridge would disrupt fragile ecosystems and harm resident's ways of life.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#48

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 12:54:05 PM
Last Modified: Thursday, February 02, 2023 12:57:01 PM
Time Spent: 00:02:56
IP Address: 66.230.108.102

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Please show the boundaries of the Mendenhall Refuge on future maps showing crossing alternatives.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#49

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 11:41:00 AM
Last Modified:	Thursday, February 02, 2023 1:04:34 PM
Time Spent:	01:23:33
IP Address:	24.237.30.173

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

ice rink, sandy beach, north douglas trails and beaches

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

what do Douglas residents want regarding emergency and growth access

---

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I have taken the Vanderbilt Hill access multiple times a day for over 30 yrs. We are surrounded by awesome wild life viewing opportunities everyday there. They appear not to mind our traffic coming and going nor when we pull over to enjoy viewing. Check out the trees, grasslands and light poles in this corridor. See how many eagles, crows and bears bring their little ones to hang out and view us :)

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Helene Keso**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#50

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 2:04:34 PM
Last Modified: Thursday, February 02, 2023 2:10:46 PM
Time Spent: 00:06:12
IP Address: 216.67.36.243

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

We do not need a bridge. Demographic surveys point to a reduction of population. We need noncrossing alternatives to bridge building such as improved public transportation and area-wide housing density improvements. This will disrupt sensitive environmental zones and destroy the north douglas community.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jason Keedy**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#51

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 2:35:26 PM
Last Modified: Thursday, February 02, 2023 2:37:05 PM
Time Spent: 00:01:39
IP Address: 216.67.36.243

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Too much destruction of sensitive habitat and would greatly disrupt the north douglas community

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#52

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 3:09:50 PM
Last Modified:	Thursday, February 02, 2023 3:14:57 PM
Time Spent:	00:05:07
IP Address:	146.63.193.166

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I like the mendenhall peninsula option the best in terms of accessibility to/from the valley to north douglas. I think that putting in a second bridge closer to downtown juneau doesn't solve travel time concerns for people who live in the valley and on north douglas for recreation, business, etc.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#53

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 3:19:55 PM
Last Modified:	Thursday, February 02, 2023 3:24:42 PM
Time Spent:	00:04:47
IP Address:	137.83.37.43

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

Please note that an alternate route would be expected to provide significant rec oportunities due to access that is presently difficult for most.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Better to move the Penninsula route closer to the north airport portal to N. Douglas

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Timothy W Riley**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#54

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 3:50:32 PM
Last Modified: Thursday, February 02, 2023 3:52:48 PM
Time Spent: 00:02:16
IP Address: 65.74.52.149

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Roman Motyka**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#55

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 3:49:28 PM
Last Modified: Thursday, February 02, 2023 3:53:40 PM
Time Spent: 00:04:11
IP Address: 146.63.202.66

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visiting friends and family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other,

Other (please specify):

More options to relocate the landfill!

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#56

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 3:47:13 PM
Last Modified: Thursday, February 02, 2023 3:59:30 PM
Time Spent: 00:12:16
IP Address: 24.237.30.211

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jack**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#57

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 4:05:44 PM
Last Modified:	Thursday, February 02, 2023 4:10:01 PM
Time Spent:	00:04:17
IP Address:	24.237.26.112

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Don't build a bridge too close to the existing one - that makes no sense. But please pick a site, and set aside the land and let people know where it is going to be so more people don't build where you are planning.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Judith Mitchell**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#58

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 4:09:13 PM
Last Modified: Thursday, February 02, 2023 4:13:01 PM
Time Spent: 00:03:48
IP Address: 139.64.184.130

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Other,

Other (please specify):

Visit Friends, go to the Library and Sandy Beach area.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

soil strength & stability, and earthquakes

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Avoid the Mendenhall Wetlands State Game Refuge and lands zoned Rural Reserve by the CBJ.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#59

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 5:13:34 PM
Last Modified: Thursday, February 02, 2023 5:18:15 PM
Time Spent: 00:04:40
IP Address: 65.74.53.210

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**laura lucas**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#60

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 6:11:49 PM
Last Modified: Thursday, February 02, 2023 6:18:21 PM
Time Spent: 00:06:32
IP Address: 104.188.18.114

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Tredwell mine walk and pizza

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Other (please specify):

A second crossing at Mendenhall wetlands, Mendhall Peninsula would be a horrible place to put a bridge, disrupt family's, and wildlife.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Mendenhall Peninsula should not even be in the choices for a second bridge. Families and wildlife need to stay safe without a bridge attached to it.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Laura Eubank**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#61

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 6:17:55 PM
Last Modified:	Thursday, February 02, 2023 6:27:14 PM
Time Spent:	00:09:19
IP Address:	104.28.85.238

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Protect as much of the wetlands as you can. We live in the airport area, and there are definitely birds, bears, wolves, salmon, and ermine in this area. Seen them all in outer yard. Vanderbilt Road seems most logically to me.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Elizabeth Spence**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#62

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 6:23:22 PM
Last Modified: Thursday, February 02, 2023 6:30:02 PM
Time Spent: 00:06:40
IP Address: 24.237.4.100

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Dining

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Other (please specify):

Cost

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Build where infrastructure already exist and not in somebody’s neighborhood

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#63

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 6:29:01 PM
Last Modified: Thursday, February 02, 2023 6:32:27 PM
Time Spent: 00:03:25
IP Address: 24.237.23.58

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#64

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 6:35:41 PM
Last Modified:	Thursday, February 02, 2023 6:38:58 PM
Time Spent:	00:03:17
IP Address:	24.237.18.233

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Eagle Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The wetlands have been impacted negatively enough!

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Lisa Kramer**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#65

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 6:23:13 PM
Last Modified: Thursday, February 02, 2023 6:45:15 PM
Time Spent: 00:22:02
IP Address: 24.237.4.100

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visit friends.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Traffic density on the road I live on (Mendenhall Peninsula Road) has increased exponentially due to continued development of lots along this road and along Fritz Cove Road. Adding the additional traffic from Douglas to the Mendenhall Peninsula road specifically, a road that is non-standard to begin with and poorly
maintained by DOT-PF, is a bad (dumb) idea. Too many citizens will be adversely affected. Putting a bridge across the channel that connects to Egan Drive, without disrupting neighborhoods, would be much better. Thanks for for the opportunity to comment.
~ Sue McGowan

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**M. Sue McGowan**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#66

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 5:24:07 PM
Last Modified: Thursday, February 02, 2023 6:52:15 PM
Time Spent: 01:28:07
IP Address: 24.237.6.122

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing,

Other,

Other (please specify):

My girlfriend lives on Douglas and I stay with her multiple times a week.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I believe that a second crossing between Juneau and Douglas Island is a very good idea for the community in general. I believe the most utility would be gained from a crossing that is a far north as possible, with consideration given to cost and minimizing impact to the environment and communities along the chosen route. I believe the North Airport crossing would be the best choice in this regard.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Daniel Michrowski**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#67

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 7:00:39 PM
Last Modified: Thursday, February 02, 2023 7:03:26 PM
Time Spent: 00:02:46
IP Address: 24.237.14.155

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Gina Vose**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#68

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 7:25:22 PM
Last Modified: Thursday, February 02, 2023 7:28:45 PM
Time Spent: 00:03:22
IP Address: 216.67.26.11

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Seeing friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Other,

Other (please specify):

Nothing interests me in building an additional crossing

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Money would be better spent on improving our current roads and the safety of safer intersections.

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#69

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 7:22:18 PM
Last Modified: Thursday, February 02, 2023 7:29:58 PM
Time Spent: 00:07:40
IP Address: 65.74.53.99

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Eagle Creek,

Salmon Creek,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I’m strongly opposed to the North Airport and Mendenhall Peninsula options. The impact on the Wetlands would be significantly negative.Thank you.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Kimberly Andrews**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#70

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 7:47:28 PM
Last Modified: Thursday, February 02, 2023 7:51:18 PM
Time Spent: 00:03:49
IP Address: 24.237.9.207

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Other,

Other (please specify):

Synagogue

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Twin Lakes

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#71

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 7:28:31 PM
Last Modified:	Thursday, February 02, 2023 7:52:14 PM
Time Spent:	00:23:42
IP Address:	24.237.9.42

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

To visit friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I would support a second crossing if data shows there is a need for better emergency access that a second crossing would create or if North Douglas residents would feel better served by a second crossing. In any event, I think it is critical that a second crossing minimize impacts to wetlands and the important wildlife habitat they provide. A route with the smallest impact would be ideal. Additionally, I noticed potential impacts to cultural sites and subsistence activities mentioned above and would strongly advocate that any plans be made in consultation with affected Tribes, should the Tribe wish to engage.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#72

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 8:21:44 PM
Last Modified: Thursday, February 02, 2023 8:23:42 PM
Time Spent: 00:01:57
IP Address: 24.237.4.100

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Pick the shortest and cheapest

Q7

Respondent skipped this question

Please complete this section if you would like to be added to the list to receive updates.

#73

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 8:59:37 PM
Last Modified: Thursday, February 02, 2023 9:01:15 PM
Time Spent: 00:01:38
IP Address: 24.237.25.106

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#74

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 9:01:47 PM
Last Modified: Thursday, February 02, 2023 9:05:53 PM
Time Spent: 00:04:06
IP Address: 24.237.18.233

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#75

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 8:37:44 PM
Last Modified:	Thursday, February 02, 2023 9:15:53 PM
Time Spent:	00:38:09
IP Address:	166.198.252.78

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

I think the benefits of a new bridge outweigh the concerns.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#76

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 9:27:46 PM
Last Modified: Thursday, February 02, 2023 9:33:00 PM
Time Spent: 00:05:13
IP Address: 24.237.24.40

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Marlin Bowles**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#77

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 02, 2023 9:49:47 PM
Last Modified: Thursday, February 02, 2023 9:54:42 PM
Time Spent: 00:04:54
IP Address: 166.198.252.45

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Eagle Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#78

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, February 02, 2023 10:18:14 PM
Last Modified:	Thursday, February 02, 2023 10:22:28 PM
Time Spent:	00:04:14
IP Address:	24.252.226.27

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Matt Jones**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#79

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, February 03, 2023 6:40:15 AM
Last Modified:	Friday, February 03, 2023 6:46:21 AM
Time Spent:	00:06:06
IP Address:	65.74.53.225

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Eagle Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#80

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, February 03, 2023 7:19:56 AM
Last Modified:	Friday, February 03, 2023 7:24:35 AM
Time Spent:	00:04:39
IP Address:	216.24.45.41

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

None

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The farther north the better to open North Douglas access and allow for North Douglas residences better access to commercial and work activity's.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Rob Hynes**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#81

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, February 03, 2023 7:21:53 AM
Last Modified: Friday, February 03, 2023 7:26:09 AM
Time Spent: 00:04:16
IP Address: 65.74.52.24

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Twin Lakes,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Try to minimize impact on wildlife and wetlands. Avoid conservation areas.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Emily Bos**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#82

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, February 03, 2023 7:13:53 AM
Last Modified: Friday, February 03, 2023 7:26:32 AM
Time Spent: 00:12:39
IP Address: 65.74.53.10

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Health care,

Other,

Other (please specify):

shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Other (please specify):

should not be too close to the existing bridge.....should not be redundant in that sense.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

it makes sense to me for the bridge to be as far out (NW) as possible. this will expedite freight trucks bound for new development on the backside of the island and existing homes, expedite travel to eaglecrest for those who live in the valley -- which will reduce gasoline use and encourage people to recreate there -- and generally be more useful and more used. the alternatives that are near to the existing bridge seem merely redundant, shortening peoples' trips to or from the island by only a very few miles.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**andy ferguson**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#83

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, February 03, 2023 7:28:37 AM
Last Modified:	Friday, February 03, 2023 7:32:53 AM
Time Spent:	00:04:16
IP Address:	65.74.0.106

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

If you must make a second crossing make it an underground tunnel. To not disturb any wildlife.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Gabe Donohoe**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#84

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, February 03, 2023 7:35:56 AM
Last Modified: Friday, February 03, 2023 7:42:20 AM
Time Spent: 00:06:24
IP Address: 68.108.252.87

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

travel to the airport; connection to friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I believe the warning when the barge hit the bridge twice in 2021, should alert us to the important need for a second crossing in the event that the Douglas Bridge could become impassable.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Cristine Crooks**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#85

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, February 03, 2023 7:50:40 AM
Last Modified: Friday, February 03, 2023 7:54:53 AM
Time Spent: 00:04:13
IP Address: 216.67.10.186

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Other,

Other (please specify):

Impacts to the airport - the location of this is going to need to take the airport and emergency landings, particularly in an engine out on takeoff into consideration.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

As stated before - North Airport and Sunny Point really need to be removed from consideration. Putting a bridge in either spot would impact airport operations, safety of aircraft/public in emergency situations, and would effectively shut down any chance of airport expansion in the future.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#86

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, February 03, 2023 8:22:08 AM
Last Modified: Friday, February 03, 2023 8:32:39 AM
Time Spent: 00:10:31
IP Address: 107.77.205.18

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Family members reside in North Douglas neighborhood.

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I would support a crossing that did not transect the Mendenhall Refuge.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#87

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, February 03, 2023 8:59:15 AM
Last Modified: Friday, February 03, 2023 9:18:41 AM
Time Spent: 00:19:26
IP Address: 24.237.25.13

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping,

Recreation,

Skiing,

Health care,

Other,

Other (please specify):

Retired. 31 years crossing to work

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Other,

Other (please specify):

All goods brought into juneau have to transit the mess that is downtown, 7 months/ year. Needs change

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The second crossing has been considered for 50-75 years. Needs to be done with long term vision. What do we want 100 years from now? Where will population/ industry growth be? Wetlands / ducks must be protected. Crossings south of wetlands are ridiculous. Mendenhall Penn although expensive makes sense so a deep water port can be developed & AML no longer has to drive through the mess that is downtown Juneau!
If moving the most people is a priority, a south Douglas crossing to downtown would do the most to alleviate bridge congestion. Since that is off the table, how about a ride & park or ferry & park Douglas boat harbor to coast guard dock area.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Nancy Davis**
Address	
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#88

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, February 03, 2023 10:43:33 AM
Last Modified: Friday, February 03, 2023 10:49:26 AM
Time Spent: 00:05:53
IP Address: 216.67.10.146

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

visiting the area

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Eagle Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**River Gates**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#89

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, February 03, 2023 10:50:23 AM
Last Modified: Friday, February 03, 2023 11:08:44 AM
Time Spent: 00:18:20
IP Address: 69.161.16.249

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Other,

Other (please specify):

Hiking

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

,

Other,

Other (please specify):

Totally avoid all adverse impacts to the MSGR. No "minimize". No "to the extent practical".

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Other,

Other (please specify):

Any impacts to the MSGR.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Salmon Creek,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Salmon Creek is the only alternative that avoids the MSGR and provides access on the far side of the downtown Juneau slide area. It also provides direct access to the hospital for emergency purposes. I believe Access and Safety are the only legitimate purposes and needs for a second crossing. All other purposes and needs presented in your documentation are merely "Wants" and would therefor disqualifies a second crossing to be located within the MSGR.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name **Chas Dense**

Address [redacted]

City/Town

State/Province

ZIP/Postal Code

Email Address

#90

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, February 03, 2023 11:29:52 AM
Last Modified:	Friday, February 03, 2023 11:41:32 AM
Time Spent:	00:11:40
IP Address:	24.237.12.91

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Other,

Other (please specify):

Impacts to navigation

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Downtown,

Eagle Creek,

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

In the past, this crossing has been proposed primarily as a safety issue: access to medical treatment, and exodus if the existing bridge was closed/damaged. However, preferred proposed crossing options were more consistent with providing access farther down the island and subsidizing development options there. Crossing locations outside the wetland that would also be closer to medical facilities were de-emphasized and there was a lot of heated discussion about the difference between the stated primary objective and the real objectives. Hopefully, this time around the drivers for the project will be presented more transparently so that Juneau-Douglas residents, and the reviewing agencies, can weight the costs and benefits. It is difficult to see how dumping an ambulance into Fritz Cove Rd or the N end of the airport is the best option for facilitating better and quicker access to medical care.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Katharine Miller**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#91

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, February 03, 2023 11:51:31 AM
Last Modified: Friday, February 03, 2023 12:05:19 PM
Time Spent: 00:13:47
IP Address: 209.198.255.7

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other (please specify):

Visiting friends and family

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I do worry about the existing wetlands greatly. The second crossing would be a great opportunity to residents of North Douglas in many ways. If the project moves forward I hope it impacts the existing animal and terrain the least amount possible.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#92

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, February 03, 2023 12:12:29 PM
Last Modified:	Friday, February 03, 2023 12:18:41 PM
Time Spent:	00:06:11
IP Address:	107.77.205.209

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care,

Other,

Other (please specify):

Get to airport from Douglas

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

The current bridge is sufficient for travel to and from Douglas Island.

,

Other,

Other (please specify):

I'm interested in the City offering to expand Fish Creek Park as a mitigation measure if the Refuge is impacted at all.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

Impacts to the small borrow islands in the middle of the Refuge wetlands.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Downtown,

Eagle Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#93

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, February 03, 2023 12:37:25 PM
Last Modified:	Friday, February 03, 2023 12:55:25 PM
Time Spent:	00:17:59
IP Address:	216.67.33.71

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#94

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, February 03, 2023 1:57:37 PM
Last Modified: Friday, February 03, 2023 2:10:28 PM
Time Spent: 00:12:51
IP Address: 65.74.52.46

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Twin Lakes,

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The shortest bridge would be the least expensive. The route suggested by the airport is too close to the airport. The Mendenhall area idea is an enormous crossing and would need a lot of infrastructure on the Fritz Cove side.

North Douglas has become a very busy highway. With the current tourist activities it is has large busses and vans driving 50 miles per hour. If the Eaglecrest area gets developed further for the summer activities as is planned there will be even be more traffic on North Douglas. A bench road needs to be included in future planning very, very soon.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#95

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, February 03, 2023 2:49:10 PM
Last Modified: Friday, February 03, 2023 2:50:34 PM
Time Spent: 00:01:23
IP Address: 158.145.15.22

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#96

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, February 03, 2023 3:27:14 PM
Last Modified: Friday, February 03, 2023 3:31:36 PM
Time Spent: 00:04:22
IP Address: 24.237.7.48

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Other,

Other (please specify):

I have no concerns. The crossing is long overdue and much needed.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area,

North Airport

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#97

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, February 03, 2023 3:31:30 PM
Last Modified: Friday, February 03, 2023 3:52:26 PM
Time Spent: 00:20:55
IP Address: 209.112.137.63

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Twin Lakes

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I will start by stating that I generally support ADOT/CBJ collaborations on traffic, pedestrian, and other infrastructure in Juneau. They typically are planned in advance and result in improved safety and flow. In contrast, this effort has done neither: there is no obvious quantitative traffic or safety need for this project nor has it been well planned. Moreover, this process to date has glossed over past public engagement and valid environmental considerations in order to capitalize on federal funding as a 'make work' project for Juneau. As a near daily user of the Mendenhall State Game Refuge for dog walking, dog training, hunting, fishing and boating, I strongly feel that the Refuge itself has a more quantifiable purpose, need, and usage than this proposal offers in kind. Therefore, I recommend that only the crossing alternatives outside the Refuge are advanced for further analysis. The Refuge has intrinsic value to people and critters greater than the sum of its parts and should be weighed as such.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Neil Stichert**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#98

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, February 03, 2023 3:21:11 PM
Last Modified: Friday, February 03, 2023 4:02:45 PM
Time Spent: 00:41:33
IP Address: 24.237.27.117

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Other

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

No action (no new crossing)

Please select up to three (3) alternatives that you would suggest for a north crossing:

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The Juneau Wetland is a treasure, a piece of Juneau that has already been diminished by the present development a gas station and other development. This development although it is private land, should not have been permitted to have been developed. That is my personal viewpoint.

I selected “no action” because I need more information.

Whatever option is chosen should be the one that creates the least damage to the wetlands. I don’t know what that would be when there is heavy equipment involved. Is it perhaps not a possibility?

Asking the public to choose between the different proposals you have presented above is very difficult when there is only a four or five sentence explanation next to each concept. I was not aware of the city bringing the issue up again and missed the public working group.

There needs to be greater public participation on city planning. There should be PSAs for all public comment issues that the city is planning repeated at least twice per week in the newspaper, both Juneau Empire and ADN and on all radio stations. This will allow the busy citizens of JUNEAU a chance to become aware of what the city is working on and plan for when they can work it in their busy schedules.

I know the city sent out a survey about how to reach the citizenry. I am not sure how they have changed that.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Laura Stats**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#99

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, February 03, 2023 4:06:55 PM
Last Modified: Friday, February 03, 2023 4:09:16 PM
Time Spent: 00:02:20
IP Address: 104.28.85.168

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Recreation,

Skiing,

Hunting,

Fishing,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#100

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, February 03, 2023 3:55:04 PM
Last Modified:	Friday, February 03, 2023 4:16:26 PM
Time Spent:	00:21:21
IP Address:	24.237.6.136

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Other,

Other (please specify):

Restaurant

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Other,

Other (please specify):

Increased valley traffic congestion; as well as a slowdown on Egan.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Salmon Creek,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Salmon Creek and Vanderbilt are the options I would suggest given the existing intersections. Am concerned about the impact to the Wetlands and do not support any alternatives north of Vanderbilt at this time.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Karen Forrest**
Email Address	[redacted]

#101

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, February 03, 2023 4:25:44 PM
Last Modified:	Friday, February 03, 2023 4:28:00 PM
Time Spent:	00:02:15
IP Address:	24.237.27.117

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Respondent skipped this question

Please provide any additional feedback or suggestions for the Study Team to consider.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Brien Daugherty**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#102

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Friday, February 03, 2023 9:34:24 AM
Last Modified:	Friday, February 03, 2023 4:47:41 PM
Time Spent:	07:13:16
IP Address:	24.237.6.177

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Monthly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Fishing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Other,

Other (please specify):

Provide additional affordable housing opportunities by including a bench road in this project to alleviate safety and traffic concerns along current N. Douglas Hwy.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Increased or generated traffic on Douglas Island,

Impacts to culturally significant areas,

Other,

Other (please specify):

Permanent damage to the Mendenhall Wetlands State Game Refuge, an internationally important area for birds; hydrologic changes that could affect ecological, wildlife, and fish/salmon habitat and values.

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Salmon Creek

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Thanks for this opportunity to comment on narrowing down the numerous crossing ideas. This process is very important, as it potentially involves major changes to a highly valuable and legislatively protected area that is not only of great significance to the community of Juneau, but is significant ecologically on a statewide, national, and even international level (the Mendenhall Wetlands Study Group's Second Crossing to Douglas Recommendations and Comments, Jan. 30, 2023 is a good summary of Refuge natural and recreational values).

The purpose and need should clarify what the primary needs for the project are. It seems to have been a moving target over time, with a lot of ancillary items tossed into the mix. I think the most important needs are to have an alternative route for emergency access in the case of the bridge being closed, and to improve traffic safety and reduce congestion, both on either side of the existing bridge, and along N. Douglas Hwy.

I would like to see the W. Douglas bench road included in the analysis of alternatives that go forward, as that would both address existing road problems, and have the added benefit of creating more opportunity for affordable housing development (one of CBJ's priorities) in an area that is already served by sewer and that was zoned for more dense development.

The current project website, documents, and maps seems to downplay the fact that most of the project area is a legislatively protected area with very significant ecological, wildlife, and recreational values. With the exception of the Parks and Recreation map, I did not see the Mendenhall Wetlands State Game Refuge boundaries or designation on any of the maps and very little in the text. I suggest that it be added onto the base map so it is clear on all the alternatives that go forward.

It is also important to highlight the legal issues related to any project alternatives that cross the Refuge in state statute and regulations and the federal Transportation Act section 4(f) provisions. Likewise, the analysis will need to address the likely conflict and legal/regulatory constraints FAA of any alternatives near the airport.

In looking at the range of alternatives presented in this PEL phase, and considering the potential environmental, economic, and social costs and benefits, and what meets the purpose and needs, at this time I strongly favor off-Refuge alternatives. Any on-Refuge alternatives considered should minimize environmental impacts by being built on pilings, not a solid causeway (it seems that tunneling would be prohibitively expensive).

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Sally Rue**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#103

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Friday, February 03, 2023 9:28:11 PM
Last Modified: Friday, February 03, 2023 9:41:09 PM
Time Spent: 00:12:58
IP Address: 24.237.6.30

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Recreation,

Skiing

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Vanderbilt,

Sunny Point Area

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Wildlife migration down the spine of Mendenhall Peninsula must be assessed and impacts described. Black bears, Sitka black tail deer, porcupine, fisher, wolves, ermine, river otter, Northern goshawk, hawk owl, and other species all use the route from the Montana Creek corridor to the end of the Mendenhall Peninsula. This is a heavily used migration corridor that provides year-round habitat for some species in this large block of largely intact mature second-growth forest with old growth characteristics and is a seasonal migration route for other species between summer rearing and winter habitat. Bisecting this habitat would likely negatively affect many species and increase wildlife/human interactions. To date (Feb 2023) the impacts of a large new road corridor along the spine of the peninsula, bisecting and fragmenting this important habitat has not been adequately assessed.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Susan H Walker**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#104

COMPLETE

Collector: Copy of Web Link 1 (Web Link)
Started: Saturday, February 04, 2023 2:04:05 AM
Last Modified: Saturday, February 04, 2023 2:07:13 AM
Time Spent: 00:03:08
IP Address: 66.223.182.202

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Shopping

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#105

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, February 04, 2023 10:48:35 AM
Last Modified: Saturday, February 04, 2023 10:51:13 AM
Time Spent: 00:02:38
IP Address: 24.237.26.142

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute,

Shopping,

Health care

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Improve utility service on Douglas Island.,

Create economic opportunities in the Juneau and Douglas Island areas.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Increased or generated traffic on Douglas Island

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#106

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, February 04, 2023 7:38:19 PM
Last Modified: Saturday, February 04, 2023 7:39:40 PM
Time Spent: 00:01:20
IP Address: 24.237.18.233

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Infrequently

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Disruptions to existing neighborhoods in Juneau or on Douglas Island

,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing)

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Respondent skipped this question

Q7

Please complete this section if you would like to be added to the list to receive updates.

Respondent skipped this question

#107

COMPLETE

Collector:	Copy of Web Link 1 (Web Link)
Started:	Saturday, February 04, 2023 6:18:43 PM
Last Modified:	Saturday, February 04, 2023 10:08:59 PM
Time Spent:	03:50:16
IP Address:	3.239.14.218

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

I’m deeply concerned about the habitat fragmentation this project will incur. I use the wetlands frequently and value green space it offers me and habitat it offers for wild life.

If the project does go though, consider placing it at the edge of the important wetland habitat, instead of directly through it. Please add good pedestrian and biking infrastructure. I’m working towards using my car as little as possible, and would like to see alternative (and better) transportation options prioritized in my community. Thank you for considering my comment.

Respectfully,

Conor
Lemon Creek, Juneau, AK.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Conor Kincaid**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#108

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, February 05, 2023 8:36:53 AM
Last Modified: Sunday, February 05, 2023 8:43:12 AM
Time Spent: 00:06:18
IP Address: 74.124.96.155

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Other,

Other (please specify):

Mixture of above

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish,

Impacts to recreational activities in the area (wildlife viewing, walking, bicycling, etc.)

,

Impacts to subsistence activities,

Impacts to culturally significant areas

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

No action (no new crossing),

Twin Lakes,

Vanderbilt

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

Preserve the wetlands! They have already suffered by developing! Please no 2nd Bridge is worth the loss!

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Shirley Dean**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#109

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, February 05, 2023 4:53:41 PM
Last Modified: Sunday, February 05, 2023 5:00:42 PM
Time Spent: 00:07:01
IP Address: 24.237.1.28

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Daily

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Work commute

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve emergency response time for those living on North Douglas Island.

,

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

Other (please specify):

the second crossing across the spine of mendenhall hall peninsula would service juneau and douglas for the next 100 years we need to think big !

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds,

Impacts to marine wildlife and fish

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

doesn’t make any sense to put it right next to the current bridge -as far north as possible- the spine of mendenhall peninsula will open up massive areas for juneau’s housing and not effect mendenhall wetlands will also add a harbor component on the end of the peninsula and future access to new deep water ports and barge access - and get it out of down town

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Jeremy Sidney**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

#110

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Sunday, February 05, 2023 9:00:09 PM
Last Modified:	Sunday, February 05, 2023 9:05:15 PM
Time Spent:	00:05:06
IP Address:	24.237.9.1

Page 1

Q1

How often do you travel between Juneau and Douglas Island?

Weekly

Q2

Why do you cross the Juneau Douglas Bridge? (Select all that apply)

Recreation,

Skiing,

Hunting,

Other,

Other (please specify):

visiting friends

Q3

Which features would interest you most in an alternative route with a north crossing? (Select all that apply)

Improve access to developable lands on North and West Douglas Island.

,

Create an alternate access to and from Douglas Island in the event of a closure to the existing bridge.

,

Create new, safer active transportation facilities (i.e., bicycle paths and sidewalks).

,

Improve access to recreation opportunities on Douglas Island.

,

Reduce travel time and congestion on the existing bridge and surrounding areas on both sides.

,

Create economic opportunities in the Juneau and Douglas Island areas.

,

The current bridge is sufficient for travel to and from Douglas Island.

Q4

What concerns do you have about a north crossing alternative route? (Select all that apply)

Environmental impacts to wetlands,

Impacts to wildlife and birds

Q5

Please select up to three (3) alternatives that you would suggest for a north crossing:

Sunny Point Area,

North Airport,

Mendenhall Peninsula

Q6

Please provide any additional feedback or suggestions for the Study Team to consider.

The farther to the north, the more people will use it. Perhaps an elevated road could reduce impacts to birds, which is a concern of mine.

Q7

Please complete this section if you would like to be added to the list to receive updates.

Name	**Rich Brenner**
Address	[redacted]
City/Town	
State/Province	
ZIP/Postal Code	
Email Address	

North Crossing PEL Study

SIGN IN SHEET
Open House No. 2
Monday, December 12, 2022

PRINT NAME	EMAIL ADDRESS (or mailing address)
Morgan McCammon	[redacted]
Bill Leighty	
Steven Thater	
Melissa Parker	
Jesse Kiehl	
Jackie Walden Triplett	
Jim Triplett	
Gabriel George	
Mandy Cole	
Brendan Corrigan	
Marcus Zimmerman	
David V. Kirstien	
Kara Johnson	
Michelle Hale	
Robert Minch/Mary Borthwick	
Kathleen Harper	
Adrian Slater	
Ann Nielsen	

North Crossing PEL Study

SIGN IN SHEET
Open House No. 2
Monday, December 12, 2022

PRINT NAME	EMAIL ADDRESS (or mailing address)
Beth Leibowitz	[redacted]
Matthew Keen	
Susan BELL	

North Crossing PEL Study

SIGN IN SHEET
Open House No. 2
Monday, December 12, 2022

PRINT NAME	EMAIL ADDRESS (or mailing address)
Robert E. Lewis - 12/12/22	
Kaia Pavi	[redacted]
Greg Smith	
Dave Ringle	
Marella Gungob	
Lia Heifetz	

North Crossing PEL Study

SIGN IN SHEET
Open House No. 2
Monday, December 12, 2022

PRINT NAME	EMAIL ADDRESS (or mailing address)
Joseph Roth	[redacted]
Beth Weldon	
Robert Venables	
SCOTT M°CAM	
Joseph Galgano	
SAM DAPCEVICH	
Rick Shattuck	
ED PAGE	
NEIL STICHERT	
Laurie Lamm	
Robin Paul	
Jim & Mary Becker	
Jason & Cricket Keedy	
Mary Irvine	
Hunter Meachum	
CHRIS & DOROTHY FRAKY	
Lauren Verrelli + Steven Gabelein	
Carole Triem	

North Crossing PEL Study

SIGN IN SHEET
Open House No. 2
Monday, December 12, 2022

PRINT NAME	EMAIL ADDRESS (or mailing address)
Gina + Galen Heffern	[redacted]
Nancy Waterman	
ERIC FORST	
Marilyn Holmes	
Lars R Strangeland	
Stephanie Hoag	
John Staub	
Alison Browne.	
Phillip Gray	
Jons Dyon	
K. Koester	
Wade Bryson	
Drew Greening	
Ann Chelfant.	
Mark Rorick	
Patricia Rorick	
Garrett Paul	
Ron Flint	

JUNEAU DOUGLAS
North Crossing PEL Study

SIGN IN SHEET
Open House No. 2
Monday, December 12, 2022

PRINT NAME	EMAIL ADDRESS (or mailing address)
BRUCE BAKER	[redacted]
Soapy Lingle	
Jill Lingle	
Mark Sabbatini	
Christy Gentemann	
Jase Garrett	
Sharon Denton	
Jim Baumgartner	
Scott Erickson	
Elizabeth Field	
Mary Lou Peterson	
Gordon Williams	
Ron Somerville	
Matt Robus	
Dave Hurlbut	
Rich Pratt	
Margo Waring	
Bridget Thomson	

North Crossing PEL Study

SIGN IN SHEET
Open House No. 2
Monday, December 12, 2022

PRINT NAME	EMAIL ADDRESS (or mailing address)
Denny Dewitt	[redacted]
Katherine Fiske	
Liz Mallott	
Maggie McMillan	
Barb + Adam Lake	
Jim Dorn	
Ed Morgan	
DREW DEMBOWSKI	
Steven Peterson	
Aaron Brakel	
Barbara Mecum	
Hayden Gattison	
BRUCE DENTON	
Frieda Westman	
Don Habegger	
Brenda Taylor	
Dave Scanlan	
Douglas MERTZ	

Public Open House No. 3 - Juneau Douglas North Crossing PEL Study

Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study
Public Open House No. 3
Thursday, May 15, 2025
5:00 – 7:00 p.m.
Juneau Arts and Culture Center (JACC)
350 Whittier Street, Juneau, AK

The Alaska Department of Transportation and Public Facilities (DOT&PF) and City and Borough of Juneau (CBJ) invite you to the final Public Open House for the Juneau Douglas North Crossing Planning and Environmental Linkages Study.

DOT&PF has partnered with CBJ to study a potential north crossing between Juneau and Douglas Island. To provide opportunities for public input and involvement the DOT&PF has chosen the Planning and Environmental Linkages (PEL) process to identify the purpose and need and to evaluate potential locations for a crossing.

The draft Juneau Douglas North Crossing PEL Study is available for review, and we need your input!

Does the draft PEL Study align with your vision for the future of a potential north crossing between Juneau and Douglas Island? How would your travel experience change if one of the recommendations were implemented?

Join us at the open house to meet the project team, ask questions, and share your thoughts. Your feedback is essential in shaping the next steps! **Submit your comments on the draft PEL Study by June 9, 2025.**

Open House meeting materials and draft PEL Study will be available on the website by May 8, 2025.

Visit www.JDNorthCrossing.com to join the email list to receive updates, make a comment, and to learn more about this effort.

To contact the project team directly:

- Greg Lockwood | DOT&PF Project Manager | (907) 465-2393
- Bridget LaPenter | CBJ Project Manager | (907) 586-0800 ext. 4187
- Steve Noble | DOWL Project Manager | (907) 562-2000
- Renee Whitesell | DOWL PEL Study Lead | (907) 562-2000
- Email: JDNorthCrossing@dowl.com

This planning document may be adopted in a subsequent environmental review process in accordance with 23 USC 168 Integration of Planning and Environmental Review.

The environmental review, consultation, 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 April 13, 2023, and executed by FHWA and DOT&PF.

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Attachments
None

Revision History
Created 5/1/2025 5:33:43 PM by sddapcevich
Modified 5/1/2025 5:34:47 PM by sddapcevich

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Kenai
Project/Regulation #:	
Publish Date:	5/1/2025
Archive Date:	5/16/2025

Events/Deadlines:

PUBLIC OPEN HOUSE #3

Thursday, May 15, 2025 | 5:00-7:00 PM

Juneau Arts and Culture Center (JACC)
350 Whittier Street, Juneau, AK

Scan the QR code with your smartphone to access the website and draft PEL Study

TO CONTACT THE PROJECT TEAM DIRECTLY:

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JDNorthCrossing@dowl.com

www.JDNorthCrossing.com

DOWL
9085 Glacier Highway, Suite 102
Juneau, AK 99801

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Open House meeting materials and draft PEL Study will be available on the website by May 8, 2025.

State Project No. SFHWY00299
Federal Project No. 0003259

JUNEAU DOUGLAS
North Crossing PEL Study



To join the email list to receive updates, make a comment, and to learn more about this effort, visit: **www.JDNorthCrossing.com**

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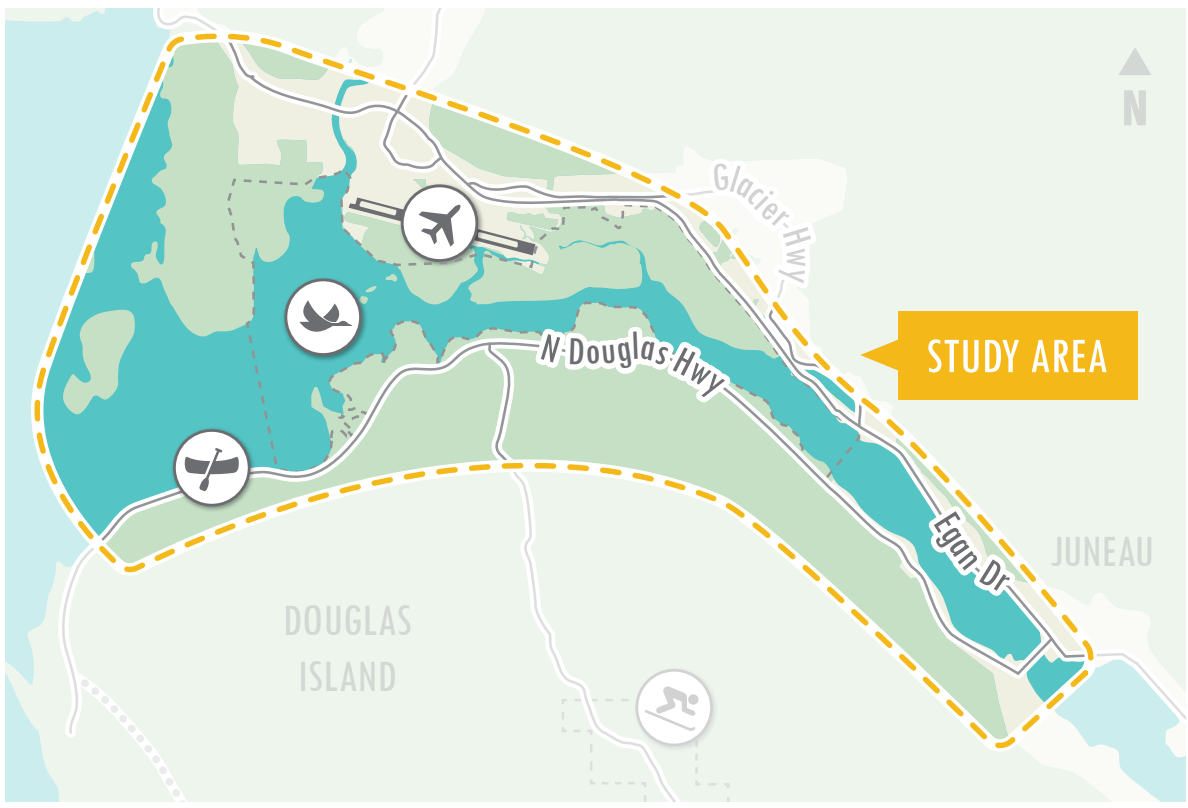

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Centennial Hall Electronic Marquee Request Form

Name of Customer/Organization: ____DOWL on behalf of DOT&PF_____

Today's date___May 1, 2025_____

Contact person: __Morgan McCammon_____

Run message from__May 9, 2025_____ to _May 15, 2025_____ at a rate of $30 per day/$125.00 per 7 day week.

Your message:

_____DOT&PF AND CBJ_____18 characters maximum, including spaces

_____JUNEAU DOUGLAS_____18 characters maximum, including spaces

_____NORTH CROSSING PEL_____18 characters maximum, including spaces

_____STUDY OPEN HOUSE 3_____18 characters maximum, including spaces

_____THU MAY 15, 5 - 7 PM_____18 characters maximum, including spaces **Instructions:** Each line represents a line on the marquee, we can make the font larger and bolder, however this will reduce the number of lines of text for your message. See Examples below:







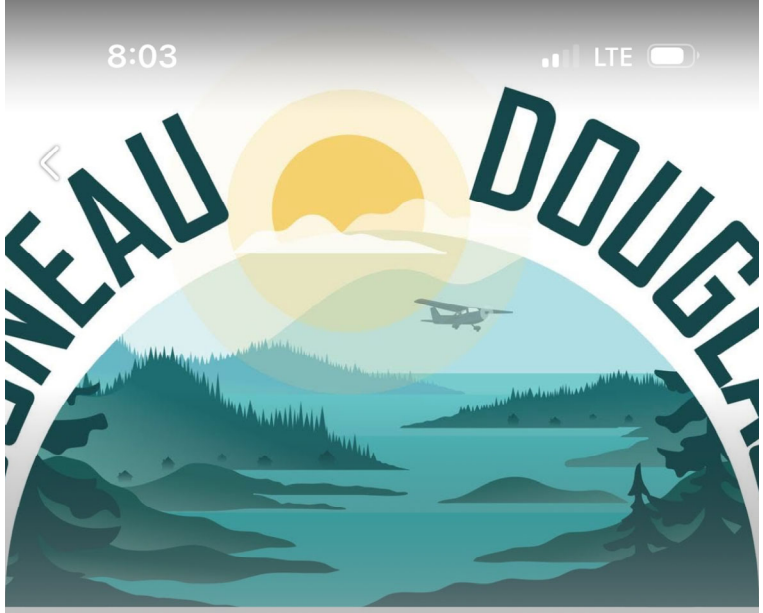






If you have questions, please call (907)-586-5283 and we will be happy to help.

We may alter your text if it will help in formatting your message. No guarantee is made or implied as to the accuracy of the message, time displayed, or amount of air time your message is broadcast prior to the screen changing to other messages.



Thursday, May 15, 2025 at 7 PM MDT

Juneau Douglas North Crossing PEL Study - Public Open House No. 3

Public · Event by **Alaska Department of Transportation & Public Facilities**

Interested | Going | ···

Juneau Arts & Culture Center
350 Whittier St, Juneau, AK 99801

1 going · 3 interested

Public · Anyone on or off Facebook

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What to expect

Join us for Public Open House #3 for the Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study!
📅 Thursday, May 15, 2025
🕔 5:00 – 7:00 p.m.
📍 Juneau Arts and Culture Center (JACC), 350 Whittier St

Learn about the draft study, ask questions, and share your feedback on potential crossing options between Juneau and Douglas Island. Your input helps shape the future of this important project!

🔗 Study and materials available May 8 at https://www.JDNorthCrossing.com
🗓️ Comments due by June 9, 2025
View the Online Public Notice here: http://notice.alaska.gov/219472

Meet your host



Interested Going ···

Alaska Department of Transportation and Public Facilities

State Project No. SFHWY00299
Federal Project No. 0003259

JUNEAU DOUGLAS NORTH CROSSING PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY
PUBLIC OPEN HOUSE No. 3

Thursday, May 15, 2025
5:00 – 7:00 p.m.
Juneau Arts and Culture Center (JACC)
350 Whittier Street, Juneau, AK

The Alaska Department of Transportation and Public Facilities (DOT&PF) and City and Borough of Juneau (CBJ) invite you to the final Public Open House for the Juneau Douglas North Crossing Planning and Environmental Linkages Study.

The draft Juneau Douglas North Crossing PEL Study is available for review, and we need your input!

Join us at the open house to meet the project team, ask questions, and share your thoughts. Your feedback is essential in shaping the next steps! **Submit your comments on the draft PEL Study by June 9, 2025.**

Open House meeting materials and draft PEL Study will be available on the website by May 8, 2025.

Visit www.jdnorthcrossing.com to join the email list to receive updates, make a comment, and to learn more about this effort. For more information and to submit comments, contact JDNorthCrossing@dowl.com.

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The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact DOT&PF Public Involvement Representative at (907) 562-2000, or TCC number 711. Requests should be made at least 5 days before the accommodation is needed.

PROPOSED SCRIPT

The Alaska Department of Transportation and Public Facilities invites you to the third Public Open House for the Juneau Douglas North Crossing Planning and Environmental Linkages Study on Thursday, May 15, 2025, from 5 to 7 p.m. at the Juneau Arts and Culture Center, 350 Whittier Street. The draft PEL Study report is available on www.JDNorthCrossing.com. DOT&PF invites you to submit your comments on the draft PEL Study by June 9, 2025.

State Project No. SFHWY00299
Federal Project No. 0003259

JOIN US FOR OPEN HOUSE No. 3

Thursday, May 15, 2025
5:00 - 7:00 p.m.
Juneau Arts and Culture Center (JACC)
350 Whittier Street

The Alaska Department of Transportation and Public Facilities (DOT&PF) and City and Borough of Juneau (CBJ) invite you to the final Public Open House for the Juneau Douglas North Crossing Planning and Environmental Linkages Study.

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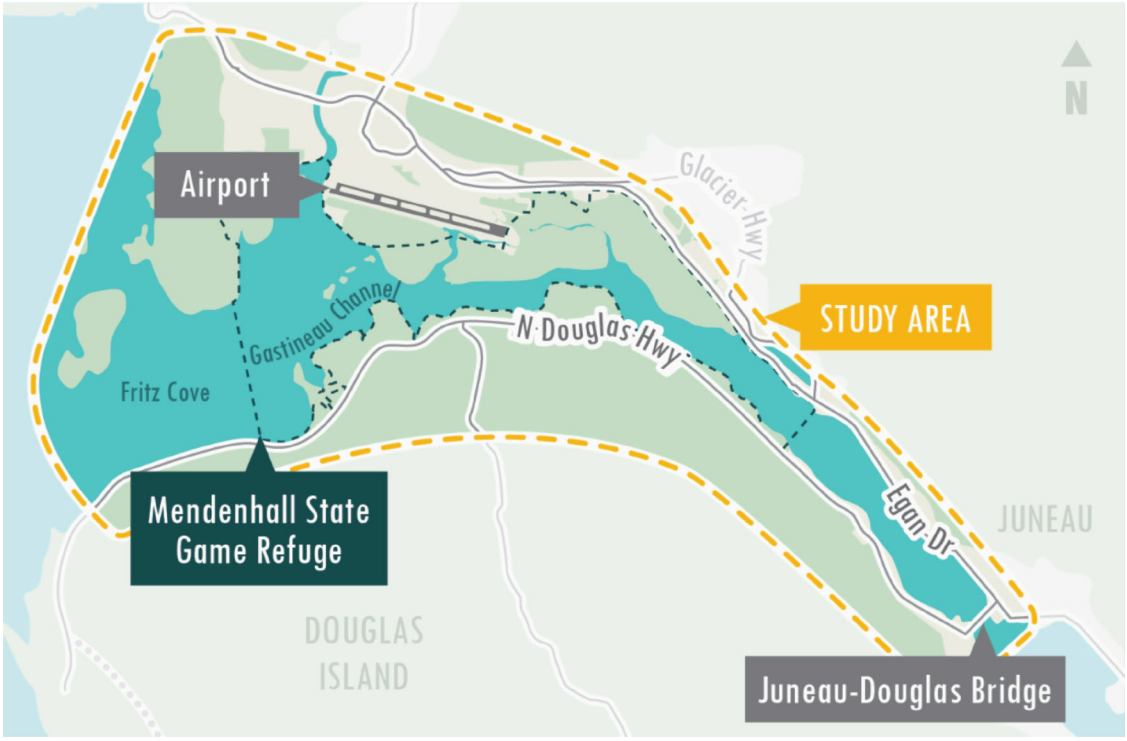
Does the draft PEL Study align with your vision for the future of a potential north crossing between Juneau and Douglas Island? How would your travel experience change if one of the recommendations were implemented?

Join us at the open house to meet the project team, ask questions, and share your thoughts. Your feedback is essential in shaping the next steps!

DOT&PF and CBJ invite you to submit your comments on the draft PEL Study by June 9, 2025.

Open House meeting materials and draft PEL Study is available on the website at www.JDNorthCrossing.com.



Comments can be made during the meeting verbally or in writing, as well via the project website at **www.jdnorthcrossing.com** or project email **JDNorthCrossing@dowl.com**.

Visit the website to join the email list, make a comment, and to learn more about this effort.

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Sign up to receive study updates!

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State Project No. SFHWY00299
Federal Project No. 0003259

REMINDER: JOIN US TOMORROW FOR OPEN HOUSE No. 3

Thursday, May 15, 2025
5:00 - 7:00 p.m.
Juneau Arts and Culture Center (JACC)
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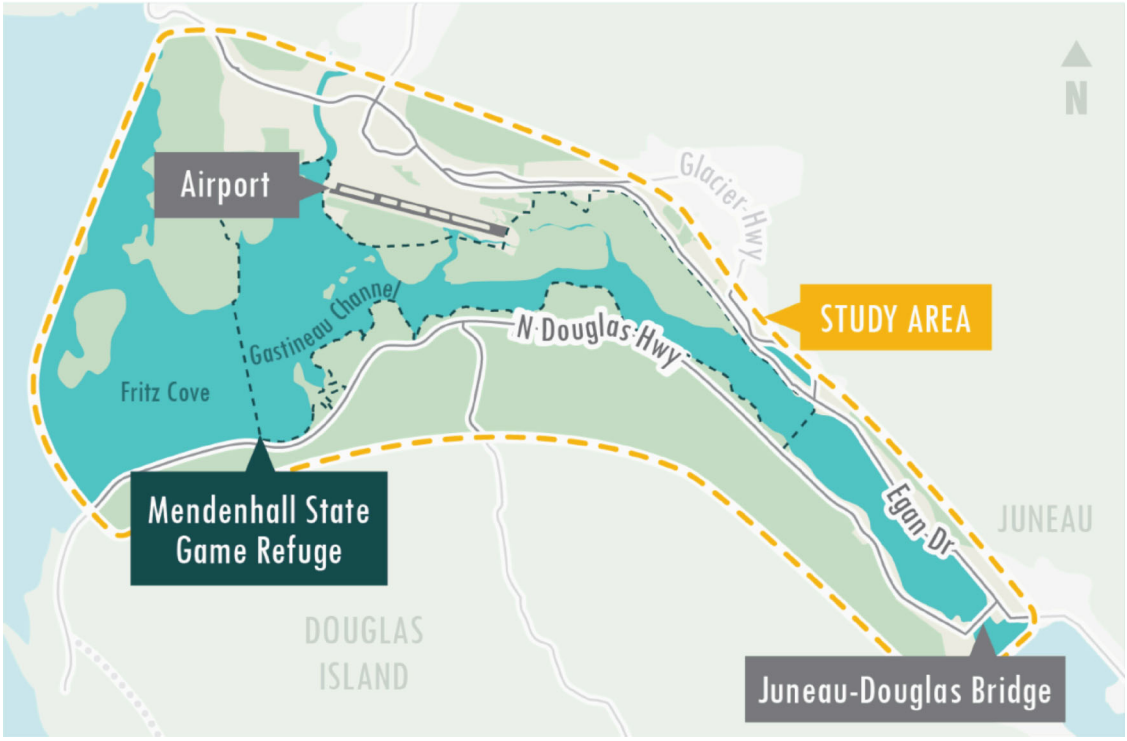

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State Project No. SFHWY00299
Federal Project No. 0003259

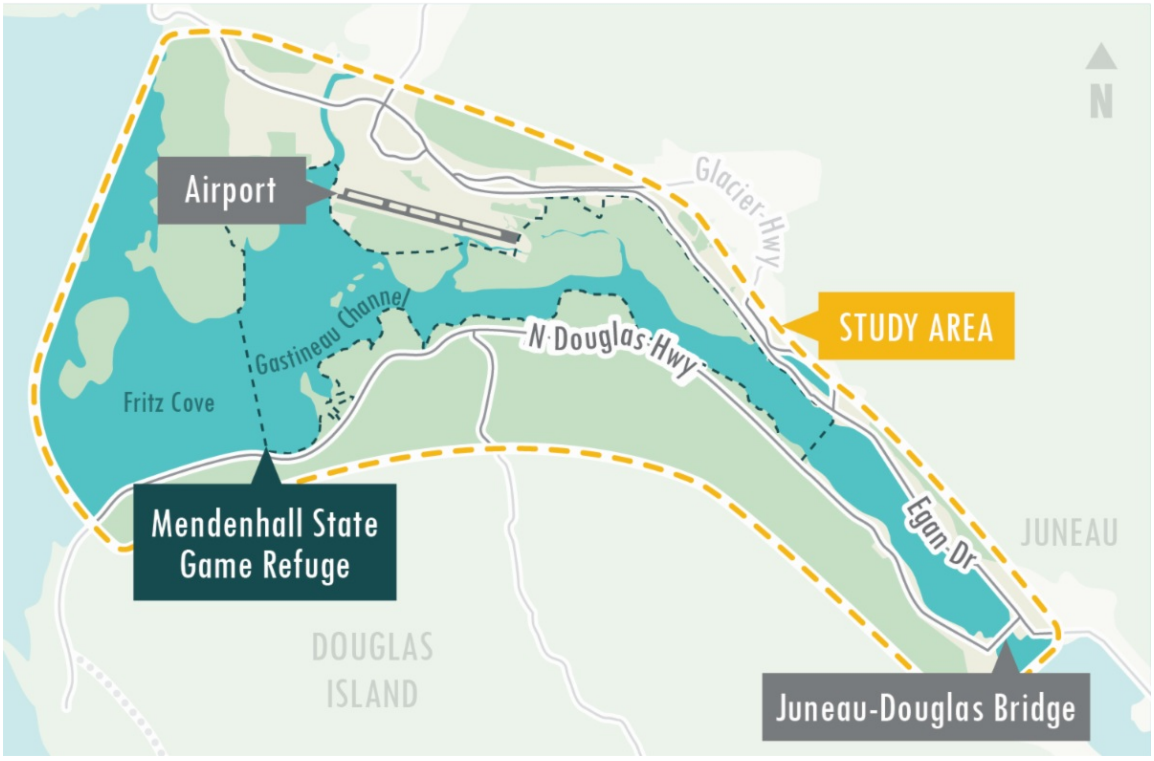
North Crossing PEL Study

REMINDER: SUBMIT COMMENTS ON THE DRAFT PEL STUDY BY JUNE 9, 2025

The Alaska Department of Transportation and Public Facilities (DOT&PF) and City and Borough of Juneau (CBJ) invite you to invite you to submit your comments on the draft Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study. You can view the draft PEL Study on the website Documents Page.

Your feedback is essential in shaping the next steps!

DOT&PF and CBJ invite you to submit your comments on the draft PEL Study by Monday, June 9, 2025.



Comments can be made by sending an email to the study team at JDNorthCrossing@dowl.com or by calling (907) 562-2000

Visit the website at www.JDNorthCrossing.com to join the email list, make a comment, and to learn more about this effort.

This planning document may be adopted in a subsequent environmental review process in accordance with 23 USC 168 Integration of Planning and Environmental Review.

The environmental review, consultation, 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 April 13, 2023, and executed by FHWA and DOT&PF.

The Alaska DOT&PF operates without regard to race, color, national origin, sex, age, or disability regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, and state funds. Full Title VI Nondiscrimination Policy: ***dot.alaska.gov/tvi_statement.shtml****. To file a complaint, go to:****dot.alaska.gov/cvlrts/titlevi.shtml****.*

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact a Public Involvement Representative at (907) 562-2000, or TDD number 711. Requests should be made at least 5 days before the accommodation is needed.

Sign up to receive study updates!

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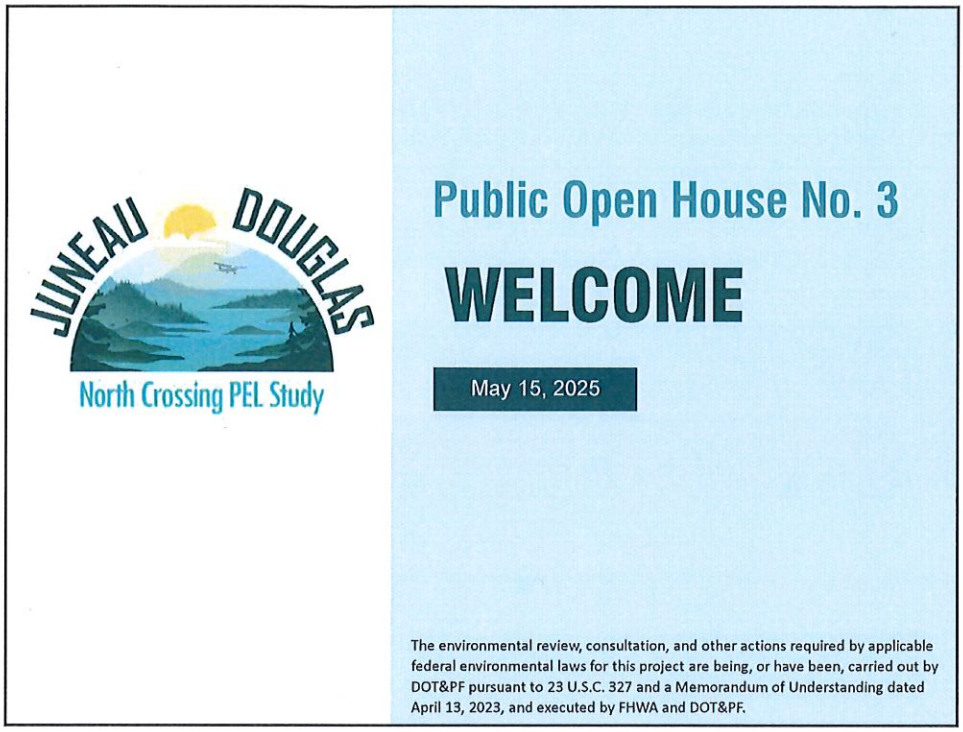
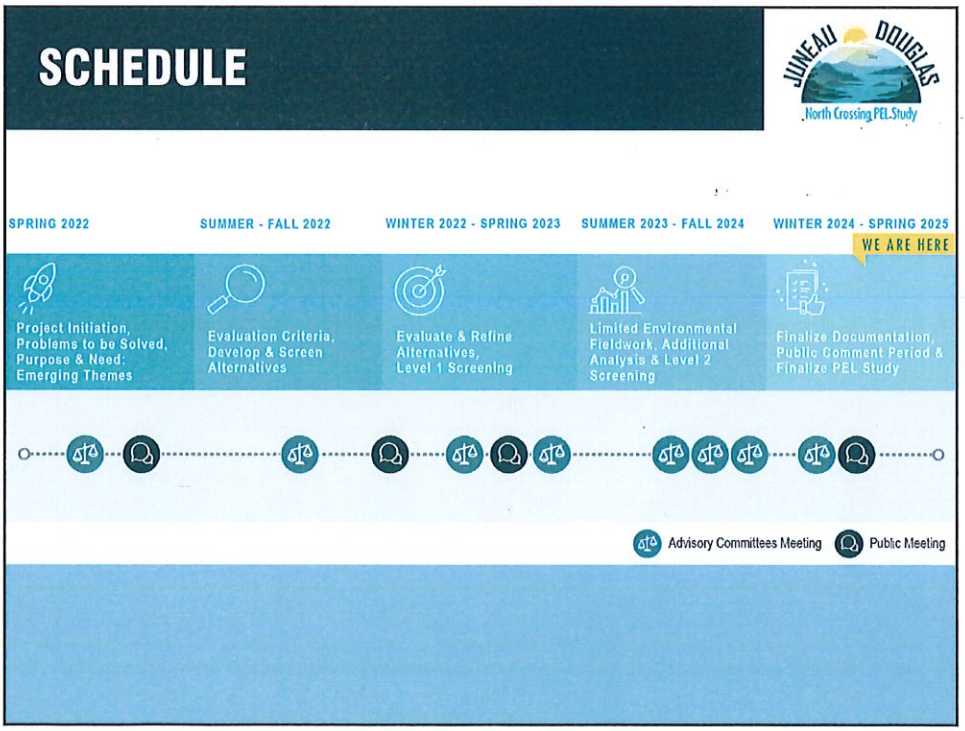
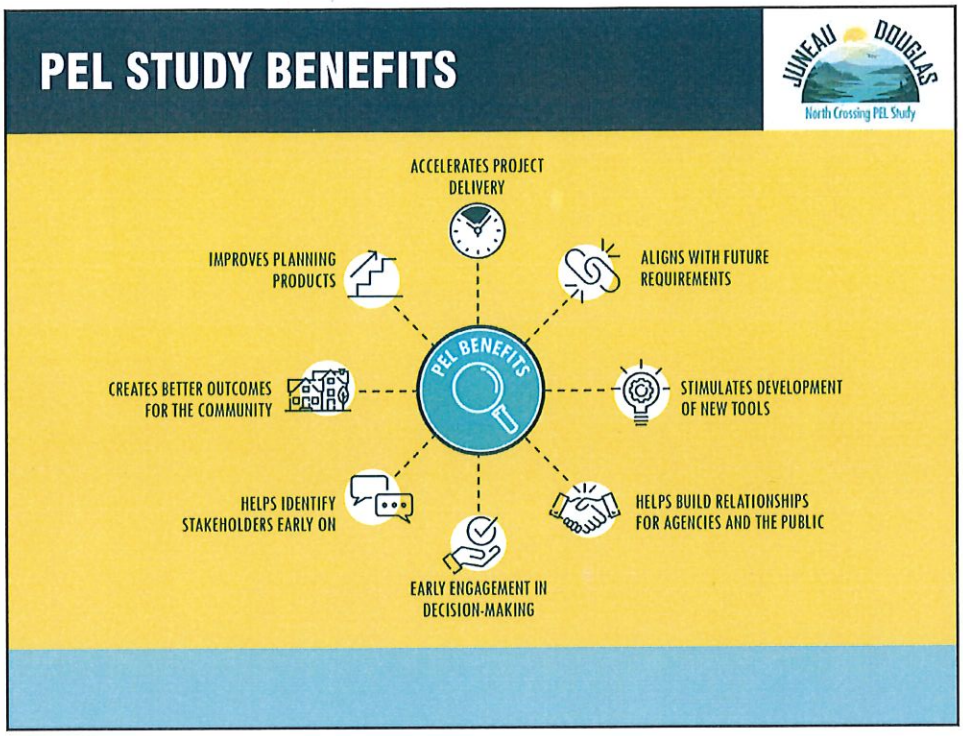

JUNEAU DOUGLAS
North Crossing PEL Study
Public Open House No. 3
WELCOME
May 15, 2025
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

1


SCHEDULE
JUNEAU DOUGLAS
North Crossing PEL Study
SPRING 2022
SUMMER - FALL 2022
WINTER 2022 - SPRING 2023
SUMMER 2023 - FALL 2024
WINTER 2024 - SPRING 2025
WE ARE HERE
Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes
Evaluation Criteria, Develop & Screen Alternatives
Evaluate & Refine Alternatives, Level 1 Screening
Limited Environmental Fieldwork, Additional Analysis & Level 2 Screening
Finalize Documentation, Public Comment Period & Finalize PEL Study
Advisory Committees Meeting
Public Meeting

2

PEL STUDY BENEFITS



3

PURPOSE & NEED STATEMENT

Purpose

The **purpose** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau. The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

Need

*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

The identified alternative(s) should also strive to meet these **additional goals**:

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

4

ALTERNATIVE SCREENING OVERVIEW



- Elimination of alternatives that are not feasible based on professional judgement and available data
- Assessing alternatives based on location and buildability
- Merge similar alternatives as variants

RESULT: Preliminary Alternatives

- Elimination of alternatives that do not meet P&N
- Elimination of alternatives that do not meet specific regulatory requirements
- Early engineering and environmental evaluation to identify alternatives that are technically feasible, practical, implementable, and reasonable

RESULT: Detailed Alternatives

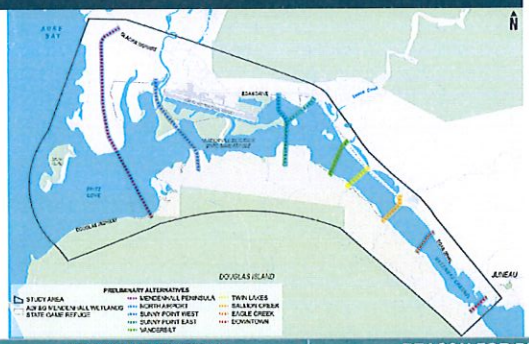
- Screening remaining alternatives using a broad range of qualitative and quantative criteria
- Compare and rank the detailed alternatives

RESULT: Recommended Alternative(s) and Project(s)

5

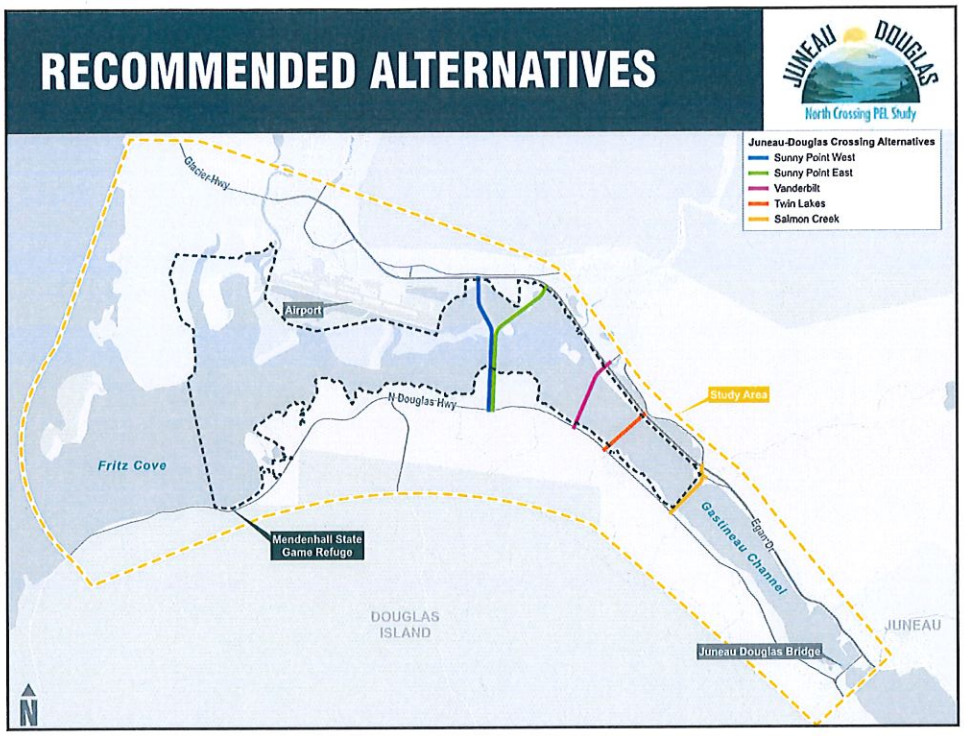
MM1

SCREENING RESULTS

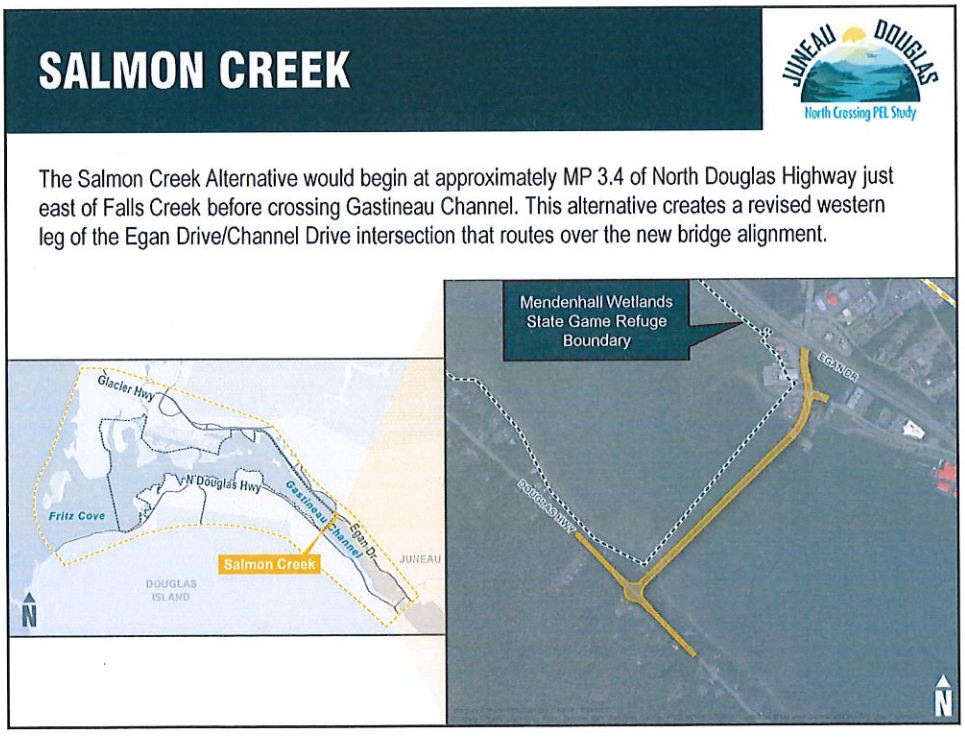


ALTERNATIVE	RECOMMENDATION	REASON FOR DISMISSAL
Salmon Creek	Advance to NEPA	
Twin Lakes	Advance to NEPA	
Vanderbilt	Advance to NEPA	
Sunny Point East	Advance to NEPA	
Sunny Point West	Advance to NEPA	
No Build Alternative	Baseline	
Mendenhall Peninsula	Dismissed Alternative in Level 2 Screening	Significantly higher cost to build (over $1 Billion)
Downtown	Dismissed Alternative in Level 1 Screening	Does not meet purpose and need
Eagle Creek	Dismissed Alternative in Level 1 Screening	Does not meet purpose and need
North Airport	Dismissed Alternative in Level 1 Screening	Significantly higher cost to build (over $1 Billion)

6


RECOMMENDED ALTERNATIVES
JUNEAU DOUGLAS
North Crossing PEL Study
Juneau-Douglas Crossing Alternatives
Sunny Point West
Sunny Point East
Vanderbilt
Twin Lakes
Salmon Creek
Glacier Hwy
Airport
N Douglas Hwy
Study Area
Fritz Cove
Mendenhall State Game Refuge
Gastineau Channel
Egan Dr
DOUGLAS ISLAND
JUNEAU
Juneau Douglas Bridge
N

7

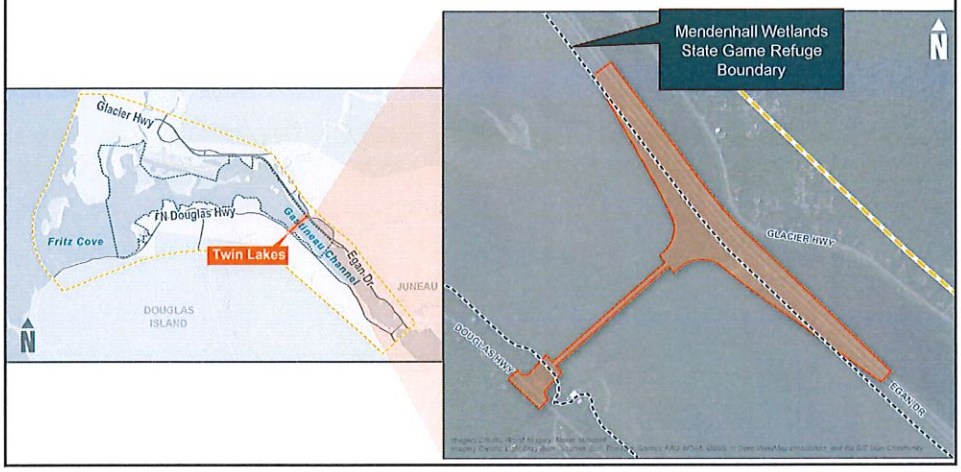

SALMON CREEK
JUNEAU DOUGLAS
North Crossing PEL Study
The Salmon Creek Alternative would begin at approximately MP 3.4 of North Douglas Highway just east of Falls Creek before crossing Gastineau Channel. This alternative creates a revised western leg of the Egan Drive/Channel Drive intersection that routes over the new bridge alignment.
Glacier Hwy
N Douglas Hwy
Fritz Cove
Gastineau Channel
Egan Dr
Salmon Creek
DOUGLAS ISLAND
JUNEAU
N
Mendenhall Wetlands State Game Refuge Boundary
N

8

TWIN LAKES

JUNEAU DOUGLAS North Crossing PEL Study

The Twin Lakes Alternative would begin with a roundabout on North Douglas Highway at approximately MP 4.5. It then crosses the MWSGR and connects with Egan Drive at approximately MP 4.5 (between the two lakes).



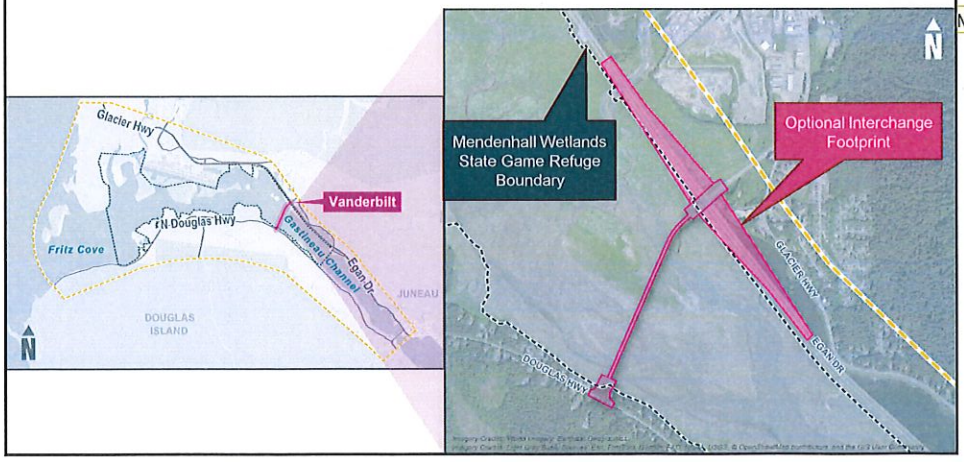
9

VANDERBILT

JUNEAU DOUGLAS North Crossing PEL Study

The Vanderbilt Alternative would begin with a roundabout on North Douglas Highway at approximately MP 5. It then crosses the MWSGR and intersects Egan Drive at the Vanderbilt Hill Road intersection at MP 5.3. The Vanderbilt Hill Road intersection would need to be revised using either a grade-separated diamond interchange with Egan Drive raised above the Vanderbilt Hill Road intersection or by tying into the existing signalized at-grade intersection.

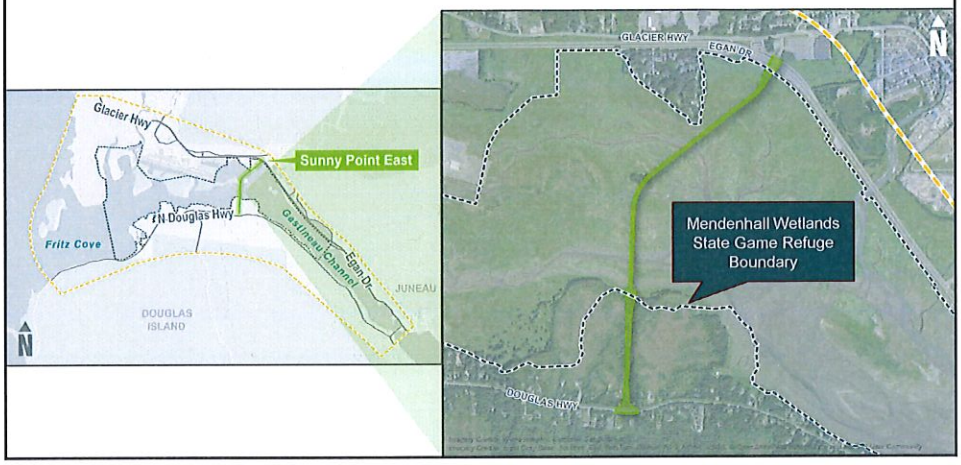
MM1



10

SUNNY POINT EAST

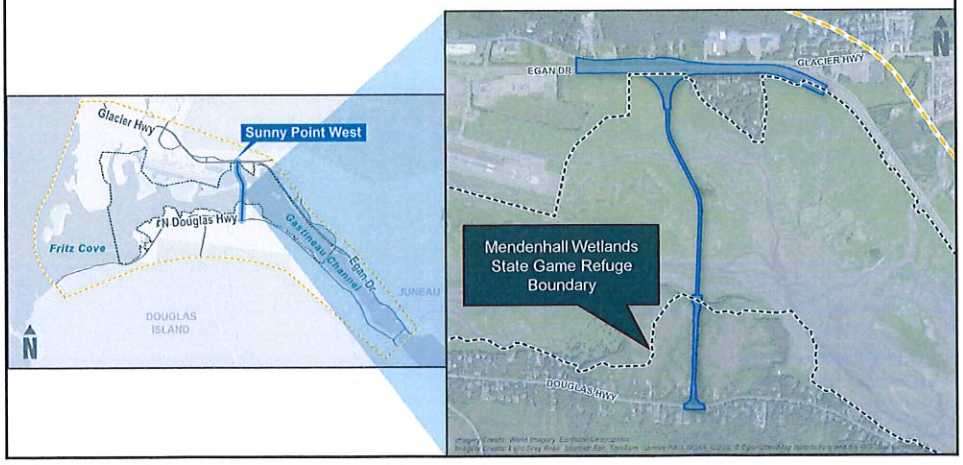
The Sunny Point East Alternative would begin with a roundabout on North Douglas Highway at approximately MP 6. It then crosses the MWSGR and ties into the existing Sunny Point Interchange below Egan Drive.



11

SUNNY POINT WEST

The Sunny Point West Alternative would begin with a roundabout on North Douglas Highway at approximately MP 6. It then crosses the MWSGR and ties into Egan Drive near MP 7.3.



12

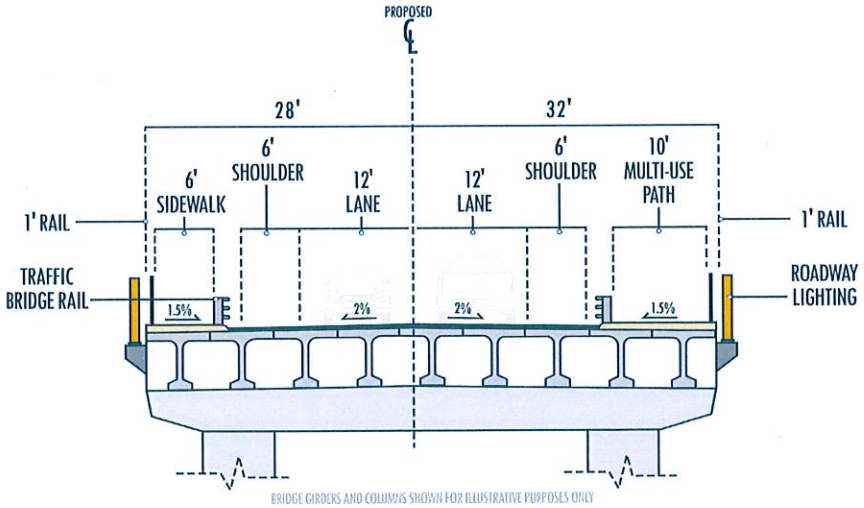
NO BUILD

- Does not provide any action
- Does not generate any impacts
- Does not meet the purpose and need
- Carried forward to the NEPA process



13

PRELIMINARY ENGINEERING



14

BENEFIT-COST ANALYSIS

Item	Salmon Creek	Twin Lakes	Vanderbilt	Sunny Point East	Sunny Point West
BCA Ratio	**2.16**	**2.90**	**2.65**	**2.19**	**2.62**
Distance from Existing Bridge	2.7 Miles	3.5 Miles	4.2 Miles	5.3 Miles	6.0 Miles
Annual Operations & Maintenance Cost	$70,000	$65,000	$90,000	$175,000	$150,000
Construction Cost	$390 Million	$360 Million	$340 Million[a]	$490 Million	$490 Million
User Volume (AADT[c] for Base Year)[a]	4,150	4,150	2,800	2,800	2,800
User Volume (AADT[c] 2060)[b]	6,100	6,100	4,600	4,600	4,600
Travel Time Savings (Seconds)[b]	62.5	62.5	60.0	60.0	60.0

[a] *assumes signalized intersection*
[b] *from Bridge Volume Forecast Memo*
[c] *Annual Average Daily Traffic*

15

WHAT'S NEXT

Funding Allocated
Funding now programmed to advance through Preliminary Engineering and NEPA

PEL Study
Begin Winter 2021

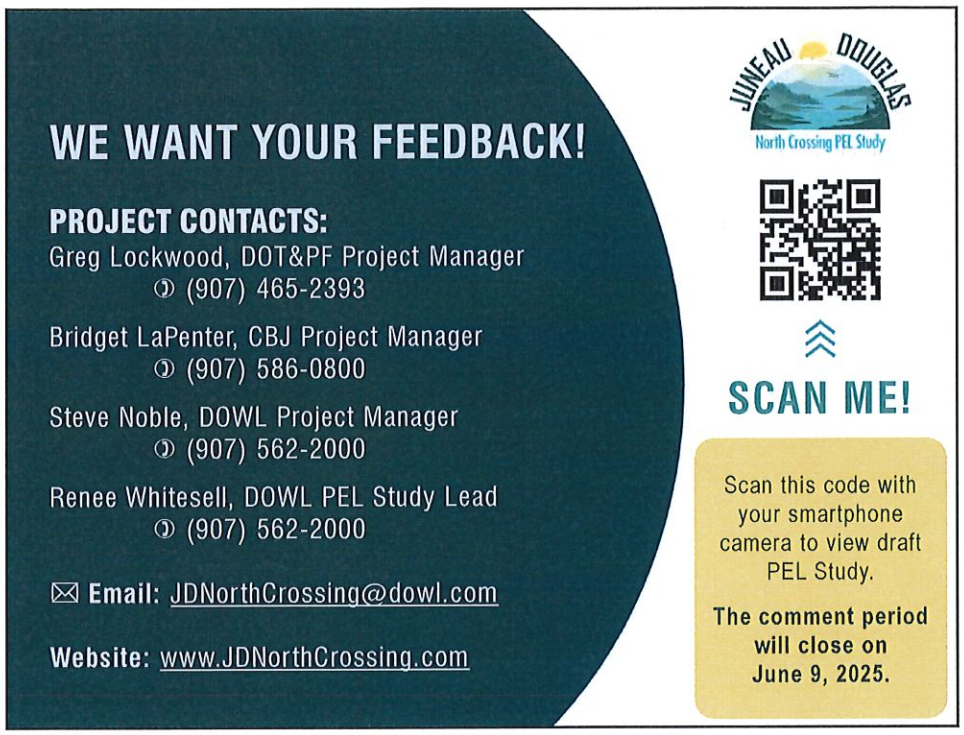
PEL Study
Complete Winter/Spring 2025

Construction

Preliminary Engineering and NEPA
2025-2027 (Approx. 2 Years)

Engineering Design and ROW Acquisition
3 Years or more (TBD)

16


WE WANT YOUR FEEDBACK!
PROJECT CONTACTS:
Greg Lockwood, DOT&PF Project Manager
(907) 465-2393
Bridget LaPenter, CBJ Project Manager
(907) 586-0800
Steve Noble, DOWL Project Manager
(907) 562-2000
Renee Whitesell, DOWL PEL Study Lead
(907) 562-2000
Email: JDNorthCrossing@dowl.com
Website: www.JDNorthCrossing.com
JUNEAU DOUGLAS
North Crossing PEL Study
SCAN ME!
Scan this code with your smartphone camera to view draft PEL Study.
The comment period will close on June 9, 2025.

17

State Project No. SFHWY00299
Federal Project No. 0003259

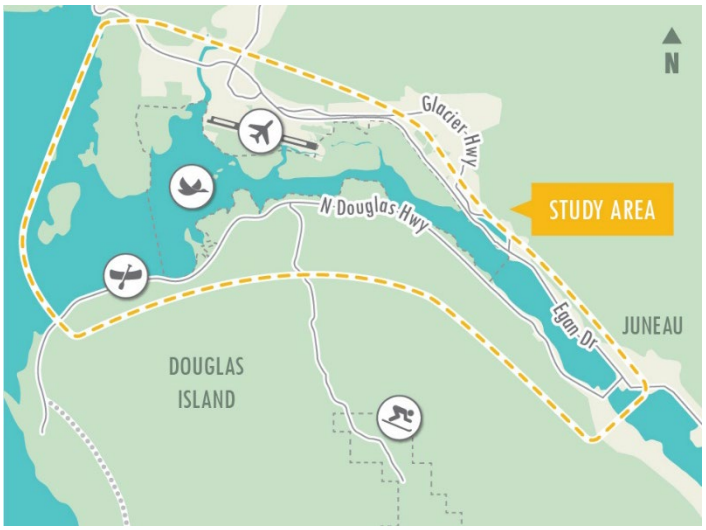
May 2025

North Crossing PEL Study

PEL STUDY FACT SHEET

Study Area

The study area is between Juneau and Douglas Island in the area shown in the yellow box below.



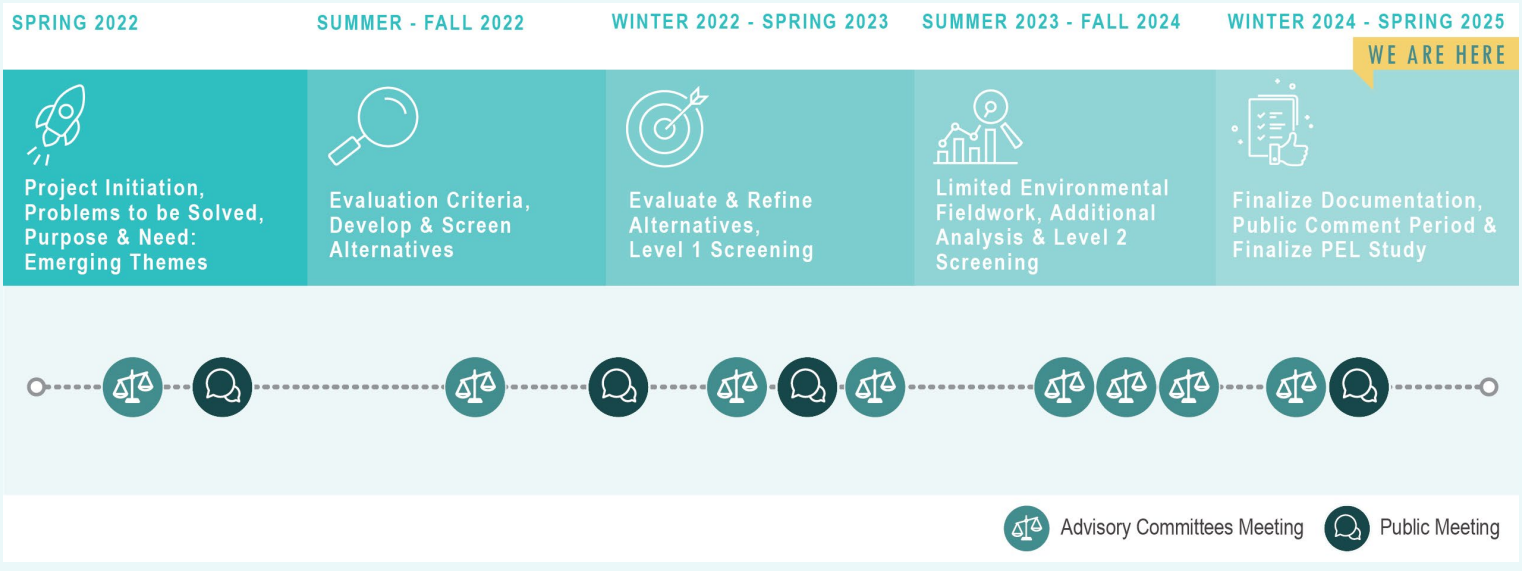
Study Overview

The City and Borough of Juneau has partnered with Alaska Department of Transportation and Public Facilities (DOT&PF) to study a possible transportation corridor to connect Juneau with the north end of Douglas Island. A connection has been studied since the 1980s but has not progressed. The previous studies highlighted several reasons for a north crossing:

- Congestion during peak periods on the existing Douglas Island Bridge
- Concerns about safety and emergency response in the event of a bridge closure
- The potential for residential, commercial, industrial, and port development at west Douglas Island

DOT&PF chose the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island. The PEL process has provided opportunities for public input and involvement. The analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

PEL Study Schedule



JUNEAU DOUGLAS
North Crossing PEL Study

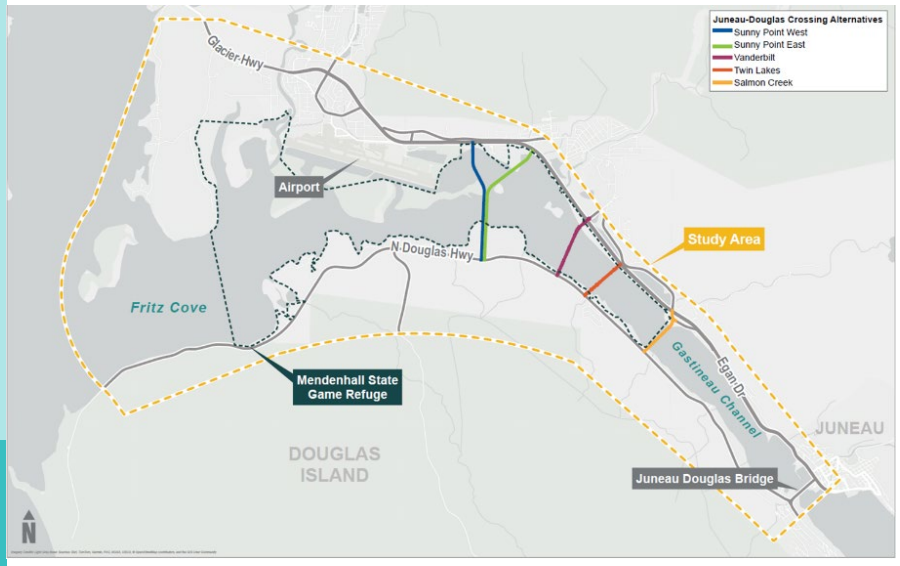
Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process.
2. Saves cost and time; focuses expenditures on viable options.

How can I get involved?

- Review the draft PEL Study on the website www.JDNorthCrossing.com, or scan the QR code with your smart phone:
- Email your comments to the PEL study team: JDNorthCrossing@dowl.com

The following alternatives are recommended to move forward into the NEPA process, the next phase in a Juneau Douglas North Crossing project:



- **Salmon Creek**
- **Twin Lakes**
- **Vanderbilt**
- **Sunny Point East**
- **Sunny Point West**
- **No Build**

The environmental review, consultation, 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 April 13, 2023, and executed by FHWA and DOT&PF.

Points of Contact

Email the PEL Study team at JDNorthCrossing@dowl.com

Greg Lockwood, P.E.
DOT&PF Project Manager
(907) 465-2393

Steve Noble, P.E.
DOWL Project Manager
(907) 562-2000

Bridget LaPenter, P.E.
CBJ Project Manager
(907) 586-0800, ext. 4187

For the latest updates and additional information about the study, visit:

www.JDNorthCrossing.com

Public Open House No. 3 – Summary of Comments

May 15, 2025, 4:00 – 7:00 p.m., Juneau Arts & Culture Center

The Alaska Department of Public Facilities (DOT&PF) and City and Borough of Juneau (CBJ) hosted the third Public Open House for the Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study on Thursday, May 15, 2025, at the Juneau Arts and Culture Center (JACC). While there was no formal presentation, attendees had the opportunity to view project information shared on project boards, including the PEL Study background, purpose and need statement, alternatives, evaluation, schedule, and next steps. Attendees had the opportunity to provide feedback and ask questions of the study team members. Feedback on the draft PEL Study was collected at the Public Open House and were collected through June 9, 2025, via any communication method preferred by stakeholders and the public.

In addition to 12 study team members, over 140 members of the public, elected officials, and media attended. The following is a summary of the questions and comments received by the project team at the Open House.

Question and Comments Summary

Comments received verbally and in writing reflected both support for and opposition to a north crossing. The following comments summary organized by topic is based on discussions with study team members and comments submitted in writing during and via email immediately following the Public Open House.

Purpose and Need

- Dispute the need for an alternate route to and from Douglas Island.
- Concern additional traffic will reduce safety.
- Comment many communities larger than Douglas have one bridge or none and function well.
- A port on West Douglas Island could improve shipping logistics and free up downtown real estate for tourism activities.
- A north crossing as far west as possible would be most beneficial to bring CBJ water and sewer to North and West Douglas Island.
- Comment there is no congestion on the existing Douglas Island bridge.

Alternatives

- Support for the following alternatives:
  - No Build
  - Downtown
  - Salmon Creek
  - Vanderbilt
  - Twin Lakes
  - Sunny Point East
  - Sunny Point West
  - North Airport
  - Mendenhall Peninsula
  - Any alternative using a tunnel structure rather than a bridge.
- Opposition to the following alternatives:
  - Salmon Creek
  - Twin Lakes
  - Vanderbilt
  - Sunny Point East
  - Sunny Point West
  - Any alternative within the Mendenhall Wetlands State Game Refuge (MWSGR).
- Concern with the perceived high number of alternatives remaining at the end of the PEL Study. Suggestion to eliminate the Vanderbilt and both Sunny Point alternatives based on the results of the scoring.
- Comment that the existing crossing is not at significant risk of failure.
- Suggestion to build a crossing next to the existing bridge.
- Suggestion to reinforce and maintain the existing bridge instead of building a north crossing.
- Suggestion to fund a ferry instead of a north crossing.
- Suggestion to fund a stand-by helicopter at the hospital.
- Suggestion to build a floating bridge in the event of a closure on the existing bridge.
- Support for terminating a north crossing at an existing intersection.
- Support for alternatives offering the best connections for emergency services and to the hospital.
- The best choice for a north crossing is as far away from the existing bridge for better redundancy.

Evaluation

- Questions about the following alternatives' evaluation scores and concerns the scores did not fully consider impacts and benefits:
    - Salmon Creek
    - Twin Lakes
    - Sunny Point East
    - Sunny Point West
    - Mendenhall Peninsula
- Request for Alaska Department of Fish and Game (ADF&G) review of alternatives.
- Request to include input from other communities on the coast, which also may experience any impacts to wildlife and wilderness.
- Request for estimations of impacts to nearby property owners for each alternative.
- Questions about the navigational needs in the channel.
- Suggestion to include costs of impacts to the environment in Benefit-Cost Analysis.
- Evaluation did not fully consider impacts to the MWSGR, birds, nesting, and bird migration.
- Concern the Benefit-Cost Analysis did not show significantly improved travel times.
- Concern the evaluation did not consider impacts to the Juneau Airport or future expansion.
- Concern the evaluation did not consider impacts of a potential failure of the Salmon Creek Dam, especially on the Salmon Creek alternative.

Environmental Concerns

- Support for habitat preservation in the MWSGR.
- Request for management of MWSGR to remain with ADF&G and concern it would be transferred to the Alaska Department of Natural Resources (DNR).
- Request for ADF&G to conduct stream sampling and water sampling in MWSGR prior to any construction.
- Request for additional environmental impacts analysis on social, economic, energy, emissions, visual, and recreational factors.
- Concern with declining fish populations.
- Concern the study team did not use available environmental studies of the MWSGR and habitat.
- Concern Department of Transportation Act, Section 4(f) criteria are not being considered.
- Concern ADF&G did not provide adequate impact analysis of resources in the MWSGR to compare alternatives.
- Concern with direct and indirect impacts to homes.
- Concern with impacts to waterfowl, birds, and wildlife.

- Climate and environmental costs should be considered.
- CO_2 emissions from construction equipment and materials should be considered.

Population and Usage

- Comment that Juneau's population is in decline or stagnant.
- Concern for the effect of Goldbelt Inc. land acquisition on the PEL study and future potential crossing.
- Concern for the increasing volume of cruise ship passengers on PEL study and future potential crossing.
- Questions about the sources of population and traffic data in the study.
- Concern with population imbalances between winter and summer due to tourism and the impacts on infrastructure.
- Concern traffic projections do not include recently announced developments on West Douglas Island, such as Goldbelt's development or the Coast Guard's Ice Breaker projects.
- Questions on level of service (LOS) and how that translates to users:
    - Delay time.
    - Number of traffic signal cycles spent waiting.
    - Differences between letter grades and the factors in assigning those.
- Suggestion to optimize the traffic signal at the existing Douglas Island bridge to prioritize left turns, minimizing wait times.

Funding

- Request for funding breakdown for money spent for the PEL study.
- Questions about construction funding sources.
- Questions about considerations included in cost analyses.
- Concern about expenses of a north crossing, including maintenance.
- Suggestion to reallocate north crossing funds to higher priority projects.
- North Douglas developers should fund a north crossing.
- Concerns with funding annual maintenance costs of a north crossing.
- Concern funding required for design and construction will be greater than the cost estimates shared.
- Concern a north crossing will lead to increased property taxes for CBJ residents.
- Comment on the draft PEL Study Report, page 110: construction cost estimates for Sunny Point East and Sunny Point West alternatives are the same; however, in the Level 2 Screening impact table are listed as $490 million and $530 million respectively.

Meeting Format and Process

- Appreciation for DOT&PF's and CBJ's efforts to move a north crossing project forward.
- Request to hold a formal presentation with question-and-answer or testimony session instead of an open house format for future public meetings.
- Request for a longer meeting, with a comprehensive presentation, presentation boards, and printed materials detailing potential environmental impacts, similar to the forum hosted by Territorial Sportsmen in September 2024.
- Appreciation for the public involvement efforts by the study team.
- Comment the meeting venue was a great space to hold the large crowd.
- Concern about politicization of the PEL study process.
- Concern with lack of transparency in the PEL study process.
- Concerns raised by the Advisory Committees were not addressed.
- Suggestion to redo the PEL study and not proceed to the NEPA phase.
- Conduct another survey focusing on statistical reliability.
- Concern the PEL Study has not identified new alternatives or reduced alternatives and has been a waste of resources.
- Suggestion to share itemized breakdown of funding sources and expenditures spent on the PEL study to date.
- Concern evaluation scores were not printed on alternatives boards.

Other Projects

- Concern about a north crossing's effect on future development at the airport.
- Support for developing a contingency plan for emergencies in case the existing crossing fails.
- Concern the Goldbelt project to develop a cruise ship dock on West Douglas was not included in the draft PEL Study and how additional tourism and tourist traffic will be accommodated.
- Improvements to the North Douglas Highway or a bench road should be funded prior to a north crossing.
- Improvements to the sewer treatment plant prior to additional housing development.
- Concern developers on North and West Douglas will not build affordable housing.
- Suggestion to shelve the north crossing idea and focus on developing denser housing to serve mass transit, bicycle, and pedestrian focused living.

In summary, the feedback received during the open house reflects a broad range of perspectives, priorities, and concerns from community members and stakeholders. All comments received by the June 9, 2025,

deadline will be considered, adjudicated, and compiled in a public comment summary that will be posted on the project website. Continued public engagement will remain a key part of decision making moving forward.

Action Items and Next Steps

- Distribute public comments to the study team and respond to concerns.
- Respond to requests for printed copies of the PEL Draft Report.
- Post the Public Open House summary to the website.

COMMENTS

Scan the QR code to view the project website and draft PEL Study Report.
Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

Hello -

(1) I favor NO Build. Housing should be built in the Valley or Downtown. I live Downtown

(2) The argument that a secondary route of transportation is needed in case our current bridge is wiped out is ludicrous ~~That is~~ The possibility of that happening & the possible loss of life or injuries from that is too farfetched to justify spending $360 to $460 million dollars.

(3) This cost overlooks, & the analysis appears to overlook, the cost of improving the existing Douglas road to handle the

To receive project information, please provide your name and contact details:

Name: MARY ALICE MCKEEN

Address: [redacted]

Email: [redacted]

Phone: [redacted]

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

increased traffic from a second crossing.

(4) after three years of study, it is surprising that there are still 6 alternatives.

(5) The Sunny Point West + East should have been eliminated because of their highly disruptive effects on birds + bird migration in the Refuge. A lot of the Refuge has already been given to development. This Project at this place will degrade the Refuge further.

(6) The Salmon Creek + The Twin Lakes alternative are the best alternatives, of the Build alternatives. The high score for the Twin Lakes alternative (18.6) is not valid. The Project could be built on that route in a way which would greatly ~~more~~ minimize effects on bird habitat, migration + nesting in the Refuge.

(7) FINALLY, this was a poor format for a public meeting. Maybe do this for the first hour + then at 6:00, have a public presentation where people could make comments + ask questions and we all could hear other peoples' comments and the response to those comments.

COMMENTS

North Crossing PEL Study

Scan the QR code to view the project website and draft PEL Study Report.
Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

Juneau population is stagnant or declining – according to Dept. of Labor it's not going up any time soon. This relates to the need for more housing and the a traffic analysis which is looking at 30 years out. Where are they getting their numbers from considering our population decline.

Habitat protection in the wetlands due to fish decline is needed now more than ever. N. Douglas & W. Douglas since Goldbelt is already starting development cumulative effects of these projects since they are intricately tied together. Housing – who is paying for sewage? Our sewer treatment plant is over capacity and will be very costly – spills happen so constant monitoring is needed. NOAA does this and is very understaffed as this project moves forward. It's been proven that developers prefer to build big houses b/c it is more profitable. How will this project provide more affordable housing. We have already done comments & will be resubmitting them.

To receive project information, please provide your name and contact details:

Name: Mark Rorick

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

over

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

We need fish sampling on the refuge and on Douglas also. That needs to be documented and put into the EIS.

I support the NO BUILD alternative.

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

After wandering around the Open House, and reading the posters, and talking with a few folks (project team members + members of public), I find myself confused as to what the purpose of this step is - and very disappointed. All I have really learned is that after 3 years of study, we have basically the same list of alternatives we've had for the last 20 years or more and no new information, beyond what we already know, such as mileages and generally why various people prefer certain alternatives. Nothing has really changed in this after many years.
What has changed, though, is highly significant yet it is not addressed.
Why weren't the following included in this study?

1. No use of the exhaustive environmental analysis of the Mendenhall Wetlands bird and wildlife habitat that has been conducted and reviewed recently at a packed public meeting?

2. Why no mention of Goldbelt Inc. acquisition of property on west side of Douglas Island and how traffic volume - especially tour busses -

To receive project information, please provide your name and contact details: (continued on other side)

Name: Jan Conitz
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

and plans to build cruise facilities on W. Douglas Is. will affect and be affected by any and all of the alternatives?

3. Absolutely no facts or discussion provided on how traffic patterns would change / be affected by each alternative and major safety implications of ANY increase in traffic on existing North Douglas Highway. If no mitigation or new building are planned it is clear that safety along the North Douglas Highway will become a serious problem → especially for children, pedestrians, cyclists, and trans residents.

4. The volume of cruise ship passengers disembarking daily in Juneau continues to increase, largely unchecked, creating serious economic, infrastructure, and population imbalances seasonally (ie summer-fall vs winter-early spring). It appears there has been no consideration given to the this extreme imbalance, how it will affect traffic, use, and environmental degradation with ANY of the alternatives

It is unreasonable to expect that the existing infrastructure supporting year-round LOCAL traffic can simply absorb the massive increases during cruise ship season without serious degradation of infrastructure and severe inconveniences (as well as safety concerns) for local residents.

And likewise, all of the negative impacts of each alternative will increase proportionally (~2-3X or more) during cruise-ship season

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

- Disappointed to not see a cost breakdown of Money already raised (by the city/State/Feds) + Spent (by the city/State/feds) for this initial process.
  - I think at this time we need to be very aware of how funds are being spent + raised for (flooding, education funding, etc...)

- Not excited to see Sunny point east costs related to User volume - from what I understand this was the citys priority decision?

- Disappointed to not see any information about how the funds to build (Construction cost) the bridge will be raised.

- 5 options (+ 5 NEPA processes) seems excessive.

- Not inspired by the PEL Scores

To receive project information, please provide your name and contact details:

Name: Dan Cannon
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

North Crossing PEL Study

• Considering the city's + State's financial situation + other priorities I'm in favor of the No Build option.

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

I live right above where the Salmon Creek option would access Douglas Island, so I have a self interest, that of not wanting a bridge "in my front yard." Having said that, my first comment is that I appreciate all the factors that have gone into the assessment to date. That is, the assessment has gone well beyond just the cost factor (as reflected in the benefit cost ~~analysis~~ analysis.

As I understand the rationale for a second crossing, part of the analysis is the reduction of travel on North Douglas Hwy as well as the reduction in travel miles for people traveling from North Douglas to the Valley and vice versa. Clearly, the Salmon Creek option has the least benefit in considering those two objectives.

To receive project information, please provide your name and contact details: (over)

Name: LARRY BUSSONE
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

The savings in travel miles would be five miles round trip. And in terms of reduction in travel, the Salmon Creek option would result in decreased traffic for just 2.5 miles of the 12 mile Highway.

Thank you for considering my comments.

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

Juneau Douglas North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

= NO BUILD, THANK YOU

To receive project information, please provide your name and contact details:

Name: Stuart Adam

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

This is, above all, a "somebody else's money" project. It's a luxury project that has always ranked low on DOT's priority list because it isn't needed. When Juneau was offered the chance to fund it locally, it was ~~[illegible]~~ voted down by a wide margin.

I am strongly for the "no build" alternative. I am against ~~[illegible]~~ putting a bridge through the Mendenhall Wetlands, and even the Salmon Creek alternative impacts the ~~[illegible]~~ wetlands.

Wild areas are always carved up piece by piece. We just bent over backwards to enable the wetlands next to the airport to be turned into an eyesore, and now North Douglas has been clearcut and is slated for a dock. Building a 2nd crossing will further impact North Douglas, wich is ~~[illegible]~~ currently a relatively untouched area.

The safety stuff is BS. Yeah, we could get hit by a meteorite, too, but we're not spending 500 million on a meteorite shield. "Safety" is always the last refuge of the developer scoundrel.

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

My primary concern is eliminating, or at least, minimizing damage to the Mendenhall Wetlands Game Refuge. Juneau has a tremendous asset in the refuge - as a place of space, wildlife, and ecological processes right in the center of the community. A crossing inside the refuge, especially @ Jimmy Pt area, will destroy that unvaluable sense of place.
Do Not position the crossing inside the refuge.

→

To receive project information, please provide your name and contact details:

Name: Gretchen Keiser
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

North Crossing PEL Study

Otherwise, I'd like to see more impacts analysis - social, economic, energy/emissions, visual, recreational!

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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When I questioned what the reason for the bridge are I was told Safety, redundancy, Development.
Safety: less than 10,000 people live on Douglas, many communities much larger have one bridge with no problems. We have a coast guard helicopter if evac is needed should something happen to the bridge. The bridge itself does not get that traffic large enough to significantly damage the bridge, and so long as Alaska DOT is doing their job the bridge we have should last.
Redundancy: should we need a second bridge to move more people why wouldn't we expand the bridge we have? It is in the best location to move the most people.
Development: I have met very few people who want more cruiseships in Juneau. I've got to believe this is mostly for the increase in ships coming to Juneau.

To receive project information, please provide your name and contact details:

Name: Alec Boyd-Devine
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

Adding this bridge would have significant impact on recreational activities here. As a Photographer, fisherman and Hunter I oppose Any crossing Through or near the wetlands.

Additionally the money needed to fund such an event is much more than it is worth. This city can't even keep track of their school money, let alone - minimaly 340 million dollar Project.

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

Why should we build $500M infrastructure beneath a 100-yr-old dam? Doesn't make a lot of sense.

To receive project information, please provide your name and contact details:

Name: Sally.

Address:

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

Scan the QR code to view the project website and draft PEL Study Report.
Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

I appreciate the level of analysis ~~that~~ and public engagement that has gone into the draft PEL Study. Based on my initial reading, I do not see a clear "winner" among the alternatives that are going forward, especially given that the alternative with the highest overall score (Salmon Creek) has a lower BCA score and seems to be less favored by the public. I am strongly in favor of the No Build alternative due to its minimal impact on critical habitat, traffic low, and land use. I am highly skeptical of the stated intention to develop affordable housing on North Douglas ~~or~~ and/or the backside of Douglas, and believe that the second crossing will benefit corporate interests more than residents.

To receive project information, please provide your name and contact details:

Name: _____

Address: North Douglas Resident

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

Scan the QR code to view the project website and draft PEL Study Report.
Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

Hello!

Thank you for providing this study. While I see the safety consideration for a second crossing, I would want to see some very strong reasons to build over a vital & precious wetland. Please consider this special ~~area~~ area of which there are not many left.

Salmon Creek

To me, ~~[illegible]~~ or no build look like the best options. ~~[illegible]~~ PEL scores and utility.

Thank you for the public process.

To receive project information, please provide your name and contact details:

Name: _____

Address: _____

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

Scan the QR code to view the project website and draft PEL Study Report.
Please provide your comments here or email your comments to
JDNorthCrossing@dowl.com by June 9, 2025.

Hi,

Thank you for keeping the public part of this process and using environmental linkages.

I feel like ~~if~~ you don't go w/ very northern Island (Mendenhall Peninsula route), you might as well not do any of the others.

The northern crossing would avoid wetlands and connect ~~Juneau~~ West Douglas development, and maybe reduce downtown shipping logistics decades from now, freeing up attractive real estate for more sustainable tourism and hotels, not cruise ships.

Protect the wetlands! Thanks!

To receive project information, please provide your name and contact details:

Name: Charlie Herrington

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

Juneau Douglas North Crossing PEL Study

Scan the QR code to view the project website and draft PEL Study Report. Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

NO BUILD

To receive project information, please provide your name and contact details:

Name: _____

Address: _____

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

having the bridge as far out Douglas as possible will help create a more livable/buildable future because we can bring water/sewer out further.

To receive project information, please provide your name and contact details:

Name: _____

Address: _____

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

Scan the QR code to view the project website and draft PEL Study Report. Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

· This project is ridiculous – it will destroy wetlands. There is NO good place for another bridge and this is an outrageous waste of money. Please use our money for something more useful!

I ~~prefer~~ support the NO BUILD alternative.

To receive project information, please provide your name and contact details:

Name: _____

Address: _____

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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I was surprised at the cost benefit analysis outcome. The travel time savings were especially interesting – and short. The projections in the Bridge Volume forecast had nominal use from Valley/airport traffic of new access. As a 40-year resident, I found that odd.

I also wondered if traffic projections were based on current population centers or accounted for N. Douglas growth.

To receive project information, please provide your name and contact details:

Name: Susan Bell

Address:

Email: [redacted]

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Best alternative: Do Not Build !

But if it has to be built, much prefer Twin Lakes –
A good connection to emergency services + hospital,
far enough out that it helps with distance to bridge –
+ less interfrence w/ refuge –

To receive project information, please provide your name and contact details:

Name: D.K. MERTZ
Address:
Email: [redacted]
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

This project is so important to future growth of Juneau. The traffic numbers seem dated and do not include Goldbelt's West Douglas development or Coast Guard Ice Breaker impact. B I support the Sunny Point West as the best option because it will be the most supportive of future development

To receive project information, please provide your name and contact details:

Name: _____

Address: _____

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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JDNorthCrossing@dowl.com by June 9, 2025.

I don't see the airport listed in criteria.

The tree stand has been cut down for aircraft glide path. Building an obstruction next to it is stupid.

Why block the airport from future expansion?

Spend the big bucks for the Montana alternative or Vandorbilt with interchange is the best option.

To receive project information, please provide your name and contact details:

Name: Jon Ahlgren

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

North Crossing PEL Study

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Please provide your comments here or email your comments to
JDNorthCrossing@dowl.com by June 9, 2025.

VanderBilt would Be the Best option.
I Also Like Sunny Point west

To receive project information, please provide your name and contact details:

Name: David Morris

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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First comment - how can you give a public presentation listing the alternatives to go forward and NOT put your scores on the alternatives. The scores reflect the NW→SE decreasing impacts of the alternatives.

Second - It may be moot, since Mend Peninsula is not being advanced, but the score for that alternative is inappropriately high. It does not reflect the large impacts on waterfowl, migratory birds, and anadromous fish habitat this alternative would have, both in the refuge and in the immediately adjacent water and tide lands.

Third - given the purpose of the PEL to streamline the NEPA process, why are you advancing the lowest scoring and more expensive northwest alternatives? By your description of the intent of the PEL Process, the two Sunny Point alternatives should not be recommended for NEPA consideration.

To receive project information, please provide your name and contact details:

Name: Alex Wertheimer Juneau, AK

Address:

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

North Crossing PEL Study

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After 3+ years of process there are still 6 alternatives (counting the no-build) to be forwarded to NEPA. That's where things stood after Level I screening! Why are the low-scoring alternatives going forward when the whole purpose of PEL is to winnow down the number of alternatives to be dealt with during the EIS?

To receive project information, please provide your name and contact details:

Name: Matthew Robus

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

There is no Congestion @ the Bridge!!! LOL

Scan the QR code to view the project website and draft PEL Study Report. Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

Salmon Creek - minimal impact + alternate emergency route
Twin Lakes - OK - what about private land owners? + alternate emergency route
Vanderbilt - OK " "
Sunny Pt. East - impact on Wetlands too much
impact on Salmon @ mile 19
unstable soils
impact on private land owners
ridiculous intersection on Douglas Hwy
Sunny Pt. West - all of the above
plus impacts airport
Egan is already dangerous here
No Build - OK if there is an emergency plan 4 bridge closure
Twin Exist Bridge - OK

To receive project information, please provide your name and contact details:

Name:

Address:

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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JDNorthCrossing@dowl.com by June 9, 2025.

The open house model with posters around the room is NOT effective for relaying information to the public. It is NOT robust and I wrote this same comment when the PEL used it the very first open house.

What report will be given at the end of the PEL Study at the end of July? I would like a public meeting where there are presenters and question and answers.

To receive project information, please provide your name and contact details:

Name: Freda Westman

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Is annual maintenance considered in the total cost and benefit analysis? The alternatives w/ the roads (Sunny Point) would cost more in annual road maintenance.

I favor the no build option. Juneau's population is declining. The state and the city need to prioritize other major funding issues.

To receive project information, please provide your name and contact details:

Name: _____

Address: _____

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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- On what basis is 25% traffic growth used when 2050 Juneau population flat or declining
- For LOS of document focus queue length. More important what is increase delay time – how many green cycles do you sit through, if any
- What is the scale of the peak hour level service F, full hour or simply 15 minutes.
- Regarding 10th/Egan 2050 left turn
  - area being accessed is fully built out – why the increase?
  - If 10th/Egan left turn breaks down, did the modeling account for traffic using other intersections (self leveling). Note 10th was closed last summer. Traffic went somewhere
  - Did you try optimizing green time – more to left turn, less to opposing thru

To receive project information, please provide your name and contact details:

Name: GARY Hoginos
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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JDNorthCrossing@dowl.com by June 9, 2025.

We need to review the expected "need" for a 2nd crossing with declining population. The "need" for hospital access is bad & can be filled by a standby helicopter or ferry manned 24 hours + fix the existing bridge.

NO Build option
Idea for 24 hour emergency

To receive project information, please provide your name and contact details:

Name: Margo Waring
Address:
Email: [redacted]
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

North Crossing PEL Study

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JDNorthCrossing@dowl.com by June 9, 2025.

CUI BONO? FOLLOW THE MONEY

ONLY REASONABLE PURPOSE IS TO PROVIDE ALTERNATIVE ACCESS TO DOUGLAS ISLAND IF THE EXISTING BRIDGE FAILS BUT CORPS of ENGINEERS COULD SPIN UP A FLOATING BRIDGE OR FERRY

WHO REALLY BENFITS?
NO BUS SERVICE ON NORTH DOUGLAS BUT TONS OF SCHOOL BUSES. ELIMINATE THOSE, BEEF UP CITY BUS SYSTEM & GIVE KIDS VOUCHERS (SAFETY CONCERNS DEALT WITH BY HAVING MONITORS ON THE BUSES - LOTS of CITIES ALREADY DO THAT)

FIX FRED MYERS INTERSECTION FIRST!?

To receive project information, please provide your name and contact details:

Name: RICH PARKER
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

No build.

To receive project information, please provide your name and contact details:

Name: _____

Address: _____

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

Scan the QR code to view the project website and draft PEL Study Report. Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

This is critical infrastructure for Juneau's future. I strongly support moving this project forward and appreciate ADOT + CBJ's efforts!

To receive project information, please provide your name and contact details:

Name: _____

Address: _____

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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The environmental impact should include input from other communities impacted. If our bridge damages the migratory bird population, it will impact the livelihood of communities all up and down the coast. Comments + feedback need to be heard by the other communities that rely on our migratory bird populations.

To receive project information, please provide your name and contact details:

Name: Laura Tanel Lauren Tanel
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

- Plz Require ADF&G Review of Alternatives.

- Salmon Creek & Twin Lakes & Vanderbilt on Balance make most sense to me

To receive project information, please provide your name and contact details:

Name: Jim Powell

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

Ron Somerville Testimony
Juneau/Douglas Second Crossing
May 15, 2025

Good afternoon CBJ and DOTPF staff and Assembly members. My name is Ron Somerville and I live at [redacted] here in Juneau. I am a member of the Mendenhall Wetlands Study Group (MWSG) but I am testifying today on my own. I, like the rest of the Study Group, agreed to participate in the PEL Second Crossing Study and the NEPA process as a technical advisory group consisting mostly of wildlife and outdoor environmental professionals dedicated to a transparent, professional and scientific analysis of potential crossing alternatives.

I am here today to advise you that the whole PEL process has been anything but transparent with skewed professionalism and incomplete scientific analysis. The most critical element I can offer is the political manipulation of the process to identify and justify a preconceived and preselected crossing alternative. From the beginning, CBJ, DOTPF and consequently DOWL preselected the Sunny Point crossings as the preferred alternative. That point was made early when someone from DOWL released, for front page coverage in the local Juneau Empire, that Sunny Point East was the preferred alternative. This was despite the fact that the PEL study was in its early stages and had not publicly concluded that as a preferred option.

I have an important point to make and an equally important question to ask. First, the National Transportation Act of 1966 deals with national highway funding projects and federal criteria for funding approval. Paragraph 4 (f) of that Act states, "....the Secretary shall not approve any program or project which requires the use of any land from a park, recreation area, wildlife and waterfowl refuge, or historic site unless (1) there is no feasible and prudent alternative to the use of such land and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use."

It is important to note that other federal and state document mirror this same language, including the refuge management plan.

The 4 (f) requirements do not say "if convenient" or "if desired" or "if politically convenient." The paragraph says "not approve any" and requires unit crossings only if "no

feasible and prudent alternative is available. The paragraph requires that unit crossings require "all possible planning to minimize harm ...." Unfortunately, this PEL process violates every provision of this law in an attempt to satisfy the political whims of the Borough Assembly, the Department of Transportation and Public Facilities and the contractor DOWL.

Our organization has been perplexed because the Mendenhall Wetlands Wildlife Refuge is statutorily assigned to the Alaska Department of Fish and Game (ADF&G) for management. During this whole process, ADF&G has provided general impact analysis over the Refuge as a whole. The Department has chosen, however, to not provide specific impacts to the resources or public for each crossing so that each crossing can be scientifically compared to determine which refuge crossing meets the requirement to "MINIMIZE" harm. Thus, this PEL study does not have the scientific information available from the managing agency to make a decision. The MWSG has provided critical scientific date and provided critical resource and public impact rankings which, if utilized, would be helpful. However, the fact is that the managing agency has chosen not to provide information necessary to justify the "minimization of harm."

The only question I have is, "Who in CBJ, DOTPF and DOWL politically pressured the Commissioner of ADF&G to not provide resource and public use ranking information for the crossing route alternatives?" If this part of the process is legitimate then the PEL process needs to start over because it is not a level playing field.

This issue and other failures of the contractor necessitates a decision that this PEL process was not conducted professionally nor accurately. There are only a couple of options, either start the Pel process over again or pause the conclusion of this process until the Commissioner of ADF&G authorizes the staff to provide the impact information for the resources and public uses. Most importantly, this process must not go forward to the NEPA portion as the data is terribly flawed.

The MWSG will be providing a detailed analysis of the Level 2 Screening release to the public.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

Scan the QR code to view the project website and draft PEL Study Report. Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

1) The least disruptive $ to homeowners; by far the least damaging to wildlife, hunters, salmon, other fish, wetlands, and migratory birds, is CLEARLY "SALMON CREEK". It meets the purpose and need for emergency service. It is only 4-5 miles from access by Mendenhall Valley residents. The estimated cost is in the lowest 3 estimates. So please make the best choice — Salmon Creek. No other option comes close to overall benefits and minimizing ~~deg~~ degradation of existing and future overall values.

2) Twin Lakes and Vanderbilt may appear to minimize estimated $, but they will affect local and all other users of the lakes, refuge, and fish and wildlife. Thanks for the opportunity to comment (pretty minimal info available here) could be much better.

To receive project information, please provide your name and contact details:

Name: Bill Hanson

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS North Crossing PEL Study

Request for ~~written~~ hard copy (w/o appendies):
Freda Westman
[redacted]

* Noted this down for Freda, follow-up with Christy G. if any questions

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

North Crossing PEL Study

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- INTRIGUED W/ SALMON CREEK OPTION AND IMPACT THE (IN)STABILITY/LONGEVITY (DAM FAILURE) WOULD HAVE ON THIS OPTION. SEEMS LIKE YOU MUST GET FERC DAM INFO FACTORED IN.
- WOULD BE NICE TO SEE APPROXIMATIONS OF HOMES DIRECTLY IMPACTED; AND THIS W/IN .75MI. INDIRECTLY IMPACTED
- PLS TRY TO KEEP AWAY FROM WETLANDS!
- BCR CHART INFO DON'T ALWAYS ALIGN W/ THE LEVEL 2 TBL. esp. SUNNY PT EAST
- BIGGEST QUESTION @ ALL IS IF WE HAVE $340-530 M IN FUNDS IS THIS JNU'S HIGHEST NEED WHEN THE BCR CHARTS BOTTOM LINE IS WE ARE SAVING 60+ SECONDS*?

To receive project information, please provide your name and contact details:

Name: Sally Saddler

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

* I HOPE I AM MISUNDERSTANDING THE LINE "SECONDS" SAVED!

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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JDNorthCrossing@dowl.com by June 9, 2025.

My opinion:
Due to migratory disturbance, I think Sunny Point West & East should be eliminated as considerations. As well, it would be a shame to disturb the Wetlands.

Having the bridge come out at a street light that is already established makes a lot of sense! Vanderbilt or better yet, Salmon Creek (since it is out of the Wetlands).

To receive project information, please provide your name and contact details:

Name: Vickie Ake
Address:
Email: [redacted]
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

Juneau Douglas North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

I wonder if this is truly needed. It is so expensive and destroys valuable wetlands.. It seems as if it doesn't save that much time.

To receive project information, please provide your name and contact details:

Name: Lisa Kramer

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

North Crossing PEL Study

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JDNorthCrossing@dowl.com by June 9, 2025.

Any and all options will impact bird & fish migration. This issue needs looked at before a location is determined. Public land access & fishing/hunting will be impacted accept for the Salmon Creek / Twin Lakes would have the least impact on access. These bridges are extremely expensive and a cost analysis should be done to determine location. I am in favor of the no build followed by Twin Lakes & Salmon Creek for having minimal impact on the land, game, & resources. What this state / critters need is more pristine wetlands not less and not a tax cost of the outdoorsmen.

To receive project information, please provide your name and contact details:

Name: Don. P

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

North Crossing PEL Study

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I support the "no build" alternative. If the community wants a bridge, it should be at Twin Lakes.

The community is not growing, except for summer tourism.

If access to the hospital is desired a 24hr staffed ferry would be cheaper & less destructive.

To receive project information, please provide your name and contact details:

Name: Margo Waring

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

Juneau Douglas North Crossing PEL Study

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IMPROVE WHAT WE HAVE AND LEAVE OUR WETLANDS ALONE.

TAKE OUR SAVINGS FROM DOING NOTHING/NO BUILD AND APPLY THEM TO IMPROVING THE QUALITY OF OUR LIVE HERE IN JUNEAU.

To receive project information, please provide your name and contact details:

Name: _____

Address: _____

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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The Mendenhall wetlands are CRITICAL HABITAT for migratory birds. This area is protected from development for good reason. Juneau has a declining population. Our current traffic ~~needs~~ infrastructure meets our needs. For these reasons I support the "NO BUILD" option.

If the D.O.T. prevails and this crossing goes ahead my preference would be SALMON CREEK as it has the least damage to the environment.

I am very concerned that the costs listed for these potential crossings are lower than the actual costs will be.

To receive project information, please provide your name and contact details:

Name: Suzanne Cohen
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

- How are navigation needs in the channel addressed?
- Why is Sunny Point alternatives still being considered when they are the most expensive and impactful to the natural environment?

To receive project information, please provide your name and contact details:

Name: _____

Address: _____

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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I believe all of the proposals that have been advanced each would result in irreparable harm to the environment (to aquatic and avian species as well as land animals) and to the recreational values cherished by borough residents.

I do not support ignoring life, health & safety concerns, however I do believe we should address those concerns and those of existing aging infrastructure by building a bridge right next to the existing bridge.

To receive project information, please provide your name and contact details:

Name: Laura Fleming
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

(I put name on sign-in sheet at Public Open House #3 May 15, '25

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

I am in favor of the no build alternative.
Was there an option for improving infrastructure on the current bridge? If so, why was it dismissed?
If one option must be chosen, please choose Salmon Creek, as it is the only option outside of Mendenhall Wetlands critical area

To receive project information, please provide your name and contact details:

Name: Lauren Tanel
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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JDNorthCrossing@dowl.com by June 9, 2025.

1. How will this be paid for? Or will you raise our property taxes again?
2. I dont think we really need a second crossing at this time.
3. In reviewing the cost analysis, time savings for drivers, & the amount of disruption this will cause to the homeowners, I do not think this should occur.
4. I feel the city has already made their decision, & these meetings are just to make us feel like we were part of the decision making process.
5. These "meetings" with fancy posters look nice, but spendy. I feel these meetings would be much more productive with a normal meeting layout, Q & A's, & powerpoints.

11

To receive project information, please provide your name and contact details:

Name: Robyn Chartrand
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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This project is expensive to build & maintain. Is there a real need, I think not. The travel time savings listed on the poster 60 seconds to 62.5 seconds sounds like an expensive build! We need to spend money on more basic services like our children's public education. We are told we have no money for that.

To receive project information, please provide your name and contact details:

Name: Christine Niemi
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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We are highly opposed to a second bridge. ~~in another~~
Both of the Sunny point options would by far be the most damaging to the wildlife and especially the waterfowl. Not only would this impact hunters rights but it would interrupt and displace wildlife in this area. The Mendenhall wetlands is a sacred and beautiful area that should not be disturbed. The only option that makes the most sense is the Mendenhall peninsula route. This option may cost more money sparing the cost of effecting the wildlife and while thinking long term with the development on Douglas, it would give better access to people who live out there.
Build the bridge in a space that makes sense or don't build it at all.

To receive project information, please provide your name and contact details:

Name: Destiny Burnato
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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My home on N. Douglas is at (Mile 5!) I've lived there for 43 years. Over those years on the Refuge I've watched eagles raise their young, watched migrating waterfowl. Yellow-leg sandpipers feed in front of my home as they raise their young in the woods above my home.

The Mendenhall Wetlands complex is designated a GLOBAL important bird area. (230 species). It's been a Refuge for years. If the wetlands is both a State Refuge and a GLOBAL IBA, IT SHOULD BE OFF the TABLE for ANY DEVELOPMENT.

To receive project information, please provide your name and contact details:

Name: Shirley Campbell
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

Juneau Douglas North Crossing PEL Study

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BUILD THE CROSSING!

SUNNY POINT EAST OR WEST BEST MEET THE PURPOSE & NEED OF THIS CROSSING

SALMON CREEK & TWIN LAKES ARE POOR CHOICES. TOO LITTLE BENEFIT RELATIVE TO COST.

To receive project information, please provide your name and contact details:

Name: _____

Address: _____

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

North Crossing PEL Study

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ANY BENEFIT COST ANALYSIS SHOULD CONSIDER CLIMATE + ENVIRONMENTAL COSTS AND ECOSYSTEM SERVICES — WE MUST CONSIDER CO_2 EMISSIONS FROM CEMENT, FROM DEGRADED WETLANDS, AND FROM REDUCED PHOTOSYNTHETIC STORAGE.

WE MUST INCLUDE THESE COSTS (AND ENVIRONMENTAL SERVICES COSTS) IN ANY COST/BENEFIT ANALYSIS.

To receive project information, please provide your name and contact details:

Name: _____

Address: _____

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

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DO NOT DESTROY ANY MORE WETLANDS — WE ARE A CITY WHO CARES FOR OUR LAND + WATER — NO CROSSING IN THE REFUGE. DO NOT TRANSFER MANAGMENT TO DNR.

To receive project information, please provide your name and contact details:

Name: _____

Address: _____

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

KEEP MANAGEMENT AS ADF+G

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

Scan the QR code to view the project website and draft PEL Study Report.
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The No Action Alternative is the best of these alternatives for the future of Juneau. Building more street/highway capacity generates more traffic. Many studies confirm this. This is a 70+ year-old idea stuck in minds of people developing for sprawl & cars. We need to shelve this entire process as history & look @ density housing that can be efficiently served by mass transit & bicycles, pedestrian interconnections.

The wetlands should be protected. Develop an emergency plan for if bridge goes out & put resources into protecting & maintaining the bridge.

To receive project information, please provide your name and contact details:

Name: KARLA HART
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

Scan the QR code to view the project website and draft PEL Study Report.
Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

I am for Scenery pt west

To receive project information, please provide your name and contact details:

Name: JON A. REISWIG

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

No Build or if there is a real need to reduce traffic (Prove it please) then put in a bridge next to existing bridge

To receive project information, please provide your name and contact details:

Name: Nanci Spear
Address: [redacted]
Email:
Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

JUNEAU DOUGLAS
North Crossing PEL Study

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Please provide your comments here or email your comments to
JDNorthCrossing@dowl.com by June 9, 2025.

The best option is ~~between~~ Sunny Point West, then Sunny Point East, then Vanderbilt Hill. Further away from the existing bridge better traffic alternatives during downtown catastrophic events.

To receive project information, please provide your name and contact details:

Name: Don Habeger

Address: [redacted]

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

North Crossing PEL Study

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Please provide your comments here or email your comments to JDNorthCrossing@dowl.com by June 9, 2025.

THE TRAFFIC STUDIES DON'T APPEAR TO TAKE FUTURE DEVELOPMENT INTO ACCOUNT.

To receive project information, please provide your name and contact details:

Name: DAVE HANNA

Address:

Email:

Phone:

Additional project information is available at www.JDNorthCrossing.com.

COMMENTS

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Mary Alice -
Request to have presentation style or hybrid meeting format w/ OH walk-through

*Noted this down for Mary Alice, follow up with Christy G. if any questions

To receive project information, please provide your name and contact details:

Name: _____

Address: _____

Email: _____

Phone: _____

Additional project information is available at www.JDNorthCrossing.com.

Public Meeting Sign In Sheet

Meeting: Juneau Douglas North Crossing PEL Study Open House No. 3
Date: May 15, 2025
Location: Juneau Arts and Culture Center (JACC), Juneau, AK

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Kendal Ramage [redacted]	DOWL Anchorage, AK 99515	Female ☐	Male ☐	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Elena Feghali [redacted]	DOWL	Female ☐	Male ☐	White ☒	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
BRUCE BAKER [redacted]		Female ☐	Male ☑	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Scott Lafaver [redacted]		Female ☐	Male ☑	White ☒	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
C. Lockridge [redacted]		Female ☐	Male ☐	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Gina Heffern [redacted]	Horizon Drive	Female	☒	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Alicia Hughes-Skandijs	99801 - Juneau [redacted]	Female	☒	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Nancy Waterman		Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Brita Rice	[redacted]	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Charlie Herrington	[redacted]	Female	☐	Male	☒
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Greg Lockwood	DOT+PF	Female	☐	Male	☐
Steve Noble	DOWL	White	☐	Hispanic	☐
Theresa Dutchuk	DOWL	AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
		Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Galen Hefferan		Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Kirsa Hughes-Skandijs 99801 [redacted]		Female	☑	Male	☐
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Karen Parker [redacted]	North Douglas	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Brien Daugherty [redacted] Brien Daugherty	Downtown	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Laura Talpey [redacted]		Female	☑	Male	☐
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Danielle Meeher	North Douglas	Female	☑	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
		Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
ROBERT MINCH	R Minch PRIVATE	Female ☐	Male ☐	White ☑	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
MIKE STANLEY	NORTH DOUGLAS NEIGHBORHOOD ASS'N M Stanley	Female ☐	Male ☒	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Lisa Kramer	Men Ren Rd. L. Kramer	Female ☒	Male ☐	White ☒	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Frank Rue	[redacted]	Female ☐	Male ☐	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Andrea Stats & Larry Bussone	[redacted]	Female ☐	Male ☐	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Keith Goering	[redacted]	Female ☐	Male ☐	White ☒	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Shannon VanValin	[redacted]	Female ☐	Male ☐	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Tim	Tim J Mc	Female	☐	Male	☒
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Ron Somerville TSF		Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Robyn Marriott Chartrand [redacted]	[redacted]	Female	☒	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☒
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Regina Vale [redacted]	[redacted]	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Alex Wertheimer	[redacted]	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
mary alice McKeen	self [redacted]	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Cy Dodd	Juneau Chamber	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Denise Koch	CBJ / Eng & Public Works	Female	☒	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Jon Ahlgren [redacted]	[redacted]	Female	☐	Male	☑
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Bonilyn Parker	[redacted]	Female	☒	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
[redacted]	[redacted]	Female	☒	Male	☒
Justin Richardson		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Sean Lynch	[redacted]	Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Jeff Jenkins	SECOM Juneau, AK	Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Katie Koester	CBJ	Female	☒	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Public Meeting Sign In Sheet

Meeting: Juneau Douglas North Crossing PEL Study Open House No. 3

Date: May 15, 2025

Location: Juneau Arts and Culture Center (JACC), Juneau, AK

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Freda Westman [redacted]	[redacted]	Female	☒	Male	☐
		White	☐	Hispanic	☐
		AK Native	☒	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Matthew Robus [redacted]	[redacted]	Female	☐	Male	☑
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Hayden Gorrison		Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Roy Churchwell	ADF&G	Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Carol Barril		Female	☒	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Nell McConathey	[redacted]	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Maggie Robb	SEACC	Female	☐	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Kyle Dillingham		Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Tel Brown		Female	☐	Male	☒
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
No Name given		Black	☐	Other	☐
		Female	☑	Male	☐
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
Destiny Burnato		Black	☐	Other	☐
Kea Jotins [redacted]	[redacted]	Female	☑	Male	☐
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Ed Morgan [redacted]	[redacted]	Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Allen Klein [redacted]	[redacted]	Female	☑	Male	☑
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Cecily Morris [redacted]	[redacted]	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Kate Kanavage [redacted]		Female	☑	Male	☐
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Kevin Maier [redacted]	[redacted]	Female	☐	Male	☑
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Jeff Hoover [redacted]	[redacted]	Female	☐	Male	☑
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Jack Avery	[redacted]	Female	☐	Male	☑
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
David Morris	[redacted]	Female	☐	Male	☑
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Robert Morgenthaler JILL WEITZ	[redacted]	Female ☐	Male ☐		
		White ☐	Hispanic ☐		
		AK Native ☐	Asian ☐		
		N. American ☐	Pac. Islander ☐		
		Black ☐	Other ☐		
Brian Maller [redacted]	[redacted]	Female ☐	Male ☒		
		White ☑	Hispanic ☐		
		AK Native ☐	Asian ☐		
		N. American ☐	Pac. Islander ☐		
		Black ☐	Other ☐		
KARLA HART [redacted]		Female ☒	Male ☐		
		White ☒	Hispanic ☐		
		AK Native ☐	Asian ☐		
		N. American ☐	Pac. Islander ☐		
		Black ☐	Other ☐		
Alec Boyd-Devine [redacted]	[redacted]	Female ☐	Male ☒		
		White ☑	Hispanic ☐		
		AK Native ☐	Asian ☐		
		N. American ☐	Pac. Islander ☐		
		Black ☐	Other ☐		
Patty Owen [redacted]	[redacted]	Female ☒	Male ☐		
		White ☒	Hispanic ☐		
		AK Native ☐	Asian ☐		
		N. American ☐	Pac. Islander ☐		
		Black ☐	Other ☐		
PAUL HANNA [redacted]	A.B.C. [signature]	Female ☐	Male ☒		
		White ☐	Hispanic ☐		
		AK Native ☐	Asian ☐		
		N. American ☐	Pac. Islander ☐		
		Black ☐	Other ☐		
Sally Sadder [redacted]	[redacted]	Female ☐	Male ☐		
		White ☑	Hispanic ☐		
		AK Native ☐	Asian ☐		
		N. American ☐	Pac. Islander ☐		
		Black ☐	Other ☐		

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Frankie Pillifant [redacted]		Female ☐	Male ☐	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Don Phillips [redacted]		Female ☐	Male ☐	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Suzanne Cohen [redacted]		Female ☐	Male ☐	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Stuart Cohen [redacted]		Female ☐	Male ☐	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Dom & Jackie Triglietta		Female ☑	Male ☑	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Douglas Mertz [redacted]		Female ☐	Male ☐	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Scott Spickler [redacted]		Female ☐	Male ☑	White ☑	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
MARGO WARING [redacted]		Female	☑	Male	☐
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Barbara + Ron Berg [redacted]		Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Brenda Taylor	[redacted]	Female	☑	Male	☐
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Kara Johnson	[redacted]	Female	☑	Male	☐
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Dave Gardet	[redacted] [signature]	Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
BRIAN HOLST	JEDC	Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Liz Fruechtnicht	[signature]	Female	☒	Male	☐
		White	☒	Hispanic	☐
	UAS Bird Club	AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
ANDY SPEAR [redacted]	[redacted]	Female ☐		Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Don Habeger [redacted]	[redacted]	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Paul Kelly [redacted]	CBJ Assembly	Female	☐	Male	☒
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Stevie Gawryluk [redacted]	Artemis Sportswomen	Female	☒	Male	☐
		White	☐	Hispanic	☒
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
GRETCHEN KEISER [redacted]	Resident/ Pres, AK Heat Smart Board	Female	☒	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Jan Conitz [redacted]	[redacted]	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Lillian Thorington [redacted]	UAS Birding Club & Miss Juneau Volunteer America Glacier Navy, 99801 Lillian Thorington	Female	☒	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Zachary Pease		Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
NATE RUMSEY	Nate Rs	Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Morgan McCammon [redacted]	DOWL	Female	☒	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
BRIDGET LAPENTER	CBJ	Female	☒	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Christy Gentemann	DOT&PF Environmental	Female	☑	Male	☐
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
		Female	☑	Male	☐
		White	☑	Hispanic	☐
Vickie Ake		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
		Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Public Meeting Sign In Sheet

Meeting: Juneau Douglas North Crossing PEL Study Open House No. 3

Date: May 15, 2025

Location: Juneau Arts and Culture Center (JACC), Juneau, AK

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Phoenix Harlan [redacted]	The Symmetry of You Rolfing / [signature]	Female	☐	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☒ Non-Binary
Patricia Rorick [redacted]	[signature]	Female	☒	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Michael Williamson	Goldbelt / [signature]	Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
James King	[redacted]	Female	☐	Male	☑
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Christine Niemi [redacted]	[redacted]	Female	☐	Male	☐
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Public Meeting Sign In Sheet

Meeting: Juneau Douglas North Crossing PEL Study Open House No. 3
Date: May 15, 2025
Location: Juneau Arts and Culture Center (JACC), Juneau, AK

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Angela Rodell [redacted]	[redacted] Angela Rodell	Female	☑	Male	☐
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
CJ Schneider [redacted]	CJ Schneider	Female	☐	Male	☑
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Susan Bell [redacted]	Huna Totem	Female	☑	Male	☐
		White	☐	Hispanic	☐
		AK Native	☒	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Megan Behnke [redacted]		Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Jon A Reisweg	[redacted]	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Abigail Qberg [redacted]	[redacted] Abigail Qb	Female	☒	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Carl Schrader [redacted]	[redacted] Carl Schrad.	Female	☐	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Gary Higgins	[redacted]	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Nick Waldo [redacted]	[redacted]	Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Clarise Larson [redacted]	KTOO	Female	☒	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Daniel Michrowski [redacted]	[redacted]	Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Steven Gabelein [redacted]	[redacted]	Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Forrest Gaustadt	UAS Bird Club	Female	☐	Male	☑
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Mark S. Johnson	[redacted]	Female	☐	Male	☐
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
[redacted]	[redacted]	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
[redacted]	[redacted]	Female	☐	Male	☑
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Neil Stichert	[redacted]	Female	☐	Male	☑
		White	☑	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
C. Bookless	[redacted]	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Kim Titus	[redacted]	Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Public Meeting Sign In Sheet

Meeting: Juneau Douglas North Crossing PEL Study Open House No. 3
Date: May 15, 2025
Location: Juneau Arts and Culture Center (JACC), Juneau, AK

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:
Pat Ingledue [redacted]	[redacted]	Female ☑ Male ☐ White ☐ Hispanic ☐ AK Native ☐ Asian ☐ N. American ☐ Pac. Islander ☐ Black ☐ Other ☐
Don Ingledue [redacted]	Same as above	Female ☐ Male ☒ White ☒ Hispanic ☐ AK Native ☐ Asian ☐ N. American ☐ Pac. Islander ☐ Black ☐ Other ☐
Richard Chartrand	[redacted]	Female ☐ Male ☐ White ☐ Hispanic ☐ AK Native ☐ Asian ☐ N. American ☐ Pac. Islander ☐ Black ☐ Other ☐
Ann & Jonathan Swinton [redacted]	[redacted]	Female ☒ Male ☒ White ☒ Hispanic ☐ AK Native ☐ Asian ☐ N. American ☐ Pac. Islander ☐ Black ☐ Other ☐
Rich & Karen Parker [redacted]	[redacted]	Female ☐ Male ☑ White ☑ Hispanic ☐ AK Native ☐ Asian ☐ N. American ☐ Pac. Islander ☐ Black ☐ Other ☐

Public Meeting Sign In Sheet

Meeting: Juneau Douglas North Crossing PEL Study Open House No. 3
Date: May 15, 2025
Location: Juneau Arts and Culture Center (JACC), Juneau, AK

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

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Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
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		N. American ☐	Pac. Islander ☐		
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		AK Native ☐	Asian ☐		
		N. American ☐	Pac. Islander ☐		
		Black ☐	Other ☐		
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		N. American ☐	Pac. Islander ☐		
		Black ☐	Other ☐		
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		Black ☐	Other ☐		

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		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
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		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
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		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
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		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
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		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
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		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
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		White	☐	Hispanic	☐
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		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
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		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
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		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
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		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
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		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
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		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Public Meeting Sign In Sheet

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Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
James Gunn [redacted]	[redacted]	Female ☐	Male ☒	White ☒	Hispanic ☐
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		Black ☐	Other ☐		
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		Black ☐	Other ☐		
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		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		

10. Small Group Meetings and Updates

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0:0:0.0 --> 0:0:1.370
Heidemann, Marie E (DOT)
Yeah, helpful information.

0:0:4.120 --> 0:0:4.770
Nina Keller Horne
Sure.

0:0:4.230 --> 0:0:4.920
Steven Noble
Sounds good.

0:0:6.110 --> 0:0:15.850
Nina Keller Horne
No problem. So also in the attachment for this meeting invite we had, uh, we listed the memo with the screening criteria.

0:0:16.660 --> 0:0:31.70
Nina Keller Horne
I'm not gonna read through them all, but uh, we pretty much have two levels. First level screening has two different steps. The first one is to ensure that each alternative meats are are purpose and needs. Statement that was developed in this process.

0:0:31.600 --> 0:0:36.820
Nina Keller Horne
Umm, which should be in the memo if you wanna read that on.

0:0:37.920 --> 0:0:50.250
Nina Keller Horne
If not, if not, Jaronik doesn't meet that purpose and need we will not even carry it through level 1 screening. UM. If they do, we will do a qualitative analysis of each of our preliminary alternatives.

0:0:51.110 --> 0:1:5.450
Nina Keller Horne
And look at impacts in different categories. So the create here in environmental impacts, social impacts and giving neighborhood impacts, economic impacts. So it's a long list of them.

0:1:6.50 --> 0:1:27.0
Nina Keller Horne
But at this level one stage it is all just qualitative and then doing level 2. So we're assuming

we might get 3-4 alternatives that will move from level 1 to level 2 screening during level 2 screening. We will use similar criteria, but we will do.

0:1:27.830 --> 0:1:30.710
Nina Keller Horne
We will look at them quantitatively and.

0:1:31.600 --> 0:1:34.710
Nina Keller Horne
I don't. Let's let's see an example. I don't have it in front of me.

0:1:36.690 --> 0:1:41.500
Nina Keller Horne
Yeah. Acreage is impacted by the alternative, the.

0:1:42.750 --> 0:1:47.980
Nina Keller Horne
How many linear feed off stream is impacted if there are any UM.

0:1:49.950 --> 0:2:3.740
Nina Keller Horne
Private property is the number of private properties impacted, so anything we can kind of find numbers for within those impacts that we were looking at at level one, we're looking into at at Level 2 just in more detail.

0:2:4.510 --> 0:2:14.280
Nina Keller Horne
UM, just so we can compare the alternatives. UM, to make sure we move the one forward that has the least amount of impacts, meets our purpose and need.

0:2:14.930 --> 0:2:20.450
Nina Keller Horne
Umm has the support and is also constructible and.

0:2:21.700 --> 0:2:22.280
Nina Keller Horne
Is.

0:2:23.140 --> 0:2:27.570
Nina Keller Horne
Constructable, but also as cost of like we can pay for it too. So.

0:2:28.690 --> 0:2:30.830
Nina Keller Horne
That's an in short, what we're looking at.

0:2:44.450 --> 0:2:44.790
Nina Keller Horne
And then.

0:2:32.460 --> 0:2:55.830
Steven Noble
Yeah. I think as far as the level 2 screening criteria for for the concepts that make it pass, level one and go to level 2, we're actually going to be generating engineer concept drawings for with cross sections and footprints and quantities that we can calculate specifically. Whereas under level one it's it's much more like Nina was saying, it's much more conceptual.

0:2:58.270 --> 0:3:1.570
Nina Keller Horne
It's it's very high level. I mean all of them will have.

0:3:3.50 --> 0:3:8.720
Nina Keller Horne
Separated by path, so I think we've we've showed that to the advisory committees in the past.

0:3:10.830 --> 0:3:12.180
Nina Keller Horne
Yeah, with the UM.

0:3:10.890 --> 0:3:25.60
Steven Noble
Yeah. I mean, right. Sorry. Right now our cross section is is one travel lane in each direction with shoulders and a 6 foot pathway on one side and a 10 foot pathway on the other side. That's kind of our bridge cross section.

0:3:28.90 --> 0:3:33.850
Nina Keller Horne
Now based on the management plan for the refuge, we are looking into.

0:3:33.960 --> 0:3:45.640
Nina Keller Horne

And keeping the impacts as little as possible and the footprints, so we are most likely moving forward with not a cosplay, but bridge options within the refuge.

0:3:48.400 --> 0:3:48.680
Nina Keller Horne
And.

0:3:49.420 --> 0:3:56.430
Nina Keller Horne
Yeah, this is this is it. This is it. In short, if you have any questions, we can talk about it more in depth.

0:3:57.130 --> 0:4:15.300
Nina Keller Horne
UM, if you and this is what we you know what we need our technical advisory committee to give us feedback and in particular with our screening criteria, if you have any criteria that fall into your area of expertise, please let us know if we are.

0:4:16.160 --> 0:4:26.280
Nina Keller Horne
Missing something? If we should look at it in a different way. If we like any input that you may have that you find important for us to look at, please look at our screening criteria and give us some feedback.

0:4:30.750 --> 0:4:40.160
Churchwell, Roy T (DFG)
Yeah, sure. Nina. You brought up the causeways and bridge options going across a refuge. I mean, so for.

0:4:41.420 --> 0:4:45.520
Churchwell, Roy T (DFG)
I guess the big one would be sunny point. Are you guys thinking of bridge?

0:4:46.250 --> 0:4:47.660
Churchwell, Roy T (DFG)
Across most of that.

0:4:50.770 --> 0:4:55.380
Steven Noble
So when you, when we're talking about a bridge, we're talking about a structurally supported.

0:4:58.130 --> 0:4:59.750
Steven Noble
Connection so.

0:5:0.820 --> 0:5:12.570
Steven Noble
We we don't have specifics on exactly where that structurally supported would start and end, but but like Nina said we, we've we've we've certainly read the language that's in the refuge.

0:5:13.910 --> 0:5:20.530
Steven Noble
With refuge documentation with regards to a transportation crossing and we know.

0:5:21.950 --> 0:5:25.330
Steven Noble
We know the bar that we gonna have to get get over to be able to get.

0:5:27.330 --> 0:5:54.80
Steven Noble
Approval to get across a refacross the refuge. So we just feel like it's it's probably likely that we would need to have an option that was structurally supported. Most of the most of the length. And so it may not, it's not it's not a bridge that's gonna span the full length because that's not feasible, but it is. It would be a structurally supported Rd that was built on piles and not a Causeway.

0:5:54.920 --> 0:5:58.930
Steven Noble
Earthen embankment type situation all the way across it would be.

0:6:0.110 --> 0:6:6.760
Steven Noble
You know that's I think that's what Nina is talking about when she says it would be a would be a bridge, it would be a structurally supported Rd.

0:6:7.610 --> 0:6:7.900
Steven Noble
That.

0:6:9.100 --> 0:6:32.630
Steven Noble
You could look at as a bridge, or you could look at as a structurally supported Rd. It's not,

it's not. Fill in the Welland does not fill in the in the refuge it's on. It's on piles, but you're probably looking at Pier Bents, which is a group of piles, a peer bent every probably 100 to 140 feet to get across. And then and then you probably we don't yet know what.

0:6:33.370 --> 0:6:44.100
Steven Noble
Uh, for sure the requirements are going to be as far as vertical clearance over the main channel we have. We have had some conversations with the Coast Guard.

0:6:46.180 --> 0:6:50.870
Steven Noble
And Roy, you may know this because we talked about it at at one of the last meetings, but essentially.

0:6:52.20 --> 0:6:55.290
Steven Noble
The Coast Guard's initial response was that we.

0:6:56.830 --> 0:7:20.600
Steven Noble
You know, they were a little hesitant to give us a specific number that we should design for, you know, from from their perspective, the safe answer is well, just design it with the same as the existing bridge and you'll be high enough. But to do that at Sunny Point doesn't make it a whole lot of sense because unless the tide is above 15 1/2, you can't even get a canoe through there. And so.

0:7:21.920 --> 0:7:22.560
Steven Noble
The.

0:7:23.420 --> 0:7:30.910
Steven Noble
And and and the high tides more like 21 1/2. So it's 6 foot 6 foot draft is not a lot for and.

0:7:32.300 --> 0:7:55.500
Steven Noble
Without dredging. And so from the Coast Guards perspective, they're they're response was well, we initially they're saying we gotta preserve the ability for in the future if dredging ever occurs in the channel, then we would have to plan for that. I think there's, I think there's still a lot of discussion that needs to occur around whether or not we really want to design A bridge that's going to accommodate.

0:7:56.420 --> 0:7:58.650
Steven Noble
A future dredged corridor.

0:7:59.840 --> 0:8:3.320
Steven Noble
And and what vertical height we would need to plan for there?

0:8:4.640 --> 0:8:9.310
Steven Noble
And so we're we're assuming for the purposes of our.

0:8:9.930 --> 0:8:26.350
Steven Noble
Analysis We're assuming something much lower uh than a cruise ship going around the North End of the island. We're assuming we're assuming something that's more like a 20 foot vertical clearance over the main channel, so that if there was some larger.

0:8:28.440 --> 0:8:39.920
Steven Noble
Fishing vessel or something that decided to try to go around in high tide. There would be room for it, but that would only occur kind of over the main channel. It would not occur over the bulk of the.

0:8:40.770 --> 0:8:41.610
Steven Noble
Of the refuge.

0:8:42.660 --> 0:8:50.200
Steven Noble
Area per se. The rest of it, we're kind of saying we're gonna have the bottom of the the bottom of the bridge structure.

0:8:51.370 --> 0:8:53.20
Steven Noble
We're saying is gonna be about.

0:8:55.20 --> 0:8:58.130
Steven Noble
About 5 to 10 feet over the existing ground.

0:8:59.560 --> 0:9:1.310
Steven Noble
Space so people can walk under it.

0:9:1.390 --> 0:9:1.580
Steven Noble
It's.

0:9:2.250 --> 0:9:3.450
Steven Noble
Umm but.

0:9:4.350 --> 0:9:8.220
Steven Noble
But not necessary, but not so high up in the air that we have.

0:9:9.440 --> 0:9:15.170
Steven Noble
That it impacts to a greater level the visual impacts of the corridor.

0:9:16.610 --> 0:9:22.20
Churchwell, Roy T (DFG)
Sure. Yeah. And and in my main question, there was that I I think that if.

0:9:22.100 --> 0:9:45.490
Churchwell, Roy T (DFG)
Uh, there's restrictions in title flow that it'll really change the ecology of of that portion of the refuge and and could have some pretty major impacts on on how the refuge functions in itself. And I think you guys are aware of that. I just, yeah, it was making sure that you were at least considering it. And I kind of knew you were about just wanted to throw that out there.

0:9:46.280 --> 0:9:46.590
Steven Noble
Yeah.

0:9:55.120 --> 0:9:56.910
Steven Noble
Yeah, I mean that's that's.

0:9:57.660 --> 0:10:0.610
Steven Noble
That I think, I think we're gonna.

0:10:2.770 --> 0:10:29.550
Steven Noble
Maybe. Maybe Christie or Marie or Nina might feel differently than this. I I guess I feel like we probably are gonna end up having to run some scenarios for causeways just so we can give. Give a comparison with when people look at the price tag for a fully supported structure of the full length, there might be some folks who say, well, what if we what if we did a Causeway for some portion of it? What does that look like and how much does how much?

0:10:29.830 --> 0:10:42.230
Steven Noble
But how much does that compare from a cost perspective, there probably could be some of those decisions, but that's just speculation on my part at this point. We're we're we're approaching it.

0:10:43.240 --> 0:10:49.620
Steven Noble
We're still trying to get past level 1 criteria at this point and no, no hard and fast decisions have been made on exactly what the level 2.

0:10:51.440 --> 0:10:52.850
Steven Noble
Alternatives are going to look like.

0:10:55.80 --> 0:11:1.680
Churchwell, Roy T (DFG)
Yeah. No, I think that's that's fine. And uh, mostly, I was just making sure that both options we're gonna be analyzed so.

0:11:1.910 --> 0:11:2.220
Steven Noble
Yeah.

0:11:9.840 --> 0:11:20.410
Churchwell, Roy T (DFG)
So I don't know. Did you either the delfour folks or the dot folks I did send in some kind of preliminary comments because you guys had asked for them.

0:11:21.10 --> 0:11:21.720
Churchwell, Roy T (DFG)
Umm.

0:11:22.510 --> 0:11:26.580
Churchwell, Roy T (DFG)
About refuge use and hunter use and UM.

0:11:28.350 --> 0:11:30.570
Churchwell, Roy T (DFG)
Recreation on the refuge, I don't know.

0:11:31.560 --> 0:11:34.290
Churchwell, Roy T (DFG)
Are you guys familiar with those comments?

0:11:43.540 --> 0:11:44.40
Steven Noble
We.

0:11:44.120 --> 0:11:45.80
Steven Noble
We, we.

0:11:49.830 --> 0:12:0.240
Churchwell, Roy T (DFG)
If not, I can go there. They're not super complicated. I can go over them with you guys now. And that's kind of why I was curious. I didn't wanna reiterate something that you guys already had looked at.

0:12:5.950 --> 0:12:6.280
Nina Keller Horne
Umm.

0:12:0.780 --> 0:12:8.210
Heidemann, Marie E (DOT)
You know, let's do that worry. I can't from a quick search. I can't find it. And there's so many comments that my I don't trust my memory to hold on that so.

0:12:9.970 --> 0:12:15.920
Heidemann, Marie E (DOT)
And I don't think everybody here is is receives all the comments, so it would be great I think if you could go over those.

0:12:16.990 --> 0:12:17.920
Churchwell, Roy T (DFG)
Yeah, sure.

0:12:17.690 --> 0:12:35.60
Lindgren, Jesse W (DFG)
And also before I started thing, I think we're gonna summarize these also and this level 1 screening comment deadline, some of the points and maybe a couple new ones from some of the other divisions. But the you'll get another formal chance to review these comments too.

0:12:39.500 --> 0:12:51.210
Churchwell, Roy T (DFG)
Yeah, great, Jesse. And so kind of just in general, I kind of outlined the hunter participation on the refuge. You know we have.

0:12:52.330 --> 0:13:1.160
Churchwell, Roy T (DFG)
Usually around 400 hunters that spend time out there each fall, so that's from September to the end of December.

0:13:2.960 --> 0:13:4.490
Churchwell, Roy T (DFG)
They.

0:13:6.520 --> 0:13:10.710
Churchwell, Roy T (DFG)
Uh, I can't remember how many days it's like.

0:13:12.490 --> 0:13:26.580
Churchwell, Roy T (DFG)
I'm thinking like 2000 days worth of time out there, so the amount of like time people are out on the refuge, hunting ends up being quite a bit. You know they harvest close to 4000 waterfowl.

0:13:27.680 --> 0:13:48.0
Churchwell, Roy T (DFG)
So it's a pretty big deal for hunters. It's basically the only only place in Northern SE for that many folks to hunt, waterfowl and and be able to participate in that kind of hunting. So it's pretty important to a lot of different folks.

0:13:48.700 --> 0:14:16.250
Churchwell, Roy T (DFG)
Umm, we do collect data on where hunters go into the refuge and so 1/3 of folks use the sunny point area. That's how they they access and and kind of the area they found. So going

across that and kind of removing that you know people might be able to hunt near the road a little bit but we kind of had had some issues with that.

0:14:16.950 --> 0:14:18.200
Churchwell, Roy T (DFG)
Previously.

0:14:18.910 --> 0:14:40.800
Churchwell, Roy T (DFG)
Umm. And we may have to shut part of that down. Uh people use some people do hunt still, but not as much near Twin Lakes in the early 2000s, a tour bus actually accidentally got a window shot out by a hunter along that stretch because they were shooting too close to the road.

0:14:41.670 --> 0:14:50.920
Churchwell, Roy T (DFG)
Umm. So that would kind of be something that we would worry about and have to accommodate. If a road came across Sunny Point area and we'd have to.

0:14:52.160 --> 0:14:58.790
Churchwell, Roy T (DFG)
See how things went and and whether folks could still hunt in that area. I suspect there would be some pretty major changes.

0:15:1.540 --> 0:15:3.0
Churchwell, Roy T (DFG)
As far as like.

0:15:5.280 --> 0:15:15.370
Churchwell, Roy T (DFG)
So I suspect, like I say, there would be major changes. Hunters would have to go to other places, taking a third of the hunters and moving them through the rest of the refuge would be.

0:15:16.800 --> 0:15:20.450
Churchwell, Roy T (DFG)
Uh, pretty substantial impact on.

0:15:21.360 --> 0:15:25.480
Churchwell, Roy T (DFG)
And so I imagine that hunting, if if.

0:15:27.60 --> 0:15:33.270
Churchwell, Roy T (DFG)
If a road went across that portion of the refuge would have to change drastically on the on the refuge, you know.

0:15:34.150 --> 0:15:41.590
Churchwell, Roy T (DFG)
I don't know what we would do. We'd have to kind of work through it and see on the lower 48 they do things like have.

0:15:43.910 --> 0:15:53.650
Churchwell, Roy T (DFG)
Folks sign up to go out on the refuge. Maybe we'd do something like a lottery like they do in the lower 48 for folks to hunt. But but it would drastically change things.

0:15:55.30 --> 0:15:58.140
Churchwell, Roy T (DFG)
And yeah, so that that's kind of our.

0:15:59.850 --> 0:16:5.890
Churchwell, Roy T (DFG)
What I think for you know if if a road came across either sunny point or.

0:16:6.830 --> 0:16:14.40
Churchwell, Roy T (DFG)
Further, W towards the other end of the airport, that full area is very well heavily used.

0:16:14.240 --> 0:16:28.640
Churchwell, Roy T (DFG)
Umm, obviously if it's a tunnel on the West side of the airport and people could still hunt then that would have less of an impact on on, on team. It just depends on where the entrance and exit of the tunnel were and and how that.

0:16:29.360 --> 0:16:30.10
Churchwell, Roy T (DFG)
Fell out.

0:16:31.940 --> 0:16:32.730
Churchwell, Roy T (DFG)
Ohm.

0:16:34.710 --> 0:16:35.900
Churchwell, Roy T (DFG)
The other.

0:16:36.650 --> 0:16:38.950
Churchwell, Roy T (DFG)
Big thing is the Avar trail.

0:16:40.510 --> 0:16:55.920
Churchwell, Roy T (DFG)
And the off the end of uh industrial are huge recreation areas, especially for nature walkers or nature folks are not to watch nature and also dog. They're like extremely popular dog walking trails.

0:16:57.350 --> 0:16:58.420
Churchwell, Roy T (DFG)
So.

0:16:59.330 --> 0:17:10.180
Churchwell, Roy T (DFG)
You know, every day we get hundreds of people on those two trails on a sunny day like we had this weekend. There's thousands of people, probably on those trails.

0:17:11.440 --> 0:17:12.410
Churchwell, Roy T (DFG)
Uh, so?

0:17:13.880 --> 0:17:16.640
Churchwell, Roy T (DFG)
Just another thing to keep in mind, it does sound like.

0:17:17.400 --> 0:17:38.330
Churchwell, Roy T (DFG)
Uh, financially, those those areas might be kind of out of bounds, and especially with the the airport, but just kind of giving you guys some numbers there, some other pretty popular spots are Fish Creek for fishing starting in July through a lot of September.

0:17:40.130 --> 0:17:42.60
Churchwell, Roy T (DFG)
People are are in there for.

0:17:42.630 --> 0:17:47.290
Churchwell, Roy T (DFG)
Uh for king salmon and other species of salmon.

0:17:49.150 --> 0:18:3.680
Churchwell, Roy T (DFG)
And then the channel itself has become a very popular fly fishing spot for a salmon starting in. Well, usually it's more August and into September, but sometimes folks get out there as early as July, so.

0:18:5.130 --> 0:18:5.520
Steven Noble
Is that?

0:18:4.840 --> 0:18:7.380
Churchwell, Roy T (DFG)
Umm, I don't have. Yeah, go ahead.

0:18:6.520 --> 0:18:14.810
Steven Noble
Is that on the is that? Is that on the kind of the West? Is that on the western side of the refuge? Where's that fly fishing occurring?

0:18:21.520 --> 0:18:21.970
Steven Noble
OK.

0:18:15.340 --> 0:18:27.710
Churchwell, Roy T (DFG)
Yeah, it's kind of along the main channel, uh from sunny Point W to Fish Creek. So people kind of populate that whole area just depending on where the fish are schooling up at that time.

0:18:28.430 --> 0:18:28.880
Steven Noble
OK.

0:18:28.290 --> 0:18:35.480
Churchwell, Roy T (DFG)
Uh, and there are times of the year when I think there's fish throughout the channel there and and you can see guys pretty much anywhere.

0:18:38.690 --> 0:18:39.580
Churchwell, Roy T (DFG)
Ohm.

0:18:41.360 --> 0:18:48.850
Churchwell, Roy T (DFG)
And then I I kind of gave some information on bird use. Uh, you know, I don't know if you guys have these documents.

0:18:50.660 --> 0:18:59.650
Churchwell, Roy T (DFG)
There is a a report from the US Fish and Wildlife Service in 1988 where they talked about bird use throughout the Mendenhall Wetlands.

0:19:1.70 --> 0:19:4.20
Churchwell, Roy T (DFG)
If that's a Steven Kane and John Hodges.

0:19:5.360 --> 0:19:8.310
Churchwell, Roy T (DFG)
And they talk about areas of use and and.

0:19:10.30 --> 0:19:11.960
Churchwell, Roy T (DFG)
So if you guys have seen that, uh.

0:19:12.630 --> 0:19:18.130
Churchwell, Roy T (DFG)
I kind of outlined a little bit in my comments where a lot of birds were use being.

0:19:19.80 --> 0:19:32.770
Churchwell, Roy T (DFG)
Using the wetlands and then the men in Hall Wetlands global, we recognized important Bird area document by Armstrong ETal. Also had a lot of bird use information and special and site specific stuff so.

0:19:35.320 --> 0:19:46.290
Churchwell, Roy T (DFG)
Have other documents on my computer I I don't have them memorized, but I think those are kind of the two big ones. You know, there's a masters I think on.

0:19:47.310 --> 0:19:54.470
Churchwell, Roy T (DFG)
As flatfish use on the refuge and some also maybe another document on invertebrate.

0:19:56.320 --> 0:20:0.630
Churchwell, Roy T (DFG)
So if you guys, UM, needed those, I could probably find them for you.

0:20:1.730 --> 0:20:2.120
Churchwell, Roy T (DFG)
Uh.

0:20:3.600 --> 0:20:4.510
Churchwell, Roy T (DFG)
And.

0:20:6.700 --> 0:20:18.780
Churchwell, Roy T (DFG)
Yeah, I think that that's a good start. I think you guys probably have, we don't have a lot of GIS wildlife data necessarily like the bird information hasn't been digitized or anything like that.

0:20:21.300 --> 0:20:29.250
Churchwell, Roy T (DFG)
Kind of our only GIS layer to contribute would be a refuge boundary, but I think the CBJ.

0:20:29.330 --> 0:20:29.860
Churchwell, Roy T (DFG)
They.

0:20:32.260 --> 0:20:41.530
Churchwell, Roy T (DFG)
Boundary is probably just as good or better than ours, because it also has the the uplift areas outlined, which are boundary doesn't, so.

0:20:46.420 --> 0:20:51.630
Churchwell, Roy T (DFG)
Yeah. So I I think that's a summary of what I was presenting in my comments.

0:20:55.390 --> 0:21:7.260
Nina Keller Horne
Thank you. And I was just looking at it also checked with our public involvement staff. UM,

we weren't able to locate your comments, if you don't mind sending them again, that would be great.

0:21:13.420 --> 0:21:13.770
Nina Keller Horne
Umm.

0:21:8.250 --> 0:21:18.260
Churchwell, Roy T (DFG)
Ohh yeah. Well, Jesse is gonna send another draft of those, so I'll just work with him and and make sure we get those to you guys in the document that he's gonna put together.

0:21:20.760 --> 0:21:21.870
Nina Keller Horne
Great. Thank you.

0:21:20.750 --> 0:21:29.390
Steven Noble
Yeah. Just I just, I just did a search for him. We can do a keyword search and they're not coming up. So I'm not sure what happened in the transmission there, but.

0:21:30.410 --> 0:21:37.820
Steven Noble
Apologize for that, but yeah, if you can get him to us again, we'll definitely respond to them. We do have the we do have the worldwide significant.

0:21:38.280 --> 0:21:45.170
Steven Noble
Uh man book. I'm not sure I have the other one. Nina, do we have that other one that he was holding up that white one?

0:21:48.800 --> 0:21:54.900
Nina Keller Horne
Ohh, I don't believe we have the Canon Hodges paper that you pointed out. We do have the.

0:21:54.970 --> 0:21:55.350
Nina Keller Horne
Me.

0:21:57.820 --> 0:21:59.810
Nina Keller Horne
What's this gentlemen's name? UM.

0:22:0.850 --> 0:22:1.920
Churchwell, Roy T (DFG)
Bob Armstrong's.

0:22:1.100 --> 0:22:2.510
Nina Keller Horne
We have to Mendenhall. Wetlands isn't.

0:22:3.580 --> 0:22:6.740
Nina Keller Horne
Yes, yes, that's always yes, yes, we have his publication.

0:22:8.140 --> 0:22:17.750
Nina Keller Horne
And we met with the Audubon Society yesterday at the Juneau uh chapter and discussed some some bird habitat and where we could possibly find more information.

0:22:18.550 --> 0:22:34.570
Nina Keller Horne
Umm. So even if even if things are not digitalized, if we get any kind of a map or any kind of you know, just a crayon circle on a map that where you can point out like we know that we've done surveys, we know that this area is used by.

0:22:36.560 --> 0:22:41.290
Nina Keller Horne
By more birds than another area or by or as more important habitat for.

0:22:41.950 --> 0:22:46.540
Nina Keller Horne
Whatever specious that's under your jurisdiction that you are aware of.

0:22:46.620 --> 0:22:57.50
Nina Keller Horne
And we can digitize it and put it on a map. And so it's for any information you may have this great even as I said, even if it's just a crayon line on a piece of paper.

0:22:58.290 --> 0:22:59.680
Churchwell, Roy T (DFG)
Yeah, sure, yeah.

0:23:2.460 --> 0:23:2.830
Steven Noble
OK.

0:23:2.670 --> 0:23:4.400
Churchwell, Roy T (DFG)
And then, Andrew, did you have your hand up?

0:23:5.810 --> 0:23:11.200
Olson, Andrew P (DFG)
Yeah, I was just gonna add to your comments, Roy. So I I sent some comments to this morning to Jesse, but.

0:23:12.420 --> 0:23:42.130
Olson, Andrew P (DFG)
The biggest impact for like commercial fisheries, personal use or recreational fisheries is gonna be within that minute help and insula area or Fritz Cove area we have. It's a really popular area for Dungeness crab fishing, and it's kind of called for Dungy crabs as well as red king crab. Both support popular fisheries within the Juno area, and really the most impact is kind of that West of that dotted line where you'll have guys launch out of a kind of N Douglas or even okbay and come in and kind of set along that outer edge.

0:23:42.540 --> 0:24:9.860
Olson, Andrew P (DFG)
That purple liner, somewhere between just full of boys of of crab pots as well as you have a lot of charter guys who will fish out of there taking clients for salmon, trolling salmon fishing and as well as just general recreational use. So it's a very popular area and also not, I mean I don't receive marine mammals, but we do have humpback whales that come into the area as well. I don't know if they'll they won't go as shallow to that bridge likely, but they do come into the area. It's something to take into consideration as well.

0:24:16.940 --> 0:24:20.750
Lindgren, Jesse W (DFG)
How does continue on then too, so they only JS layer?

0:24:21.950 --> 0:24:49.730
Lindgren, Jesse W (DFG)
Would be by the natural waters catalog, which would just kind of show all the document management streams through the refuge. I think there's maybe a couple that could be added, but making sure you're using the most up to date 2022 layer. I see a lot of ABC layers on on maps for projects that will be from like 2010 or something and it gets updated every year.

0:24:50.920 --> 0:24:56.720
Lindgren, Jesse W (DFG)
And then I might just share my screen real fast, but this is something it's a layer.

0:24:57.810 --> 0:25:1.350
Lindgren, Jesse W (DFG)
It's just our our survey data. Let me know when you guys can see that.

0:25:2.820 --> 0:25:3.160
Nina Keller Horne
Yep.

0:25:2.90 --> 0:25:3.430
Steven Noble
Gotcha. You can see it.

0:25:4.100 --> 0:25:9.100
Lindgren, Jesse W (DFG)
Little lines. Blue lines are the existing anonymous waters catalog.

0:25:10.320 --> 0:25:23.220
Lindgren, Jesse W (DFG)
So anything that's dot like we've actually documented that there's, you know coho or some sort of species of salmon in there and then you know, there's some resident bench in here too, but a couple maybe like this streams not on the.

0:25:24.100 --> 0:25:31.350
Lindgren, Jesse W (DFG)
The Gallion, but not that it'll really affect, you know, like there's a major bigger river systems like the Mendenhall and stuff that you have to deal with but.

0:25:32.720 --> 0:25:54.710
Lindgren, Jesse W (DFG)
A lot of this would come down to when there's actually more of a project level plan like, you know, don't put your peer down in the middle of the the same stream kind of stuff. Our I have not of covert. If you end up doing a Causeway, a lot of it's gonna be in the inner title section of the stream. So it's gonna be just something to consider. But there's just something you guys could easily get a shape file of.

0:25:55.930 --> 0:25:56.830
Steven Noble
That'd be great.

0:25:56.950 --> 0:26:2.580
Nina Keller Horne
Would you please talk a little bit about the area between the airport and sunny point?

0:26:4.950 --> 0:26:7.30
Lindgren, Jesse W (DFG)
For sure here.

0:26:7.570 --> 0:26:16.940
Nina Keller Horne
Just. Yeah, so it it shows up. So there is looks like a bunch of another streams. Is that what I'm looking at?

0:26:18.900 --> 0:26:19.120
Nina Keller Horne
Yep.

0:26:17.100 --> 0:26:19.930
Lindgren, Jesse W (DFG)
Yeah, yeah. These are all mostly Korean.

0:26:23.140 --> 0:26:23.480
Nina Keller Horne
Umm.

0:26:30.920 --> 0:26:31.260
Nina Keller Horne
Mm-hmm.

0:26:21.70 --> 0:26:37.80
Lindgren, Jesse W (DFG)
Stream, so no spawning. There's a lot, quite a bit of dollies and stuff. They use them too, but they're pretty much all perched along Egan. Most of these, most of the culverts here. I'll slip line purge. So the habitat you just stops right about there.

0:26:37.960 --> 0:26:38.330
Nina Keller Horne
Umm.

0:26:38.600 --> 0:26:42.440
Lindgren, Jesse W (DFG)
But these are all really small streams that you know you could walk through the mall.

0:26:42.600 --> 0:26:44.670
Lindgren, Jesse W (DFG)
Umm there.

0:26:45.560 --> 0:26:52.70
Lindgren, Jesse W (DFG)
You know one to two feet wide and just dug out through the wetlands, which is pretty common. What you'll see, not a lot of flow, but.

0:26:53.680 --> 0:26:55.990
Lindgren, Jesse W (DFG)
There's fish everywhere in southeast. It's crazy.

0:26:59.930 --> 0:27:4.280
Lindgren, Jesse W (DFG)
Uh, yeah, definitely something that, yeah. Not, you know, there's a.

0:27:5.130 --> 0:27:16.70
Lindgren, Jesse W (DFG)
There's definitely a lot of consider. I don't want to say because there's a stream there. There couldn't be a project, but these would be on the lower end of. If you're gonna start rating the Shae atat.

0:27:16.690 --> 0:27:20.120
Lindgren, Jesse W (DFG)
Umm, just without having spine habitat and there's.

0:27:20.950 --> 0:27:36.800
Lindgren, Jesse W (DFG)
Just in general, lower quality habitat and then also being intertitling influenced the wetlands is a massive habitat for rearing fish, especially once they get to the saltwater phase. So it's not quite as.

0:27:37.870 --> 0:27:46.580
Lindgren, Jesse W (DFG)
Valuable what we would consider is valuable as freshwater habitat just because of the mass amount of inner title habitat that exists.

0:27:52.350 --> 0:27:59.270
Nina Keller Horne
OK, So what? So what I heard and you were breaking up me up and then my Internet connection.

0:27:59.530 --> 0:28:2.400
Nina Keller Horne
Umm, so there is this.

0:28:3.90 --> 0:28:10.940
Nina Keller Horne
Cluster of them small, 2 feet wide. You can walk across them and they are not a high value. Is that what I heard you saying?

0:28:11.570 --> 0:28:16.530
Lindgren, Jesse W (DFG)
There. I mean, they're in the Navy sweater catalog. It's something that we would permit and they support.

0:28:16.450 --> 0:28:16.710
Nina Keller Horne
Yeah.

0:28:18.330 --> 0:28:18.730
Nina Keller Horne
Not.

0:28:22.500 --> 0:28:22.810
Nina Keller Horne
Yep.

0:28:17.460 --> 0:28:25.180
Lindgren, Jesse W (DFG)
Support salmon, so it you know they gotta be treated that way. But when it comes to project level consideration, that's what I'm.

0:28:26.420 --> 0:28:30.90
Lindgren, Jesse W (DFG)
We would start looking at, you know, as far as.

0:28:30.810 --> 0:28:44.480
Lindgren, Jesse W (DFG)
You know, project money. How how are the value of the project goes like or is there another way to mitigate? If there was something that you needed to do if that was the route you guys ended up picking, but definitely more project level information.

0:28:52.610 --> 0:29:1.970
Lindgren, Jesse W (DFG)

And evidently, think for this screening screening level, especially for one, if it's a naturalist fish line, just an ace more just to note that it's there and it's something that.

0:29:3.520 --> 0:29:4.930
Lindgren, Jesse W (DFG)
Well, deal with when.

0:29:5.100 --> 0:29:8.960
Lindgren, Jesse W (DFG)
Hey, if or if an alternative by selected.

0:29:10.0 --> 0:29:10.330
Steven Noble
No.

0:29:17.40 --> 0:29:25.190
Lindgren, Jesse W (DFG)
And there is a the AWC is on the. This is the online mapper. See. Yeah, this is. This is public available you could just.

0:29:26.210 --> 0:29:45.440
Lindgren, Jesse W (DFG)
Type it in on the fishing game website and Adams Waters catalog and this is what pop up. That was my layer for my iPad, but there's a couple streams that aren't on here, but for the most part, just because there's a review period and it takes a while for streams to actually get added to this. But it's a pretty inclusive as of now.

0:29:47.10 --> 0:29:50.50
Lindgren, Jesse W (DFG)
Looks like I said maybe just the stream that's missing actually.

0:29:52.960 --> 0:29:56.400
Steven Noble
But if we want to get our hands on that other GIS layer that you just had.

0:29:57.620 --> 0:30:0.150
Steven Noble
We can come to you for that, Jesse.

0:30:0.960 --> 0:30:2.470
Steven Noble
OK, that'd be, yeah.

0:29:58.90 --> 0:30:4.900
Lindgren, Jesse W (DFG)
Yeah, I can map share this with you guys. Yeah, for sure. I could send this as a map package whenever if you guys needed it.

0:30:5.710 --> 0:30:6.890
Steven Noble
That would be awesome, yeah.

0:30:7.670 --> 0:30:8.770
Nina Keller Horne
Thank you. Yeah.

0:30:24.260 --> 0:30:37.410
Nina Keller Horne
It's either one of you familiar with different food sources with India refuge that we should be considering. We learned yesterday a little bit about certain.

0:30:38.70 --> 0:30:43.220
Nina Keller Horne
Resources in the refuge that our food source for.

0:30:44.630 --> 0:30:47.440
Nina Keller Horne
Leaf geese. Is there anything else?

0:30:48.270 --> 0:30:49.190
Nina Keller Horne
That you can think of.

0:30:53.380 --> 0:30:54.430
Churchwell, Roy T (DFG)
Yeah, there's.

0:30:58.390 --> 0:31:8.850
Churchwell, Roy T (DFG)
Well, the yeah, the kind of upland grass areas, so kind of especially for geese, the area we were just looking at with all the nature streams is a.

0:31:9.640 --> 0:31:10.170
Churchwell, Roy T (DFG)
Very.

0:31:11.630 --> 0:31:15.620
Churchwell, Roy T (DFG)
Commonly used spot for the goose population.

0:31:17.590 --> 0:31:18.760
Churchwell, Roy T (DFG)
Also.

0:31:20.500 --> 0:31:37.850
Churchwell, Roy T (DFG)
Much further to the West, on the West side of the airport, or actually the West side of the Mendenhall River, between the river and the men in Hall Peninsula, that grassy area is also a very heavily used goose beating area.

0:31:41.220 --> 0:31:44.940
Churchwell, Roy T (DFG)
UM, there's places where? Uh.

0:31:47.160 --> 0:31:48.430
Churchwell, Roy T (DFG)
A lot of.

0:31:50.580 --> 0:31:54.400
Churchwell, Roy T (DFG)
Small fish are used by Eagles, gulls and turns.

0:31:55.550 --> 0:31:56.150
Churchwell, Roy T (DFG)
Uh.

0:31:59.800 --> 0:32:2.360
Churchwell, Roy T (DFG)
Kind of including that area.

0:32:4.270 --> 0:32:8.450
Churchwell, Roy T (DFG)
From the islands just South of.

0:32:9.540 --> 0:32:14.330
Churchwell, Roy T (DFG)
Sunny Point kind of towards Twin Lakes.

0:32:16.580 --> 0:32:23.590
Churchwell, Roy T (DFG)
And then I think also or kind of around the mouth of the men in Hall river and and up the channel there is also.

0:32:24.370 --> 0:32:28.560
Churchwell, Roy T (DFG)
Uh, a very popular spot for feeder fish for those species.

0:32:33.780 --> 0:32:42.810
Churchwell, Roy T (DFG)
And then Mac macro, benthic invertebrates kind of along the shoreline of Twin Lakes all the way.

0:32:44.520 --> 0:32:45.690
Churchwell, Roy T (DFG)
Up to.

0:32:49.240 --> 0:33:1.670
Churchwell, Roy T (DFG)
The sunny Point area, kind of before it gets grassy. That's uh, pretty commonly used feeding spot for goals and migrating sandpipers for benthic invertebrates.

0:33:12.660 --> 0:33:13.330
Nina Keller Horne
Thank you.

0:33:13.740 --> 0:33:25.190
Churchwell, Roy T (DFG)
Yeah, I think those are some of the hot spots. There's obviously other areas that are that are still important and there are probably some hotspots that I'm not thinking of.

0:33:27.240 --> 0:33:39.610
Churchwell, Roy T (DFG)
And then, of course, different species need different things, and so there's probably particular species of shore birds and other birds that are migrating through that might key in on on other things.

0:33:41.200 --> 0:33:51.80
Churchwell, Roy T (DFG)
Like pectoral sandpipers, like grassy areas, so they'll probably be kind of up in the areas where the the geese are, and they'll feed up there on their way to migrate. So.

0:34:2.190 --> 0:34:3.300
Heidemann, Marie E (DOT)
You're muted, Steve.

0:34:3.540 --> 0:34:5.560
Nina Keller Horne
You're muted, Steve. If you're talking to us.

0:34:9.500 --> 0:34:14.450
Steven Noble
Sorry about that. Can you talk to us a little bit more about the Salmon Creek area?

0:34:15.150 --> 0:34:16.320
Steven Noble
That is, uh.

0:34:18.490 --> 0:34:21.30
Steven Noble
You know we're in that area. We're trying to look for some.

0:34:22.170 --> 0:34:25.80
Steven Noble
We're still trying to look at how to make the Salmon Creek.

0:34:26.60 --> 0:34:27.730
Steven Noble
Crossing, actually.

0:34:28.570 --> 0:34:42.240
Steven Noble
Liable to be honest, because it's a very hard place to bring in a road to the existing network there and. And so I'd be interested to know kind of from a habitat perspective how you kind of view the Salmon Creek.

0:34:44.160 --> 0:34:50.560
Steven Noble
The mouth of the Creek there and and from habitat perspective, what are some of the issues that are in that vicinity that you could share with us?

0:34:51.720 --> 0:34:55.950
Nina Keller Horne
Would you mind pulling up that map again, Steve, if you still have it in front of you?

0:34:56.10 --> 0:35:3.80
Steven Noble
Yeah, I think I think actually more useful to this conversation. I'm just gonna pull up the aerial.

0:35:5.300 --> 0:35:11.260
Steven Noble
I'm just going to pull up the Ariel because it's more useful I think. So right now. I mean, we're.

0:35:10.770 --> 0:35:11.560
Nina Keller Horne
Yeah. Thank you.

0:35:11.920 --> 0:35:13.550
Steven Noble
Yeah, right now this is kind of.

0:35:15.280 --> 0:35:45.420
Steven Noble
To be honest with you, this was identified as one of the potential crossings, but it's already a signal. It's already got four legs. If we if we put a crossing in here, we probably end up having to acquire these properties and then trying to tie this into the to the intersection is still very challenging. And so we've actually looked at, well, what if we shifted the connection over to the other side of Salmon Creek and and then we thought, well, what if we shipped it down further towards town and.

0:35:45.850 --> 0:35:48.600
Steven Noble
This this one's a very this ones a very.

0:35:49.620 --> 0:35:54.810
Steven Noble
There's a lot going on at this little spot here and I'm just curious from habitat perspective how you view that area.

0:35:56.310 --> 0:35:59.160
Churchwell, Roy T (DFG)
Yeah, sure. I could talk a little bit about the wildlife.

0:36:1.30 --> 0:36:7.400
Churchwell, Roy T (DFG)

Maybe Andrew can talk a little bit more about the fisheries cause. It is a very popular fishing spot as well.

0:36:8.440 --> 0:36:15.970
Churchwell, Roy T (DFG)
So yeah, the Creek. Yeah, starting in July, starts getting some fish in there.

0:36:17.170 --> 0:36:20.840
Churchwell, Roy T (DFG)
And it becomes really important for feeding Eagles.

0:36:22.200 --> 0:36:28.670
Churchwell, Roy T (DFG)
You probably already know this, but my understanding is the Creek itself is actually cut off on the.

0:36:29.430 --> 0:36:35.430
Churchwell, Roy T (DFG)
Uh, that would be the north side of the road. So Sammy can't get up any further.

0:36:37.470 --> 0:36:45.720
Churchwell, Roy T (DFG)
But they still do pile into that lower portion and are used by Eagles and goals mostly.

0:36:46.710 --> 0:37:7.620
Churchwell, Roy T (DFG)
Uh, there are quite a few waterfowl that use that throughout the season, though all the shallows there from there all the way up along Twin Lakes and then also the the migrating sandpipers that I were was talking about would kind of start using that area from there to the West so.

0:37:8.780 --> 0:37:9.260
Churchwell, Roy T (DFG)
Ohh.

0:37:16.770 --> 0:37:17.450
Churchwell, Roy T (DFG)
Uh.

0:37:10.700 --> 0:37:23.550
Steven Noble
So the habitat ends at Glacier Highway or a glint. It ends at Egan drive. I can't remember.

Seems like it seems like it's glacier highway. That's the fish passage block as I remember. But it might be. And I haven't. I can't remember.

0:37:24.120 --> 0:37:39.980
Churchwell, Roy T (DFG)
I think it's just a north of the Egan Drive Rd. I think if you I've glanced over and I've seen the pickets in the water there just just off at Egan, closing it off. Maybe that change from year to year. I'm not sure if it's always in the same spot.

0:37:40.990 --> 0:37:41.290
Steven Noble
OK.

0:37:41.910 --> 0:37:46.510
Churchwell, Roy T (DFG)
And some of the fisheries folks could, I'm sure, fill you in on that.

0:37:49.630 --> 0:37:50.970
Churchwell, Roy T (DFG)
And so.

0:37:52.20 --> 0:37:57.510
Churchwell, Roy T (DFG)
You know that the wildlife obviously is is pretty used to.

0:37:58.640 --> 0:38:2.510
Churchwell, Roy T (DFG)
Disturbance with Egan Drive and and everything going on there.

0:38:3.780 --> 0:38:17.310
Churchwell, Roy T (DFG)
So other than you know, during the building Phase I I think they would get used to a bridge going across there pretty quickly if it didn't go, you know, right over the the Creek itself.

0:38:21.530 --> 0:38:24.400
Churchwell, Roy T (DFG)
And I think you know if you had.

0:38:26.850 --> 0:38:31.350
Churchwell, Roy T (DFG)
If he didn't diminish flow too much in that area.

0:38:33.100 --> 0:38:34.350
Churchwell, Roy T (DFG)
You probably would.

0:38:36.460 --> 0:38:48.710
Churchwell, Roy T (DFG)
Still have almost all the same species, able to to use that area. If, for example, you were just a little bit West of the Salmon Creek itself, if you came out on that side so.

0:38:50.240 --> 0:38:53.120
Churchwell, Roy T (DFG)
Umm, you know, I. Yeah, other than the the.

0:38:54.660 --> 0:38:56.340
Steven Noble
OK. Thank you.

0:38:53.840 --> 0:39:2.600
Churchwell, Roy T (DFG)
Like taking out the Creek itself and and moving it some somewhere else. I think that the impacts to wildlife would be pretty minimal.

0:39:8.780 --> 0:39:27.890
Olson, Andrew P (DFG)
I guess I'll chime in. So as far as fisheries go, I mean that area is really popular for recreational anglers, and sometimes there's two risks out there that go out and they'll go fishing for for chums, they'll get some kings and then area. It's a area that's used for Sam and returns to, you know, do the hatchery. So there's a lot of.

0:39:29.40 --> 0:39:32.790
Olson, Andrew P (DFG)
Folks in that area, primarily South of that Summit Creek area.

0:39:33.970 --> 0:39:46.770
Olson, Andrew P (DFG)
So I think really anything north of that Creek or West north of that Creek area should reduce any impacts potentially on recreational anglers as well as on any hatchery operations as well that are utilized by multiple users.

0:39:48.470 --> 0:39:53.490
Steven Noble

So staying away from this area and pushing it further to the north would be better. That's what you're saying.

0:39:53.910 --> 0:39:54.300
Olson, Andrew P (DFG)
Yes.

0:39:55.780 --> 0:39:56.180
Steven Noble
OK.

0:40:10.80 --> 0:40:12.610
Steven Noble
OK. Thank you for that feedback.

0:40:15.130 --> 0:40:24.680
Nina Keller Horne
I mean, Roy, you mentioned some habitat along Twin Lakes along Egan drive there is that along all all the way?

0:40:25.900 --> 0:40:29.810
Nina Keller Horne
The Michael Bird of birds, I believe, is that what you were talking about in that area?

0:40:35.20 --> 0:40:35.400
Nina Keller Horne
Mm-hmm.

0:40:43.590 --> 0:40:43.880
Nina Keller Horne
Umm.

0:40:29.240 --> 0:40:53.290
Churchwell, Roy T (DFG)
Yeah. So there's kind of a shallow water shelf there on. So as the tide comes down, that opens up almost daily for shore bird feeding, the gulls use it. And you'll also see quite a few, especially resident waterfowl, the Mallard, some, and the geese will pile in there on occasion, especially during the non hunting season.

0:40:54.360 --> 0:40:54.700
Nina Keller Horne
Umm.

0:40:53.370 --> 0:40:56.620
Churchwell, Roy T (DFG)
And so, yeah, along that strip.

0:40:55.590 --> 0:40:57.960
Nina Keller Horne
I think that's steer them a lot on those little islands.

0:41:0.440 --> 0:41:1.470
Churchwell, Roy T (DFG)
Sorry, what was that?

0:41:10.940 --> 0:41:11.320
Churchwell, Roy T (DFG)
You.

0:41:2.810 --> 0:41:12.900
Nina Keller Horne
Ohh sorry I'm I thought you were done. I was just saying I see them a lot during along those little islands. Up up here, up a little North West. The birds hanging out there.

0:41:13.160 --> 0:41:26.690
Churchwell, Roy T (DFG)
Yeah, correct. Yeah. And so kind of that whole area from the channel across, around and then down on the Egan side, yeah, all through there is pretty.

0:41:28.460 --> 0:41:33.590
Churchwell, Roy T (DFG)
Common area for for shore birds goals and and waterfowl to feed.

0:41:34.860 --> 0:41:48.750
Churchwell, Roy T (DFG)
And then the geese themselves will get up more into the grassy areas and and sometimes the waterfowl too, but the geese are looking for kind of a grassy lawn sledge area to feed as well, so.

0:41:52.380 --> 0:42:2.990
Steven Noble
So the air, the air, you know, if you ignore the comments from the airport, cause airports not really in favor of anything that's close to the end of their runway here. But if you ignore those comments, one of the.

0:42:4.990 --> 0:42:17.720
Steven Noble
If if we put it if this this preliminary alternative, that kind of connect would connect kind of midway between sunny Point and Fred Meyer and come across this area, that's probably as close as you could get to the.

0:42:18.650 --> 0:42:20.20
Steven Noble
This is about as far.

0:42:21.890 --> 0:42:27.520
Steven Noble
Excuse me, West, as we could make this preliminary alternative go without getting into the approach surfaces.

0:42:29.300 --> 0:42:37.290
Steven Noble
I guess I'm. I'm guess I'm just curious. There was some speculation in one of our meetings that the hunting that goes on in this area.

0:42:38.980 --> 0:42:44.540
Steven Noble
It seems like they probably get trained not to shoot in the direction of the airport.

0:42:46.510 --> 0:43:10.230
Steven Noble
I was, I would assume, and uh is is is pushing an alternative closer to the airport. Does that in any way leave enough of a contiguous space here that the hunting could continue in your minds or or is that or regardless of whether it's here or here, you think the impacts to the hunting activities would be the same?

0:43:12.390 --> 0:43:17.650
Churchwell, Roy T (DFG)
Yeah, it's a little bit tough. I've lumped all of our data for that area together.

0:43:18.850 --> 0:43:21.790
Churchwell, Roy T (DFG)
Because a lot of times the hunters don't.

0:43:22.890 --> 0:43:32.0
Churchwell, Roy T (DFG)
They don't know which entrance they're going to, and they write down something, but I

don't think it reflects what's what's really happening. So they write down the wrong location.

0:43:33.520 --> 0:43:37.790
Churchwell, Roy T (DFG)
So I don't have good information for that. I do know like.

0:43:38.540 --> 0:43:41.530
Churchwell, Roy T (DFG)
Just by chance, that's one of the places I go hunting.

0:43:43.170 --> 0:43:59.520
Churchwell, Roy T (DFG)
And so, you know, at the end of the sunny Point Rd on the West side of of the little forested area there, people do commonly walk out even to the West just a little bit more.

0:44:0.690 --> 0:44:1.150
Churchwell, Roy T (DFG)
Umm.

0:44:0.720 --> 0:44:2.260
Steven Noble
In this area in this area.

0:44:2.70 --> 0:44:7.780
Churchwell, Roy T (DFG)
Yeah. So they go to the end of the road and then, yeah, walk out to the main channel across the grass there.

0:44:10.160 --> 0:44:14.510
Churchwell, Roy T (DFG)
And so you know how many people go there versus the?

0:44:15.710 --> 0:44:18.790
Churchwell, Roy T (DFG)
The kind of sunny point overlook.

0:44:19.810 --> 0:44:26.980
Churchwell, Roy T (DFG)
I'm I'm not sure of that breakdown cause people aren't writing down the correct names for where they're going in there.

0:44:28.720 --> 0:44:32.830
Churchwell, Roy T (DFG)
So to answer your question, I don't have good data to.

0:44:33.800 --> 0:44:36.700
Churchwell, Roy T (DFG)
Say for sure if that would work or not.

0:44:41.10 --> 0:44:48.40
Churchwell, Roy T (DFG)
Other than I do knows at least some people I do see walking across there daily, going out hunting.

0:44:51.330 --> 0:44:51.660
Steven Noble
OK.

0:44:53.650 --> 0:45:9.540
Olson, Andrew P (DFG)
So I just have one additional comment. It's not habitat related, but in between the end of the airport and sunny point, they are developing a development there for housing as there is a new gas station. I don't, I can't, I don't really see it on the aerial survey map, but just to make you all aware or maybe it's right there.

0:45:10.310 --> 0:45:10.610
Lindgren, Jesse W (DFG)
Yep.

0:45:9.900 --> 0:45:10.960
Churchwell, Roy T (DFG)
Yeah, it's right there.

0:45:10.190 --> 0:45:11.760
Steven Noble
I think it's. I think it's over here.

0:45:12.140 --> 0:45:13.680
Olson, Andrew P (DFG)
OK, so I wanna make sure it was the.

0:45:14.510 --> 0:45:14.720
Steven Noble
Yeah.

0:45:17.290 --> 0:45:24.820
Nina Keller Horne
They're putting housing there. I I know the gas station is there. I thought it was industrial. I didn't know there were putting housing in an area.

0:45:26.420 --> 0:45:27.780
Churchwell, Roy T (DFG)
I know at one point when we.

0:45:25.970 --> 0:45:28.30
Lindgren, Jesse W (DFG)
I'm pretty sure it's mostly warehouses.

0:45:29.360 --> 0:45:29.900
Churchwell, Roy T (DFG)
OK.

0:45:29.400 --> 0:45:29.900
Lindgren, Jesse W (DFG)
That was.

0:45:32.10 --> 0:45:32.480
Lindgren, Jesse W (DFG)
But.

0:45:31.870 --> 0:45:43.160
Churchwell, Roy T (DFG)
I know at one point when we commented on that development, they suggested that there is gonna be housing there, but then it hasn't seemed like that's what's going in there. But I don't know for sure if that's changed or not.

0:45:44.860 --> 0:45:50.270
Heidemann, Marie E (DOT)
Yeah, I think they do have it set up for subdivision subdivision there, but I'm not certain on the details either.

0:45:54.170 --> 0:45:54.720
Churchwell, Roy T (DFG)
Yeah.

0:45:55.620 --> 0:46:13.300
Churchwell, Roy T (DFG)
And then kind of just for your guys's information, uh, when I'm been managing the refuge,

you know, in the middle of where we were just looking, there's kind of a heart-shaped place that used to be trees and the airport got permission to cut all those down.

0:46:15.550 --> 0:46:18.610
Churchwell, Roy T (DFG)
For your information, I did get ohh in.

0:46:20.390 --> 0:46:35.300
Churchwell, Roy T (DFG)
A little bit of hot water from the native community when that occurred, I guess that was like one of their prime spots to go collect spruce roots especially for elders because it's close to the road and they could walk out there pretty easily. So.

0:46:35.380 --> 0:46:35.730
Churchwell, Roy T (DFG)
So.

0:46:36.240 --> 0:46:38.540
Steven Noble
This this specific island for that.

0:46:38.560 --> 0:46:39.850
Churchwell, Roy T (DFG)
Yeah, yeah.

0:46:40.790 --> 0:46:45.540
Churchwell, Roy T (DFG)
Uh, and I had no idea until after it was already cut down.

0:46:46.930 --> 0:46:53.120
Churchwell, Roy T (DFG)
So I don't know if they've been able to transfer that to that other island or if they have some other spots.

0:46:54.850 --> 0:47:6.180
Churchwell, Roy T (DFG)
I guess my point is it would just be worth chatting with them to find out what they're using the refuge for, not only for a spree through gathering, but for other purposes.

0:47:8.330 --> 0:47:8.540
Steven Noble
OK.

0:47:8.610 --> 0:47:8.790
Steven Noble
Yes.

0:47:9.520 --> 0:47:10.710
Steven Noble
Thank you for bringing that up.

0:47:20.0 --> 0:47:43.780
Steven Noble
Well, we've used up our hour that we had reserved for you. Thanks so much for your time. We appreciate it will certainly be in touch and it and we appreciate, Jesse, you giving us you pulling the comments together for Department of Fish and Game and and we look forward to getting your feedback and then we'll be in touch to try to get the GIS layer so that we can add that to our analysis as well.

0:47:45.660 --> 0:47:46.170
Lindgren, Jesse W (DFG)
Sounds good.

0:47:46.220 --> 0:47:53.250
Nina Keller Horne
Now, thank you everyone. And as I said earlier, if you have any questions regarding the screening or any.

0:47:55.140 --> 0:48:6.810
Nina Keller Horne
Comments on any particular criteria that we're using or you feel like we are forgetting something important and should be adding a criteria. This is now the time to do it. So please let us know.

0:48:9.200 --> 0:48:13.170
Churchwell, Roy T (DFG)
Yeah, sure. And I could go through my files and look for.

0:48:13.580 --> 0:48:14.740
Lindgren, Jesse W (DFG)
Yeah, exactly.

0:48:14.240 --> 0:48:21.450
Churchwell, Roy T (DFG)

Right. Like I say, I think I have other things that that might be useful as far as different wildlife using the refuge.

0:48:23.290 --> 0:48:23.730
Steven Noble
Please.

0:48:25.350 --> 0:48:25.660
Lindgren, Jesse W (DFG)
Awesome.

0:48:23.230 --> 0:48:25.760
Churchwell, Roy T (DFG)
Yeah, it's open to do that before today, but.

0:48:36.530 --> 0:48:36.900
Steven Noble
Yes.

0:48:26.600 --> 0:48:37.690
Churchwell, Roy T (DFG)
Didn't get to it so, but I can't do that soon and ohh if I get that, should I just send copies the Nina or someone else OK.

0:48:38.320 --> 0:48:39.190
Steven Noble
Yeah, that'd be great.

0:48:38.560 --> 0:48:39.300
Nina Keller Horne
That works, yeah.

0:48:43.550 --> 0:48:43.860
Nina Keller Horne
Yep.

0:48:40.640 --> 0:48:44.740
Steven Noble
Need need will make sure the rest of the team gets access to it. But yeah, if you can send it to Nina.

0:48:45.550 --> 0:48:46.0
Nina Keller Horne
No.

0:48:48.840 --> 0:48:49.850
Nina Keller Horne
Well, things everyone.

0:48:50.780 --> 0:48:53.350
Heidemann, Marie E (DOT)
Yeah, I think you guys for the great information and your time.

0:48:55.230 --> 0:48:56.600
Churchwell, Roy T (DFG)
Yeah. Thanks for the opportunity.

0:48:57.700 --> 0:48:58.340
Olson, Andrew P (DFG)
Yeah. Thank you.

0:48:58.640 --> 0:48:59.400
Lindgren, Jesse W (DFG)
Yeah. Thank you.

0:48:59.170 --> 0:49:2.670
Steven Noble
Uh, alright, we'll talk to you again next next soon, hopefully.

0:49:3.460 --> 0:49:3.790
Churchwell, Roy T (DFG)
OK.

0:49:4.510 --> 0:49:4.950
Gentemann, Christy D (DOT)
Thank you.

0:49:4.250 --> 0:49:5.890
Steven Noble
Alright, bye.

0:49:5.880 --> 0:49:6.300
Nina Keller Horne
Aye.

Alaska Department of Fish & Game Meeting Summary

Tuesday, March 19, 2024, 1:00 p.m. – 2:00 p.m.

Attendees

Greg Lockwood, Project Manager	Department of Transportation and Public Facilities
Christy Genteman	Department of Transportation and Public Facilities
Theresa Dutchuk	DOWL
Adam Morrill	DOWL
Tim Jameson	DOWL
Talli Vittetoe	DOWL
Roy Churchwell	Alaska Department of Fish and Game
Sue Rodman	Alaska Department of Fish and Game
Jesse Lindgren	Alaska Department of Fish and Game
Mike Hall	Parametrix

Introduction

Theresa Dutchuk, DOWL, opened the meeting by welcoming participants and introducing project team members. She then asked meeting participants to introduce themselves. Theresa explained that the meeting format would be free form and thanked Sue Rodman for the letter she sent in early-February. She then opened to meeting for comments and questions from participants.

Summary of Questions and Comments

Sue Rodman asked why the Refuge Management Plan was not noted in the scoring matrix. Theresa asked if it would be helpful for her to review the process of screening, scoring, and mapping. Sue replied that she understood the categories, but the finer scale details, like access and hunting, were not defined in the matrix. Theresa responded that recreation and hunting are grouped into Section 4(f) of the U.S. Department of Transportation Act of 1966 category, in addition to being delineated into habitat impacts. Sue asked where 4(f) was shown on the scoring matrix, and Theresa pointed it out.

Sue noted the public may not understand hunting and recreation impacts will be considered as part of 4(f), or that those impacts affect scoring. Theresa responded there will be two additional narratives:

1. Narrative of the level 2 screening results to provide further detail on the impact categories.
2. PEL study report, which will go out to the public for comment before it is finalized.

Sue noted the field studies conducted were not consistent with current screening methodologies, and expressed the concern that limited studies are determining which alternatives move forward. Theresa responded originally the study team used the extensive pool of baseline data for documentation but heard from agencies and the public more data was wanted, particularly regarding birds in the Refuge. The study team realizes more research would be needed in the NEPA process. The scoring criteria is based on existing data, and supplemented with the field work that was conducted. Sue expressed she feels like the decades of research done in the Refuge was not adequately represented in the scoring. Theresa asked what the scoring should look like or what was not being represented. Sue responded that the ranking system (-2 to +2) may swallow some of the extensive research that exists when it is compared to other scoring categories.

Roy Churchwell commented that the Sunny Point alternatives should show as having the most impact, which the scoring does not show. Theresa responded that the interchanges proposed for each alternative affect impacts.

Theresa asked Roy if he could clarify which categories he was concerned about. Roy responded he would like further clarification on how important migratory bird habitat and wildlife habitat were defined, as well as the acreage of impacted wetlands in the maps. Theresa responded that wildlife habitat was mostly mapped by vegetation and aerial signatures, and the species that would use the habitat were inferred by the habitat types identified. Important bird habitat was mapped by digitized hotspots with a 500-foot buffer. Roy responded the identified hotspot is likely a tern colony, and 500 feet is not adequate. He suggested using a one-to-two-kilometer buffer for the tern colony and noted vegetated intertidal mapping is important to migratory birds near the Sunny Point alternatives. Theresa then asked Tim Jameson to share the GIS wetland mapping.

Sue asked if there was a way all the comments submitted to the PEL Study could be made available to the public. Theresa stated she would check with the project communications group, but comments received would be adjudicated. Sue asked why comments are not posted to the website. Theresa responded that she would check to see if the PEL study report would include a public log of comments.

Jesse Lindgren asked if the NEPA process would include all current alternatives or if some would be eliminated before then. Theresa responded the scoring would affect the answer to that question.

Roy asked about the acreage difference between Sunny Point East and West. Theresa responded Sunny Point West would add 32.2 acres of impervious surfaces, while Sunny Point East would add 7.9 acres of impervious surfaces. GIS mapping was shown to participants.

Jesse asked if the impact table with values feeds into the scoring matrix. Theresa responded yes.

Theresa referred participants to the baseline memos for additional information.

Sue requested the GIS mapper be made available to the public, and the Refuge be shown on the map.

Theresa reminded participants the comment period will close on April 11, 2024, and reminded participants of additional project milestones.

Question Log

Participant	Question	Response
Sue Rodman	Why isn't the Refuge Management Plan, specifically regarding hunting and recreation, not noted in the scoring matrix?	Recreation and hunting are grouped into section 4(f) category, in addition to being delineated into habitat impacts. Theresa showed where Section 4(f) was noted on the scoring matrix.
Sue Rodman	Will the public understand that hunting and recreation opportunities are part of 4(f)?	There will be two additional narratives coming out: 1. Narrative of the Level 2 Screening results to provide further detail on the impact categories. 2. PEL Study, which will go out to the public for comment before it is finalized.
Sue Rodman	Why was there so little field work done prior to scoring?	Originally the study team used the extensive pool of baseline data for documentation but heard from agencies and the public that more data was wanted, particularly regarding birds in the Refuge. The team realizes more research will be needed in the NEPA process. The scoring criteria is based on existing data, and supplemented with the field work that was conducted.
Roy Churchwell	Why do the Sunny Point alternatives not show the most impact?	The interchanges that are being proposed for each alternative affect the quantity of impacts.
Roy Churchwell	How does the study team define important migratory bird habitat and wildlife habitat?	Wildlife habitat was mostly mapped by vegetation and aerial signatures, and the species that would use that habitat were inferred by the habitat types that were identified. Important bird habitat was mapped by digitized hotspots with a 500-foot buffer.
Sue Rodman	Can the comments submitted to the PEL Study be made available to the public?	Theresa will check with the project communications group on if the PEL study report would include a public log of comments. Comments received are adjudicated.
Jesse Lindgren	Will the NEPA process include all current alternatives, or will some be eliminated before then?	Scoring will affect the answer to that question, to be determined.
Roy Churchwell	What is the acreage difference between Sunny Point East and West?	Sunny Point West would add 32.2 acres of impervious surfaces, while Sunny Point East would add 7.9 acres of impervious surfaces.

Participant	Question	Response
Jesse Lindgren	Does the impact table with values feeds into the scoring matrix?	Yes.

0:0:0.0 --> 0:0:1.370
Heidemann, Marie E (DOT)
Yeah, helpful information.

0:0:4.120 --> 0:0:4.770
Nina Keller Horne
Sure.

0:0:4.230 --> 0:0:4.920
Steven Noble
Sounds good.

0:0:6.110 --> 0:0:15.850
Nina Keller Horne
No problem. So also in the attachment for this meeting invite we had, uh, we listed the memo with the screening criteria.

0:0:16.660 --> 0:0:31.70
Nina Keller Horne
I'm not gonna read through them all, but uh, we pretty much have two levels. First level screening has two different steps. The first one is to ensure that each alternative meats are are purpose and needs. Statement that was developed in this process.

0:0:31.600 --> 0:0:36.820
Nina Keller Horne
Umm, which should be in the memo if you wanna read that on.

0:0:37.920 --> 0:0:50.250
Nina Keller Horne
If not, if not, Jaronik doesn't meet that purpose and need we will not even carry it through level 1 screening. UM. If they do, we will do a qualitative analysis of each of our preliminary alternatives.

0:0:51.110 --> 0:1:5.450
Nina Keller Horne
And look at impacts in different categories. So the create here in environmental impacts, social impacts and giving neighborhood impacts, economic impacts. So it's a long list of them.

0:1:6.50 --> 0:1:27.0
Nina Keller Horne
But at this level one stage it is all just qualitative and then doing level 2. So we're assuming

we might get 3-4 alternatives that will move from level 1 to level 2 screening during level 2 screening. We will use similar criteria, but we will do.

0:1:27.830 --> 0:1:30.710
Nina Keller Horne
We will look at them quantitatively and.

0:1:31.600 --> 0:1:34.710
Nina Keller Horne
I don't. Let's let's see an example. I don't have it in front of me.

0:1:36.690 --> 0:1:41.500
Nina Keller Horne
Yeah. Acreage is impacted by the alternative, the.

0:1:42.750 --> 0:1:47.980
Nina Keller Horne
How many linear feed off stream is impacted if there are any UM.

0:1:49.950 --> 0:2:3.740
Nina Keller Horne
Private property is the number of private properties impacted, so anything we can kind of find numbers for within those impacts that we were looking at at level one, we're looking into at at Level 2 just in more detail.

0:2:4.510 --> 0:2:14.280
Nina Keller Horne
UM, just so we can compare the alternatives. UM, to make sure we move the one forward that has the least amount of impacts, meets our purpose and need.

0:2:14.930 --> 0:2:20.450
Nina Keller Horne
Umm has the support and is also constructible and.

0:2:21.700 --> 0:2:22.280
Nina Keller Horne
Is.

0:2:23.140 --> 0:2:27.570
Nina Keller Horne
Constructable, but also as cost of like we can pay for it too. So.

0:2:28.690 --> 0:2:30.830
Nina Keller Horne
That's an in short, what we're looking at.

0:2:44.450 --> 0:2:44.790
Nina Keller Horne
And then.

0:2:32.460 --> 0:2:55.830
Steven Noble
Yeah. I think as far as the level 2 screening criteria for for the concepts that make it pass, level one and go to level 2, we're actually going to be generating engineer concept drawings for with cross sections and footprints and quantities that we can calculate specifically. Whereas under level one it's it's much more like Nina was saying, it's much more conceptual.

0:2:58.270 --> 0:3:1.570
Nina Keller Horne
It's it's very high level. I mean all of them will have.

0:3:3.50 --> 0:3:8.720
Nina Keller Horne
Separated by path, so I think we've we've showed that to the advisory committees in the past.

0:3:10.830 --> 0:3:12.180
Nina Keller Horne
Yeah, with the UM.

0:3:10.890 --> 0:3:25.60
Steven Noble
Yeah. I mean, right. Sorry. Right now our cross section is is one travel lane in each direction with shoulders and a 6 foot pathway on one side and a 10 foot pathway on the other side. That's kind of our bridge cross section.

0:3:28.90 --> 0:3:33.850
Nina Keller Horne
Now based on the management plan for the refuge, we are looking into.

0:3:33.960 --> 0:3:45.640
Nina Keller Horne

And keeping the impacts as little as possible and the footprints, so we are most likely moving forward with not a cosplay, but bridge options within the refuge.

0:3:48.400 --> 0:3:48.680
Nina Keller Horne
And.

0:3:49.420 --> 0:3:56.430
Nina Keller Horne
Yeah, this is this is it. This is it. In short, if you have any questions, we can talk about it more in depth.

0:3:57.130 --> 0:4:15.300
Nina Keller Horne
UM, if you and this is what we you know what we need our technical advisory committee to give us feedback and in particular with our screening criteria, if you have any criteria that fall into your area of expertise, please let us know if we are.

0:4:16.160 --> 0:4:26.280
Nina Keller Horne
Missing something? If we should look at it in a different way. If we like any input that you may have that you find important for us to look at, please look at our screening criteria and give us some feedback.

0:4:30.750 --> 0:4:40.160
Churchwell, Roy T (DFG)
Yeah, sure. Nina. You brought up the causeways and bridge options going across a refuge. I mean, so for.

0:4:41.420 --> 0:4:45.520
Churchwell, Roy T (DFG)
I guess the big one would be sunny point. Are you guys thinking of bridge?

0:4:46.250 --> 0:4:47.660
Churchwell, Roy T (DFG)
Across most of that.

0:4:50.770 --> 0:4:55.380
Steven Noble
So when you, when we're talking about a bridge, we're talking about a structurally supported.

0:4:58.130 --> 0:4:59.750
Steven Noble
Connection so.

0:5:0.820 --> 0:5:12.570
Steven Noble
We we don't have specifics on exactly where that structurally supported would start and end, but but like Nina said we, we've we've we've certainly read the language that's in the refuge.

0:5:13.910 --> 0:5:20.530
Steven Noble
With refuge documentation with regards to a transportation crossing and we know.

0:5:21.950 --> 0:5:25.330
Steven Noble
We know the bar that we gonna have to get get over to be able to get.

0:5:27.330 --> 0:5:54.80
Steven Noble
Approval to get across a refacross the refuge. So we just feel like it's it's probably likely that we would need to have an option that was structurally supported. Most of the most of the length. And so it may not, it's not it's not a bridge that's gonna span the full length because that's not feasible, but it is. It would be a structurally supported Rd that was built on piles and not a Causeway.

0:5:54.920 --> 0:5:58.930
Steven Noble
Earthen embankment type situation all the way across it would be.

0:6:0.110 --> 0:6:6.760
Steven Noble
You know that's I think that's what Nina is talking about when she says it would be a would be a bridge, it would be a structurally supported Rd.

0:6:7.610 --> 0:6:7.900
Steven Noble
That.

0:6:9.100 --> 0:6:32.630
Steven Noble
You could look at as a bridge, or you could look at as a structurally supported Rd. It's not,

it's not. Fill in the Welland does not fill in the in the refuge it's on. It's on piles, but you're probably looking at Pier Bents, which is a group of piles, a peer bent every probably 100 to 140 feet to get across. And then and then you probably we don't yet know what.

0:6:33.370 --> 0:6:44.100
Steven Noble
Uh, for sure the requirements are going to be as far as vertical clearance over the main channel we have. We have had some conversations with the Coast Guard.

0:6:46.180 --> 0:6:50.870
Steven Noble
And Roy, you may know this because we talked about it at at one of the last meetings, but essentially.

0:6:52.20 --> 0:6:55.290
Steven Noble
The Coast Guard's initial response was that we.

0:6:56.830 --> 0:7:20.600
Steven Noble
You know, they were a little hesitant to give us a specific number that we should design for, you know, from from their perspective, the safe answer is well, just design it with the same as the existing bridge and you'll be high enough. But to do that at Sunny Point doesn't make it a whole lot of sense because unless the tide is above 15 1/2, you can't even get a canoe through there. And so.

0:7:21.920 --> 0:7:22.560
Steven Noble
The.

0:7:23.420 --> 0:7:30.910
Steven Noble
And and and the high tides more like 21 1/2. So it's 6 foot 6 foot draft is not a lot for and.

0:7:32.300 --> 0:7:55.500
Steven Noble
Without dredging. And so from the Coast Guards perspective, they're they're response was well, we initially they're saying we gotta preserve the ability for in the future if dredging ever occurs in the channel, then we would have to plan for that. I think there's, I think there's still a lot of discussion that needs to occur around whether or not we really want to design A bridge that's going to accommodate.

0:7:56.420 --> 0:7:58.650
Steven Noble
A future dredged corridor.

0:7:59.840 --> 0:8:3.320
Steven Noble
And and what vertical height we would need to plan for there?

0:8:4.640 --> 0:8:9.310
Steven Noble
And so we're we're assuming for the purposes of our.

0:8:9.930 --> 0:8:26.350
Steven Noble
Analysis We're assuming something much lower uh than a cruise ship going around the North End of the island. We're assuming we're assuming something that's more like a 20 foot vertical clearance over the main channel, so that if there was some larger.

0:8:28.440 --> 0:8:39.920
Steven Noble
Fishing vessel or something that decided to try to go around in high tide. There would be room for it, but that would only occur kind of over the main channel. It would not occur over the bulk of the.

0:8:40.770 --> 0:8:41.610
Steven Noble
Of the refuge.

0:8:42.660 --> 0:8:50.200
Steven Noble
Area per se. The rest of it, we're kind of saying we're gonna have the bottom of the the bottom of the bridge structure.

0:8:51.370 --> 0:8:53.20
Steven Noble
We're saying is gonna be about.

0:8:55.20 --> 0:8:58.130
Steven Noble
About 5 to 10 feet over the existing ground.

0:8:59.560 --> 0:9:1.310
Steven Noble
Space so people can walk under it.

0:9:1.390 --> 0:9:1.580
Steven Noble
It's.

0:9:2.250 --> 0:9:3.450
Steven Noble
Umm but.

0:9:4.350 --> 0:9:8.220
Steven Noble
But not necessary, but not so high up in the air that we have.

0:9:9.440 --> 0:9:15.170
Steven Noble
That it impacts to a greater level the visual impacts of the corridor.

0:9:16.610 --> 0:9:22.20
Churchwell, Roy T (DFG)
Sure. Yeah. And and in my main question, there was that I I think that if.

0:9:22.100 --> 0:9:45.490
Churchwell, Roy T (DFG)
Uh, there's restrictions in title flow that it'll really change the ecology of of that portion of the refuge and and could have some pretty major impacts on on how the refuge functions in itself. And I think you guys are aware of that. I just, yeah, it was making sure that you were at least considering it. And I kind of knew you were about just wanted to throw that out there.

0:9:46.280 --> 0:9:46.590
Steven Noble
Yeah.

0:9:55.120 --> 0:9:56.910
Steven Noble
Yeah, I mean that's that's.

0:9:57.660 --> 0:10:0.610
Steven Noble
That I think, I think we're gonna.

0:10:2.770 --> 0:10:29.550
Steven Noble
Maybe. Maybe Christie or Marie or Nina might feel differently than this. I I guess I feel like we probably are gonna end up having to run some scenarios for causeways just so we can give. Give a comparison with when people look at the price tag for a fully supported structure of the full length, there might be some folks who say, well, what if we what if we did a Causeway for some portion of it? What does that look like and how much does how much?

0:10:29.830 --> 0:10:42.230
Steven Noble
But how much does that compare from a cost perspective, there probably could be some of those decisions, but that's just speculation on my part at this point. We're we're we're approaching it.

0:10:43.240 --> 0:10:49.620
Steven Noble
We're still trying to get past level 1 criteria at this point and no, no hard and fast decisions have been made on exactly what the level 2.

0:10:51.440 --> 0:10:52.850
Steven Noble
Alternatives are going to look like.

0:10:55.80 --> 0:11:1.680
Churchwell, Roy T (DFG)
Yeah. No, I think that's that's fine. And uh, mostly, I was just making sure that both options we're gonna be analyzed so.

0:11:1.910 --> 0:11:2.220
Steven Noble
Yeah.

0:11:9.840 --> 0:11:20.410
Churchwell, Roy T (DFG)
So I don't know. Did you either the delfour folks or the dot folks I did send in some kind of preliminary comments because you guys had asked for them.

0:11:21.10 --> 0:11:21.720
Churchwell, Roy T (DFG)
Umm.

0:11:22.510 --> 0:11:26.580
Churchwell, Roy T (DFG)
About refuge use and hunter use and UM.

0:11:28.350 --> 0:11:30.570
Churchwell, Roy T (DFG)
Recreation on the refuge, I don't know.

0:11:31.560 --> 0:11:34.290
Churchwell, Roy T (DFG)
Are you guys familiar with those comments?

0:11:43.540 --> 0:11:44.40
Steven Noble
We.

0:11:44.120 --> 0:11:45.80
Steven Noble
We, we.

0:11:49.830 --> 0:12:0.240
Churchwell, Roy T (DFG)
If not, I can go there. They're not super complicated. I can go over them with you guys now. And that's kind of why I was curious. I didn't wanna reiterate something that you guys already had looked at.

0:12:5.950 --> 0:12:6.280
Nina Keller Horne
Umm.

0:12:0.780 --> 0:12:8.210
Heidemann, Marie E (DOT)
You know, let's do that worry. I can't from a quick search. I can't find it. And there's so many comments that my I don't trust my memory to hold on that so.

0:12:9.970 --> 0:12:15.920
Heidemann, Marie E (DOT)
And I don't think everybody here is is receives all the comments, so it would be great I think if you could go over those.

0:12:16.990 --> 0:12:17.920
Churchwell, Roy T (DFG)
Yeah, sure.

0:12:17.690 --> 0:12:35.60
Lindgren, Jesse W (DFG)
And also before I started thing, I think we're gonna summarize these also and this level 1 screening comment deadline, some of the points and maybe a couple new ones from some of the other divisions. But the you'll get another formal chance to review these comments too.

0:12:39.500 --> 0:12:51.210
Churchwell, Roy T (DFG)
Yeah, great, Jesse. And so kind of just in general, I kind of outlined the hunter participation on the refuge. You know we have.

0:12:52.330 --> 0:13:1.160
Churchwell, Roy T (DFG)
Usually around 400 hunters that spend time out there each fall, so that's from September to the end of December.

0:13:2.960 --> 0:13:4.490
Churchwell, Roy T (DFG)
They.

0:13:6.520 --> 0:13:10.710
Churchwell, Roy T (DFG)
Uh, I can't remember how many days it's like.

0:13:12.490 --> 0:13:26.580
Churchwell, Roy T (DFG)
I'm thinking like 2000 days worth of time out there, so the amount of like time people are out on the refuge, hunting ends up being quite a bit. You know they harvest close to 4000 waterfowl.

0:13:27.680 --> 0:13:48.0
Churchwell, Roy T (DFG)
So it's a pretty big deal for hunters. It's basically the only only place in Northern SE for that many folks to hunt, waterfowl and and be able to participate in that kind of hunting. So it's pretty important to a lot of different folks.

0:13:48.700 --> 0:14:16.250
Churchwell, Roy T (DFG)
Umm, we do collect data on where hunters go into the refuge and so 1/3 of folks use the sunny point area. That's how they they access and and kind of the area they found. So going

across that and kind of removing that you know people might be able to hunt near the road a little bit but we kind of had had some issues with that.

0:14:16.950 --> 0:14:18.200
Churchwell, Roy T (DFG)
Previously.

0:14:18.910 --> 0:14:40.800
Churchwell, Roy T (DFG)
Umm. And we may have to shut part of that down. Uh people use some people do hunt still, but not as much near Twin Lakes in the early 2000s, a tour bus actually accidentally got a window shot out by a hunter along that stretch because they were shooting too close to the road.

0:14:41.670 --> 0:14:50.920
Churchwell, Roy T (DFG)
Umm. So that would kind of be something that we would worry about and have to accommodate. If a road came across Sunny Point area and we'd have to.

0:14:52.160 --> 0:14:58.790
Churchwell, Roy T (DFG)
See how things went and and whether folks could still hunt in that area. I suspect there would be some pretty major changes.

0:15:1.540 --> 0:15:3.0
Churchwell, Roy T (DFG)
As far as like.

0:15:5.280 --> 0:15:15.370
Churchwell, Roy T (DFG)
So I suspect, like I say, there would be major changes. Hunters would have to go to other places, taking a third of the hunters and moving them through the rest of the refuge would be.

0:15:16.800 --> 0:15:20.450
Churchwell, Roy T (DFG)
Uh, pretty substantial impact on.

0:15:21.360 --> 0:15:25.480
Churchwell, Roy T (DFG)
And so I imagine that hunting, if if.

0:15:27.60 --> 0:15:33.270
Churchwell, Roy T (DFG)
If a road went across that portion of the refuge would have to change drastically on the on the refuge, you know.

0:15:34.150 --> 0:15:41.590
Churchwell, Roy T (DFG)
I don't know what we would do. We'd have to kind of work through it and see on the lower 48 they do things like have.

0:15:43.910 --> 0:15:53.650
Churchwell, Roy T (DFG)
Folks sign up to go out on the refuge. Maybe we'd do something like a lottery like they do in the lower 48 for folks to hunt. But but it would drastically change things.

0:15:55.30 --> 0:15:58.140
Churchwell, Roy T (DFG)
And yeah, so that that's kind of our.

0:15:59.850 --> 0:16:5.890
Churchwell, Roy T (DFG)
What I think for you know if if a road came across either sunny point or.

0:16:6.830 --> 0:16:14.40
Churchwell, Roy T (DFG)
Further, W towards the other end of the airport, that full area is very well heavily used.

0:16:14.240 --> 0:16:28.640
Churchwell, Roy T (DFG)
Umm, obviously if it's a tunnel on the West side of the airport and people could still hunt then that would have less of an impact on on, on team. It just depends on where the entrance and exit of the tunnel were and and how that.

0:16:29.360 --> 0:16:30.10
Churchwell, Roy T (DFG)
Fell out.

0:16:31.940 --> 0:16:32.730
Churchwell, Roy T (DFG)
Ohm.

0:16:34.710 --> 0:16:35.900
Churchwell, Roy T (DFG)
The other.

0:16:36.650 --> 0:16:38.950
Churchwell, Roy T (DFG)
Big thing is the Avar trail.

0:16:40.510 --> 0:16:55.920
Churchwell, Roy T (DFG)
And the off the end of uh industrial are huge recreation areas, especially for nature walkers or nature folks are not to watch nature and also dog. They're like extremely popular dog walking trails.

0:16:57.350 --> 0:16:58.420
Churchwell, Roy T (DFG)
So.

0:16:59.330 --> 0:17:10.180
Churchwell, Roy T (DFG)
You know, every day we get hundreds of people on those two trails on a sunny day like we had this weekend. There's thousands of people, probably on those trails.

0:17:11.440 --> 0:17:12.410
Churchwell, Roy T (DFG)
Uh, so?

0:17:13.880 --> 0:17:16.640
Churchwell, Roy T (DFG)
Just another thing to keep in mind, it does sound like.

0:17:17.400 --> 0:17:38.330
Churchwell, Roy T (DFG)
Uh, financially, those those areas might be kind of out of bounds, and especially with the the airport, but just kind of giving you guys some numbers there, some other pretty popular spots are Fish Creek for fishing starting in July through a lot of September.

0:17:40.130 --> 0:17:42.60
Churchwell, Roy T (DFG)
People are are in there for.

0:17:42.630 --> 0:17:47.290
Churchwell, Roy T (DFG)
Uh for king salmon and other species of salmon.

0:17:49.150 --> 0:18:3.680
Churchwell, Roy T (DFG)
And then the channel itself has become a very popular fly fishing spot for a salmon starting in. Well, usually it's more August and into September, but sometimes folks get out there as early as July, so.

0:18:5.130 --> 0:18:5.520
Steven Noble
Is that?

0:18:4.840 --> 0:18:7.380
Churchwell, Roy T (DFG)
Umm, I don't have. Yeah, go ahead.

0:18:6.520 --> 0:18:14.810
Steven Noble
Is that on the is that? Is that on the kind of the West? Is that on the western side of the refuge? Where's that fly fishing occurring?

0:18:21.520 --> 0:18:21.970
Steven Noble
OK.

0:18:15.340 --> 0:18:27.710
Churchwell, Roy T (DFG)
Yeah, it's kind of along the main channel, uh from sunny Point W to Fish Creek. So people kind of populate that whole area just depending on where the fish are schooling up at that time.

0:18:28.430 --> 0:18:28.880
Steven Noble
OK.

0:18:28.290 --> 0:18:35.480
Churchwell, Roy T (DFG)
Uh, and there are times of the year when I think there's fish throughout the channel there and and you can see guys pretty much anywhere.

0:18:38.690 --> 0:18:39.580
Churchwell, Roy T (DFG)
Ohm.

0:18:41.360 --> 0:18:48.850
Churchwell, Roy T (DFG)
And then I I kind of gave some information on bird use. Uh, you know, I don't know if you guys have these documents.

0:18:50.660 --> 0:18:59.650
Churchwell, Roy T (DFG)
There is a a report from the US Fish and Wildlife Service in 1988 where they talked about bird use throughout the Mendenhall Wetlands.

0:19:1.70 --> 0:19:4.20
Churchwell, Roy T (DFG)
If that's a Steven Kane and John Hodges.

0:19:5.360 --> 0:19:8.310
Churchwell, Roy T (DFG)
And they talk about areas of use and and.

0:19:10.30 --> 0:19:11.960
Churchwell, Roy T (DFG)
So if you guys have seen that, uh.

0:19:12.630 --> 0:19:18.130
Churchwell, Roy T (DFG)
I kind of outlined a little bit in my comments where a lot of birds were use being.

0:19:19.80 --> 0:19:32.770
Churchwell, Roy T (DFG)
Using the wetlands and then the men in Hall Wetlands global, we recognized important Bird area document by Armstrong ETal. Also had a lot of bird use information and special and site specific stuff so.

0:19:35.320 --> 0:19:46.290
Churchwell, Roy T (DFG)
Have other documents on my computer I I don't have them memorized, but I think those are kind of the two big ones. You know, there's a masters I think on.

0:19:47.310 --> 0:19:54.470
Churchwell, Roy T (DFG)
As flatfish use on the refuge and some also maybe another document on invertebrate.

0:19:56.320 --> 0:20:0.630
Churchwell, Roy T (DFG)
So if you guys, UM, needed those, I could probably find them for you.

0:20:1.730 --> 0:20:2.120
Churchwell, Roy T (DFG)
Uh.

0:20:3.600 --> 0:20:4.510
Churchwell, Roy T (DFG)
And.

0:20:6.700 --> 0:20:18.780
Churchwell, Roy T (DFG)
Yeah, I think that that's a good start. I think you guys probably have, we don't have a lot of GIS wildlife data necessarily like the bird information hasn't been digitized or anything like that.

0:20:21.300 --> 0:20:29.250
Churchwell, Roy T (DFG)
Kind of our only GIS layer to contribute would be a refuge boundary, but I think the CBJ.

0:20:29.330 --> 0:20:29.860
Churchwell, Roy T (DFG)
They.

0:20:32.260 --> 0:20:41.530
Churchwell, Roy T (DFG)
Boundary is probably just as good or better than ours, because it also has the the uplift areas outlined, which are boundary doesn't, so.

0:20:46.420 --> 0:20:51.630
Churchwell, Roy T (DFG)
Yeah. So I I think that's a summary of what I was presenting in my comments.

0:20:55.390 --> 0:21:7.260
Nina Keller Horne
Thank you. And I was just looking at it also checked with our public involvement staff. UM,

we weren't able to locate your comments, if you don't mind sending them again, that would be great.

0:21:13.420 --> 0:21:13.770
Nina Keller Horne
Umm.

0:21:8.250 --> 0:21:18.260
Churchwell, Roy T (DFG)
Ohh yeah. Well, Jesse is gonna send another draft of those, so I'll just work with him and and make sure we get those to you guys in the document that he's gonna put together.

0:21:20.760 --> 0:21:21.870
Nina Keller Horne
Great. Thank you.

0:21:20.750 --> 0:21:29.390
Steven Noble
Yeah. Just I just, I just did a search for him. We can do a keyword search and they're not coming up. So I'm not sure what happened in the transmission there, but.

0:21:30.410 --> 0:21:37.820
Steven Noble
Apologize for that, but yeah, if you can get him to us again, we'll definitely respond to them. We do have the we do have the worldwide significant.

0:21:38.280 --> 0:21:45.170
Steven Noble
Uh man book. I'm not sure I have the other one. Nina, do we have that other one that he was holding up that white one?

0:21:48.800 --> 0:21:54.900
Nina Keller Horne
Ohh, I don't believe we have the Canon Hodges paper that you pointed out. We do have the.

0:21:54.970 --> 0:21:55.350
Nina Keller Horne
Me.

0:21:57.820 --> 0:21:59.810
Nina Keller Horne
What's this gentlemen's name? UM.

0:22:0.850 --> 0:22:1.920
Churchwell, Roy T (DFG)
Bob Armstrong's.

0:22:1.100 --> 0:22:2.510
Nina Keller Horne
We have to Mendenhall. Wetlands isn't.

0:22:3.580 --> 0:22:6.740
Nina Keller Horne
Yes, yes, that's always yes, yes, we have his publication.

0:22:8.140 --> 0:22:17.750
Nina Keller Horne
And we met with the Audubon Society yesterday at the Juneau uh chapter and discussed some some bird habitat and where we could possibly find more information.

0:22:18.550 --> 0:22:34.570
Nina Keller Horne
Umm. So even if even if things are not digitalized, if we get any kind of a map or any kind of you know, just a crayon circle on a map that where you can point out like we know that we've done surveys, we know that this area is used by.

0:22:36.560 --> 0:22:41.290
Nina Keller Horne
By more birds than another area or by or as more important habitat for.

0:22:41.950 --> 0:22:46.540
Nina Keller Horne
Whatever specious that's under your jurisdiction that you are aware of.

0:22:46.620 --> 0:22:57.50
Nina Keller Horne
And we can digitize it and put it on a map. And so it's for any information you may have this great even as I said, even if it's just a crayon line on a piece of paper.

0:22:58.290 --> 0:22:59.680
Churchwell, Roy T (DFG)
Yeah, sure, yeah.

0:23:2.460 --> 0:23:2.830
Steven Noble
OK.

0:23:2.670 --> 0:23:4.400
Churchwell, Roy T (DFG)
And then, Andrew, did you have your hand up?

0:23:5.810 --> 0:23:11.200
Olson, Andrew P (DFG)
Yeah, I was just gonna add to your comments, Roy. So I I sent some comments to this morning to Jesse, but.

0:23:12.420 --> 0:23:42.130
Olson, Andrew P (DFG)
The biggest impact for like commercial fisheries, personal use or recreational fisheries is gonna be within that minute help and insula area or Fritz Cove area we have. It's a really popular area for Dungeness crab fishing, and it's kind of called for Dungy crabs as well as red king crab. Both support popular fisheries within the Juno area, and really the most impact is kind of that West of that dotted line where you'll have guys launch out of a kind of N Douglas or even okbay and come in and kind of set along that outer edge.

0:23:42.540 --> 0:24:9.860
Olson, Andrew P (DFG)
That purple liner, somewhere between just full of boys of of crab pots as well as you have a lot of charter guys who will fish out of there taking clients for salmon, trolling salmon fishing and as well as just general recreational use. So it's a very popular area and also not, I mean I don't receive marine mammals, but we do have humpback whales that come into the area as well. I don't know if they'll they won't go as shallow to that bridge likely, but they do come into the area. It's something to take into consideration as well.

0:24:16.940 --> 0:24:20.750
Lindgren, Jesse W (DFG)
How does continue on then too, so they only JS layer?

0:24:21.950 --> 0:24:49.730
Lindgren, Jesse W (DFG)
Would be by the natural waters catalog, which would just kind of show all the document management streams through the refuge. I think there's maybe a couple that could be added, but making sure you're using the most up to date 2022 layer. I see a lot of ABC layers on on maps for projects that will be from like 2010 or something and it gets updated every year.

0:24:50.920 --> 0:24:56.720
Lindgren, Jesse W (DFG)
And then I might just share my screen real fast, but this is something it's a layer.

0:24:57.810 --> 0:25:1.350
Lindgren, Jesse W (DFG)
It's just our our survey data. Let me know when you guys can see that.

0:25:2.820 --> 0:25:3.160
Nina Keller Horne
Yep.

0:25:2.90 --> 0:25:3.430
Steven Noble
Gotcha. You can see it.

0:25:4.100 --> 0:25:9.100
Lindgren, Jesse W (DFG)
Little lines. Blue lines are the existing anonymous waters catalog.

0:25:10.320 --> 0:25:23.220
Lindgren, Jesse W (DFG)
So anything that's dot like we've actually documented that there's, you know coho or some sort of species of salmon in there and then you know, there's some resident bench in here too, but a couple maybe like this streams not on the.

0:25:24.100 --> 0:25:31.350
Lindgren, Jesse W (DFG)
The Gallion, but not that it'll really affect, you know, like there's a major bigger river systems like the Mendenhall and stuff that you have to deal with but.

0:25:32.720 --> 0:25:54.710
Lindgren, Jesse W (DFG)
A lot of this would come down to when there's actually more of a project level plan like, you know, don't put your peer down in the middle of the the same stream kind of stuff. Our I have not of covert. If you end up doing a Causeway, a lot of it's gonna be in the inner title section of the stream. So it's gonna be just something to consider. But there's just something you guys could easily get a shape file of.

0:25:55.930 --> 0:25:56.830
Steven Noble
That'd be great.

0:25:56.950 --> 0:26:2.580
Nina Keller Horne
Would you please talk a little bit about the area between the airport and sunny point?

0:26:4.950 --> 0:26:7.30
Lindgren, Jesse W (DFG)
For sure here.

0:26:7.570 --> 0:26:16.940
Nina Keller Horne
Just. Yeah, so it it shows up. So there is looks like a bunch of another streams. Is that what I'm looking at?

0:26:18.900 --> 0:26:19.120
Nina Keller Horne
Yep.

0:26:17.100 --> 0:26:19.930
Lindgren, Jesse W (DFG)
Yeah, yeah. These are all mostly Korean.

0:26:23.140 --> 0:26:23.480
Nina Keller Horne
Umm.

0:26:30.920 --> 0:26:31.260
Nina Keller Horne
Mm-hmm.

0:26:21.70 --> 0:26:37.80
Lindgren, Jesse W (DFG)
Stream, so no spawning. There's a lot, quite a bit of dollies and stuff. They use them too, but they're pretty much all perched along Egan. Most of these, most of the culverts here. I'll slip line purge. So the habitat you just stops right about there.

0:26:37.960 --> 0:26:38.330
Nina Keller Horne
Umm.

0:26:38.600 --> 0:26:42.440
Lindgren, Jesse W (DFG)
But these are all really small streams that you know you could walk through the mall.

0:26:42.600 --> 0:26:44.670
Lindgren, Jesse W (DFG)
Umm there.

0:26:45.560 --> 0:26:52.70
Lindgren, Jesse W (DFG)
You know one to two feet wide and just dug out through the wetlands, which is pretty common. What you'll see, not a lot of flow, but.

0:26:53.680 --> 0:26:55.990
Lindgren, Jesse W (DFG)
There's fish everywhere in southeast. It's crazy.

0:26:59.930 --> 0:27:4.280
Lindgren, Jesse W (DFG)
Uh, yeah, definitely something that, yeah. Not, you know, there's a.

0:27:5.130 --> 0:27:16.70
Lindgren, Jesse W (DFG)
There's definitely a lot of consider. I don't want to say because there's a stream there. There couldn't be a project, but these would be on the lower end of. If you're gonna start rating the Shae atat.

0:27:16.690 --> 0:27:20.120
Lindgren, Jesse W (DFG)
Umm, just without having spine habitat and there's.

0:27:20.950 --> 0:27:36.800
Lindgren, Jesse W (DFG)
Just in general, lower quality habitat and then also being intertitling influenced the wetlands is a massive habitat for rearing fish, especially once they get to the saltwater phase. So it's not quite as.

0:27:37.870 --> 0:27:46.580
Lindgren, Jesse W (DFG)
Valuable what we would consider is valuable as freshwater habitat just because of the mass amount of inner title habitat that exists.

0:27:52.350 --> 0:27:59.270
Nina Keller Horne
OK, So what? So what I heard and you were breaking up me up and then my Internet connection.

0:27:59.530 --> 0:28:2.400
Nina Keller Horne
Umm, so there is this.

0:28:3.90 --> 0:28:10.940
Nina Keller Horne
Cluster of them small, 2 feet wide. You can walk across them and they are not a high value. Is that what I heard you saying?

0:28:11.570 --> 0:28:16.530
Lindgren, Jesse W (DFG)
There. I mean, they're in the Navy sweater catalog. It's something that we would permit and they support.

0:28:16.450 --> 0:28:16.710
Nina Keller Horne
Yeah.

0:28:18.330 --> 0:28:18.730
Nina Keller Horne
Not.

0:28:22.500 --> 0:28:22.810
Nina Keller Horne
Yep.

0:28:17.460 --> 0:28:25.180
Lindgren, Jesse W (DFG)
Support salmon, so it you know they gotta be treated that way. But when it comes to project level consideration, that's what I'm.

0:28:26.420 --> 0:28:30.90
Lindgren, Jesse W (DFG)
We would start looking at, you know, as far as.

0:28:30.810 --> 0:28:44.480
Lindgren, Jesse W (DFG)
You know, project money. How how are the value of the project goes like or is there another way to mitigate? If there was something that you needed to do if that was the route you guys ended up picking, but definitely more project level information.

0:28:52.610 --> 0:29:1.970
Lindgren, Jesse W (DFG)

And evidently, think for this screening screening level, especially for one, if it's a naturalist fish line, just an ace more just to note that it's there and it's something that.

0:29:3.520 --> 0:29:4.930
Lindgren, Jesse W (DFG)
Well, deal with when.

0:29:5.100 --> 0:29:8.960
Lindgren, Jesse W (DFG)
Hey, if or if an alternative by selected.

0:29:10.0 --> 0:29:10.330
Steven Noble
No.

0:29:17.40 --> 0:29:25.190
Lindgren, Jesse W (DFG)
And there is a the AWC is on the. This is the online mapper. See. Yeah, this is. This is public available you could just.

0:29:26.210 --> 0:29:45.440
Lindgren, Jesse W (DFG)
Type it in on the fishing game website and Adams Waters catalog and this is what pop up. That was my layer for my iPad, but there's a couple streams that aren't on here, but for the most part, just because there's a review period and it takes a while for streams to actually get added to this. But it's a pretty inclusive as of now.

0:29:47.10 --> 0:29:50.50
Lindgren, Jesse W (DFG)
Looks like I said maybe just the stream that's missing actually.

0:29:52.960 --> 0:29:56.400
Steven Noble
But if we want to get our hands on that other GIS layer that you just had.

0:29:57.620 --> 0:30:0.150
Steven Noble
We can come to you for that, Jesse.

0:30:0.960 --> 0:30:2.470
Steven Noble
OK, that'd be, yeah.

0:29:58.90 --> 0:30:4.900
Lindgren, Jesse W (DFG)
Yeah, I can map share this with you guys. Yeah, for sure. I could send this as a map package whenever if you guys needed it.

0:30:5.710 --> 0:30:6.890
Steven Noble
That would be awesome, yeah.

0:30:7.670 --> 0:30:8.770
Nina Keller Horne
Thank you. Yeah.

0:30:24.260 --> 0:30:37.410
Nina Keller Horne
It's either one of you familiar with different food sources with India refuge that we should be considering. We learned yesterday a little bit about certain.

0:30:38.70 --> 0:30:43.220
Nina Keller Horne
Resources in the refuge that our food source for.

0:30:44.630 --> 0:30:47.440
Nina Keller Horne
Leaf geese. Is there anything else?

0:30:48.270 --> 0:30:49.190
Nina Keller Horne
That you can think of.

0:30:53.380 --> 0:30:54.430
Churchwell, Roy T (DFG)
Yeah, there's.

0:30:58.390 --> 0:31:8.850
Churchwell, Roy T (DFG)
Well, the yeah, the kind of upland grass areas, so kind of especially for geese, the area we were just looking at with all the nature streams is a.

0:31:9.640 --> 0:31:10.170
Churchwell, Roy T (DFG)
Very.

0:31:11.630 --> 0:31:15.620
Churchwell, Roy T (DFG)
Commonly used spot for the goose population.

0:31:17.590 --> 0:31:18.760
Churchwell, Roy T (DFG)
Also.

0:31:20.500 --> 0:31:37.850
Churchwell, Roy T (DFG)
Much further to the West, on the West side of the airport, or actually the West side of the Mendenhall River, between the river and the men in Hall Peninsula, that grassy area is also a very heavily used goose beating area.

0:31:41.220 --> 0:31:44.940
Churchwell, Roy T (DFG)
UM, there's places where? Uh.

0:31:47.160 --> 0:31:48.430
Churchwell, Roy T (DFG)
A lot of.

0:31:50.580 --> 0:31:54.400
Churchwell, Roy T (DFG)
Small fish are used by Eagles, gulls and turns.

0:31:55.550 --> 0:31:56.150
Churchwell, Roy T (DFG)
Uh.

0:31:59.800 --> 0:32:2.360
Churchwell, Roy T (DFG)
Kind of including that area.

0:32:4.270 --> 0:32:8.450
Churchwell, Roy T (DFG)
From the islands just South of.

0:32:9.540 --> 0:32:14.330
Churchwell, Roy T (DFG)
Sunny Point kind of towards Twin Lakes.

0:32:16.580 --> 0:32:23.590
Churchwell, Roy T (DFG)
And then I think also or kind of around the mouth of the men in Hall river and and up the channel there is also.

0:32:24.370 --> 0:32:28.560
Churchwell, Roy T (DFG)
Uh, a very popular spot for feeder fish for those species.

0:32:33.780 --> 0:32:42.810
Churchwell, Roy T (DFG)
And then Mac macro, benthic invertebrates kind of along the shoreline of Twin Lakes all the way.

0:32:44.520 --> 0:32:45.690
Churchwell, Roy T (DFG)
Up to.

0:32:49.240 --> 0:33:1.670
Churchwell, Roy T (DFG)
The sunny Point area, kind of before it gets grassy. That's uh, pretty commonly used feeding spot for goals and migrating sandpipers for benthic invertebrates.

0:33:12.660 --> 0:33:13.330
Nina Keller Horne
Thank you.

0:33:13.740 --> 0:33:25.190
Churchwell, Roy T (DFG)
Yeah, I think those are some of the hot spots. There's obviously other areas that are that are still important and there are probably some hotspots that I'm not thinking of.

0:33:27.240 --> 0:33:39.610
Churchwell, Roy T (DFG)
And then, of course, different species need different things, and so there's probably particular species of shore birds and other birds that are migrating through that might key in on on other things.

0:33:41.200 --> 0:33:51.80
Churchwell, Roy T (DFG)
Like pectoral sandpipers, like grassy areas, so they'll probably be kind of up in the areas where the the geese are, and they'll feed up there on their way to migrate. So.

0:34:2.190 --> 0:34:3.300
Heidemann, Marie E (DOT)
You're muted, Steve.

0:34:3.540 --> 0:34:5.560
Nina Keller Horne
You're muted, Steve. If you're talking to us.

0:34:9.500 --> 0:34:14.450
Steven Noble
Sorry about that. Can you talk to us a little bit more about the Salmon Creek area?

0:34:15.150 --> 0:34:16.320
Steven Noble
That is, uh.

0:34:18.490 --> 0:34:21.30
Steven Noble
You know we're in that area. We're trying to look for some.

0:34:22.170 --> 0:34:25.80
Steven Noble
We're still trying to look at how to make the Salmon Creek.

0:34:26.60 --> 0:34:27.730
Steven Noble
Crossing, actually.

0:34:28.570 --> 0:34:42.240
Steven Noble
Liable to be honest, because it's a very hard place to bring in a road to the existing network there and. And so I'd be interested to know kind of from a habitat perspective how you kind of view the Salmon Creek.

0:34:44.160 --> 0:34:50.560
Steven Noble
The mouth of the Creek there and and from habitat perspective, what are some of the issues that are in that vicinity that you could share with us?

0:34:51.720 --> 0:34:55.950
Nina Keller Horne
Would you mind pulling up that map again, Steve, if you still have it in front of you?

0:34:56.10 --> 0:35:3.80
Steven Noble
Yeah, I think I think actually more useful to this conversation. I'm just gonna pull up the aerial.

0:35:5.300 --> 0:35:11.260
Steven Noble
I'm just going to pull up the Ariel because it's more useful I think. So right now. I mean, we're.

0:35:10.770 --> 0:35:11.560
Nina Keller Horne
Yeah. Thank you.

0:35:11.920 --> 0:35:13.550
Steven Noble
Yeah, right now this is kind of.

0:35:15.280 --> 0:35:45.420
Steven Noble
To be honest with you, this was identified as one of the potential crossings, but it's already a signal. It's already got four legs. If we if we put a crossing in here, we probably end up having to acquire these properties and then trying to tie this into the to the intersection is still very challenging. And so we've actually looked at, well, what if we shifted the connection over to the other side of Salmon Creek and and then we thought, well, what if we shipped it down further towards town and.

0:35:45.850 --> 0:35:48.600
Steven Noble
This this one's a very this ones a very.

0:35:49.620 --> 0:35:54.810
Steven Noble
There's a lot going on at this little spot here and I'm just curious from habitat perspective how you view that area.

0:35:56.310 --> 0:35:59.160
Churchwell, Roy T (DFG)
Yeah, sure. I could talk a little bit about the wildlife.

0:36:1.30 --> 0:36:7.400
Churchwell, Roy T (DFG)

Maybe Andrew can talk a little bit more about the fisheries cause. It is a very popular fishing spot as well.

0:36:8.440 --> 0:36:15.970
Churchwell, Roy T (DFG)
So yeah, the Creek. Yeah, starting in July, starts getting some fish in there.

0:36:17.170 --> 0:36:20.840
Churchwell, Roy T (DFG)
And it becomes really important for feeding Eagles.

0:36:22.200 --> 0:36:28.670
Churchwell, Roy T (DFG)
You probably already know this, but my understanding is the Creek itself is actually cut off on the.

0:36:29.430 --> 0:36:35.430
Churchwell, Roy T (DFG)
Uh, that would be the north side of the road. So Sammy can't get up any further.

0:36:37.470 --> 0:36:45.720
Churchwell, Roy T (DFG)
But they still do pile into that lower portion and are used by Eagles and goals mostly.

0:36:46.710 --> 0:37:7.620
Churchwell, Roy T (DFG)
Uh, there are quite a few waterfowl that use that throughout the season, though all the shallows there from there all the way up along Twin Lakes and then also the the migrating sandpipers that I were was talking about would kind of start using that area from there to the West so.

0:37:8.780 --> 0:37:9.260
Churchwell, Roy T (DFG)
Ohh.

0:37:16.770 --> 0:37:17.450
Churchwell, Roy T (DFG)
Uh.

0:37:10.700 --> 0:37:23.550
Steven Noble
So the habitat ends at Glacier Highway or a glint. It ends at Egan drive. I can't remember.

Seems like it seems like it's glacier highway. That's the fish passage block as I remember. But it might be. And I haven't. I can't remember.

0:37:24.120 --> 0:37:39.980
Churchwell, Roy T (DFG)
I think it's just a north of the Egan Drive Rd. I think if you I've glanced over and I've seen the pickets in the water there just just off at Egan, closing it off. Maybe that change from year to year. I'm not sure if it's always in the same spot.

0:37:40.990 --> 0:37:41.290
Steven Noble
OK.

0:37:41.910 --> 0:37:46.510
Churchwell, Roy T (DFG)
And some of the fisheries folks could, I'm sure, fill you in on that.

0:37:49.630 --> 0:37:50.970
Churchwell, Roy T (DFG)
And so.

0:37:52.20 --> 0:37:57.510
Churchwell, Roy T (DFG)
You know that the wildlife obviously is is pretty used to.

0:37:58.640 --> 0:38:2.510
Churchwell, Roy T (DFG)
Disturbance with Egan Drive and and everything going on there.

0:38:3.780 --> 0:38:17.310
Churchwell, Roy T (DFG)
So other than you know, during the building Phase I I think they would get used to a bridge going across there pretty quickly if it didn't go, you know, right over the the Creek itself.

0:38:21.530 --> 0:38:24.400
Churchwell, Roy T (DFG)
And I think you know if you had.

0:38:26.850 --> 0:38:31.350
Churchwell, Roy T (DFG)
If he didn't diminish flow too much in that area.

0:38:33.100 --> 0:38:34.350
Churchwell, Roy T (DFG)
You probably would.

0:38:36.460 --> 0:38:48.710
Churchwell, Roy T (DFG)
Still have almost all the same species, able to to use that area. If, for example, you were just a little bit West of the Salmon Creek itself, if you came out on that side so.

0:38:50.240 --> 0:38:53.120
Churchwell, Roy T (DFG)
Umm, you know, I. Yeah, other than the the.

0:38:54.660 --> 0:38:56.340
Steven Noble
OK. Thank you.

0:38:53.840 --> 0:39:2.600
Churchwell, Roy T (DFG)
Like taking out the Creek itself and and moving it some somewhere else. I think that the impacts to wildlife would be pretty minimal.

0:39:8.780 --> 0:39:27.890
Olson, Andrew P (DFG)
I guess I'll chime in. So as far as fisheries go, I mean that area is really popular for recreational anglers, and sometimes there's two risks out there that go out and they'll go fishing for for chums, they'll get some kings and then area. It's a area that's used for Sam and returns to, you know, do the hatchery. So there's a lot of.

0:39:29.40 --> 0:39:32.790
Olson, Andrew P (DFG)
Folks in that area, primarily South of that Summit Creek area.

0:39:33.970 --> 0:39:46.770
Olson, Andrew P (DFG)
So I think really anything north of that Creek or West north of that Creek area should reduce any impacts potentially on recreational anglers as well as on any hatchery operations as well that are utilized by multiple users.

0:39:48.470 --> 0:39:53.490
Steven Noble

So staying away from this area and pushing it further to the north would be better. That's what you're saying.

0:39:53.910 --> 0:39:54.300
Olson, Andrew P (DFG)
Yes.

0:39:55.780 --> 0:39:56.180
Steven Noble
OK.

0:40:10.80 --> 0:40:12.610
Steven Noble
OK. Thank you for that feedback.

0:40:15.130 --> 0:40:24.680
Nina Keller Horne
I mean, Roy, you mentioned some habitat along Twin Lakes along Egan drive there is that along all all the way?

0:40:25.900 --> 0:40:29.810
Nina Keller Horne
The Michael Bird of birds, I believe, is that what you were talking about in that area?

0:40:35.20 --> 0:40:35.400
Nina Keller Horne
Mm-hmm.

0:40:43.590 --> 0:40:43.880
Nina Keller Horne
Umm.

0:40:29.240 --> 0:40:53.290
Churchwell, Roy T (DFG)
Yeah. So there's kind of a shallow water shelf there on. So as the tide comes down, that opens up almost daily for shore bird feeding, the gulls use it. And you'll also see quite a few, especially resident waterfowl, the Mallard, some, and the geese will pile in there on occasion, especially during the non hunting season.

0:40:54.360 --> 0:40:54.700
Nina Keller Horne
Umm.

0:40:53.370 --> 0:40:56.620
Churchwell, Roy T (DFG)
And so, yeah, along that strip.

0:40:55.590 --> 0:40:57.960
Nina Keller Horne
I think that's steer them a lot on those little islands.

0:41:0.440 --> 0:41:1.470
Churchwell, Roy T (DFG)
Sorry, what was that?

0:41:10.940 --> 0:41:11.320
Churchwell, Roy T (DFG)
You.

0:41:2.810 --> 0:41:12.900
Nina Keller Horne
Ohh sorry I'm I thought you were done. I was just saying I see them a lot during along those little islands. Up up here, up a little North West. The birds hanging out there.

0:41:13.160 --> 0:41:26.690
Churchwell, Roy T (DFG)
Yeah, correct. Yeah. And so kind of that whole area from the channel across, around and then down on the Egan side, yeah, all through there is pretty.

0:41:28.460 --> 0:41:33.590
Churchwell, Roy T (DFG)
Common area for for shore birds goals and and waterfowl to feed.

0:41:34.860 --> 0:41:48.750
Churchwell, Roy T (DFG)
And then the geese themselves will get up more into the grassy areas and and sometimes the waterfowl too, but the geese are looking for kind of a grassy lawn sledge area to feed as well, so.

0:41:52.380 --> 0:42:2.990
Steven Noble
So the air, the air, you know, if you ignore the comments from the airport, cause airports not really in favor of anything that's close to the end of their runway here. But if you ignore those comments, one of the.

0:42:4.990 --> 0:42:17.720
Steven Noble
If if we put it if this this preliminary alternative, that kind of connect would connect kind of midway between sunny Point and Fred Meyer and come across this area, that's probably as close as you could get to the.

0:42:18.650 --> 0:42:20.20
Steven Noble
This is about as far.

0:42:21.890 --> 0:42:27.520
Steven Noble
Excuse me, West, as we could make this preliminary alternative go without getting into the approach surfaces.

0:42:29.300 --> 0:42:37.290
Steven Noble
I guess I'm. I'm guess I'm just curious. There was some speculation in one of our meetings that the hunting that goes on in this area.

0:42:38.980 --> 0:42:44.540
Steven Noble
It seems like they probably get trained not to shoot in the direction of the airport.

0:42:46.510 --> 0:43:10.230
Steven Noble
I was, I would assume, and uh is is is pushing an alternative closer to the airport. Does that in any way leave enough of a contiguous space here that the hunting could continue in your minds or or is that or regardless of whether it's here or here, you think the impacts to the hunting activities would be the same?

0:43:12.390 --> 0:43:17.650
Churchwell, Roy T (DFG)
Yeah, it's a little bit tough. I've lumped all of our data for that area together.

0:43:18.850 --> 0:43:21.790
Churchwell, Roy T (DFG)
Because a lot of times the hunters don't.

0:43:22.890 --> 0:43:32.0
Churchwell, Roy T (DFG)
They don't know which entrance they're going to, and they write down something, but I

don't think it reflects what's what's really happening. So they write down the wrong location.

0:43:33.520 --> 0:43:37.790
Churchwell, Roy T (DFG)
So I don't have good information for that. I do know like.

0:43:38.540 --> 0:43:41.530
Churchwell, Roy T (DFG)
Just by chance, that's one of the places I go hunting.

0:43:43.170 --> 0:43:59.520
Churchwell, Roy T (DFG)
And so, you know, at the end of the sunny Point Rd on the West side of of the little forested area there, people do commonly walk out even to the West just a little bit more.

0:44:0.690 --> 0:44:1.150
Churchwell, Roy T (DFG)
Umm.

0:44:0.720 --> 0:44:2.260
Steven Noble
In this area in this area.

0:44:2.70 --> 0:44:7.780
Churchwell, Roy T (DFG)
Yeah. So they go to the end of the road and then, yeah, walk out to the main channel across the grass there.

0:44:10.160 --> 0:44:14.510
Churchwell, Roy T (DFG)
And so you know how many people go there versus the?

0:44:15.710 --> 0:44:18.790
Churchwell, Roy T (DFG)
The kind of sunny point overlook.

0:44:19.810 --> 0:44:26.980
Churchwell, Roy T (DFG)
I'm I'm not sure of that breakdown cause people aren't writing down the correct names for where they're going in there.

0:44:28.720 --> 0:44:32.830
Churchwell, Roy T (DFG)
So to answer your question, I don't have good data to.

0:44:33.800 --> 0:44:36.700
Churchwell, Roy T (DFG)
Say for sure if that would work or not.

0:44:41.10 --> 0:44:48.40
Churchwell, Roy T (DFG)
Other than I do knows at least some people I do see walking across there daily, going out hunting.

0:44:51.330 --> 0:44:51.660
Steven Noble
OK.

0:44:53.650 --> 0:45:9.540
Olson, Andrew P (DFG)
So I just have one additional comment. It's not habitat related, but in between the end of the airport and sunny point, they are developing a development there for housing as there is a new gas station. I don't, I can't, I don't really see it on the aerial survey map, but just to make you all aware or maybe it's right there.

0:45:10.310 --> 0:45:10.610
Lindgren, Jesse W (DFG)
Yep.

0:45:9.900 --> 0:45:10.960
Churchwell, Roy T (DFG)
Yeah, it's right there.

0:45:10.190 --> 0:45:11.760
Steven Noble
I think it's. I think it's over here.

0:45:12.140 --> 0:45:13.680
Olson, Andrew P (DFG)
OK, so I wanna make sure it was the.

0:45:14.510 --> 0:45:14.720
Steven Noble
Yeah.

0:45:17.290 --> 0:45:24.820
Nina Keller Horne
They're putting housing there. I I know the gas station is there. I thought it was industrial. I didn't know there were putting housing in an area.

0:45:26.420 --> 0:45:27.780
Churchwell, Roy T (DFG)
I know at one point when we.

0:45:25.970 --> 0:45:28.30
Lindgren, Jesse W (DFG)
I'm pretty sure it's mostly warehouses.

0:45:29.360 --> 0:45:29.900
Churchwell, Roy T (DFG)
OK.

0:45:29.400 --> 0:45:29.900
Lindgren, Jesse W (DFG)
That was.

0:45:32.10 --> 0:45:32.480
Lindgren, Jesse W (DFG)
But.

0:45:31.870 --> 0:45:43.160
Churchwell, Roy T (DFG)
I know at one point when we commented on that development, they suggested that there is gonna be housing there, but then it hasn't seemed like that's what's going in there. But I don't know for sure if that's changed or not.

0:45:44.860 --> 0:45:50.270
Heidemann, Marie E (DOT)
Yeah, I think they do have it set up for subdivision subdivision there, but I'm not certain on the details either.

0:45:54.170 --> 0:45:54.720
Churchwell, Roy T (DFG)
Yeah.

0:45:55.620 --> 0:46:13.300
Churchwell, Roy T (DFG)
And then kind of just for your guys's information, uh, when I'm been managing the refuge,

you know, in the middle of where we were just looking, there's kind of a heart-shaped place that used to be trees and the airport got permission to cut all those down.

0:46:15.550 --> 0:46:18.610
Churchwell, Roy T (DFG)
For your information, I did get ohh in.

0:46:20.390 --> 0:46:35.300
Churchwell, Roy T (DFG)
A little bit of hot water from the native community when that occurred, I guess that was like one of their prime spots to go collect spruce roots especially for elders because it's close to the road and they could walk out there pretty easily. So.

0:46:35.380 --> 0:46:35.730
Churchwell, Roy T (DFG)
So.

0:46:36.240 --> 0:46:38.540
Steven Noble
This this specific island for that.

0:46:38.560 --> 0:46:39.850
Churchwell, Roy T (DFG)
Yeah, yeah.

0:46:40.790 --> 0:46:45.540
Churchwell, Roy T (DFG)
Uh, and I had no idea until after it was already cut down.

0:46:46.930 --> 0:46:53.120
Churchwell, Roy T (DFG)
So I don't know if they've been able to transfer that to that other island or if they have some other spots.

0:46:54.850 --> 0:47:6.180
Churchwell, Roy T (DFG)
I guess my point is it would just be worth chatting with them to find out what they're using the refuge for, not only for a spree through gathering, but for other purposes.

0:47:8.330 --> 0:47:8.540
Steven Noble
OK.

0:47:8.610 --> 0:47:8.790
Steven Noble
Yes.

0:47:9.520 --> 0:47:10.710
Steven Noble
Thank you for bringing that up.

0:47:20.0 --> 0:47:43.780
Steven Noble
Well, we've used up our hour that we had reserved for you. Thanks so much for your time. We appreciate it will certainly be in touch and it and we appreciate, Jesse, you giving us you pulling the comments together for Department of Fish and Game and and we look forward to getting your feedback and then we'll be in touch to try to get the GIS layer so that we can add that to our analysis as well.

0:47:45.660 --> 0:47:46.170
Lindgren, Jesse W (DFG)
Sounds good.

0:47:46.220 --> 0:47:53.250
Nina Keller Horne
Now, thank you everyone. And as I said earlier, if you have any questions regarding the screening or any.

0:47:55.140 --> 0:48:6.810
Nina Keller Horne
Comments on any particular criteria that we're using or you feel like we are forgetting something important and should be adding a criteria. This is now the time to do it. So please let us know.

0:48:9.200 --> 0:48:13.170
Churchwell, Roy T (DFG)
Yeah, sure. And I could go through my files and look for.

0:48:13.580 --> 0:48:14.740
Lindgren, Jesse W (DFG)
Yeah, exactly.

0:48:14.240 --> 0:48:21.450
Churchwell, Roy T (DFG)

Right. Like I say, I think I have other things that that might be useful as far as different wildlife using the refuge.

0:48:23.290 --> 0:48:23.730
Steven Noble
Please.

0:48:25.350 --> 0:48:25.660
Lindgren, Jesse W (DFG)
Awesome.

0:48:23.230 --> 0:48:25.760
Churchwell, Roy T (DFG)
Yeah, it's open to do that before today, but.

0:48:36.530 --> 0:48:36.900
Steven Noble
Yes.

0:48:26.600 --> 0:48:37.690
Churchwell, Roy T (DFG)
Didn't get to it so, but I can't do that soon and ohh if I get that, should I just send copies the Nina or someone else OK.

0:48:38.320 --> 0:48:39.190
Steven Noble
Yeah, that'd be great.

0:48:38.560 --> 0:48:39.300
Nina Keller Horne
That works, yeah.

0:48:43.550 --> 0:48:43.860
Nina Keller Horne
Yep.

0:48:40.640 --> 0:48:44.740
Steven Noble
Need need will make sure the rest of the team gets access to it. But yeah, if you can send it to Nina.

0:48:45.550 --> 0:48:46.0
Nina Keller Horne
No.

0:48:48.840 --> 0:48:49.850
Nina Keller Horne
Well, things everyone.

0:48:50.780 --> 0:48:53.350
Heidemann, Marie E (DOT)
Yeah, I think you guys for the great information and your time.

0:48:55.230 --> 0:48:56.600
Churchwell, Roy T (DFG)
Yeah. Thanks for the opportunity.

0:48:57.700 --> 0:48:58.340
Olson, Andrew P (DFG)
Yeah. Thank you.

0:48:58.640 --> 0:48:59.400
Lindgren, Jesse W (DFG)
Yeah. Thank you.

0:48:59.170 --> 0:49:2.670
Steven Noble
Uh, alright, we'll talk to you again next next soon, hopefully.

0:49:3.460 --> 0:49:3.790
Churchwell, Roy T (DFG)
OK.

0:49:4.510 --> 0:49:4.950
Gentemann, Christy D (DOT)
Thank you.

0:49:4.250 --> 0:49:5.890
Steven Noble
Alright, bye.

0:49:5.880 --> 0:49:6.300
Nina Keller Horne
Aye.

Juneau Douglas North Crossing PEL

Informal meeting with Alaska Department of Fish & Game to discuss the Salmon Creek Dam.

Name	Attendance	Response
Kristen Hansen	Meeting Organizer	None
Kristen Hansen	Required Attendee	None
Steven Noble	Required Attendee	Accepted
Theresa Dutchuk	Required Attendee	Accepted
Renee Whitesell	Required Attendee	Accepted
Greg Lockwood <greg.loc	Required Attendee	Accepted
Christy Gentemann <christ	Required Attendee	Accepted
sue.rodman@alaska.gov	Required Attendee	Accepted
roy.churchwell@alaska.go	Required Attendee	Accepted
Kate Kanouse <kate.kanou	Required Attendee	Accepted
Bridget.LaPenter <Bridget	Optional Attendee	Accepted
Lindgren, Jesse W (DFG) <	Optional Attendee	Accepted

BONNIE BRAE NEIGHBORHOOD ASSOCIATION MEETING

JUNEAU DOUGLAS North Crossing PEL Study

October 26, 2022

1

PRELIMINARY SCHEDULE



2

CURRENT STATUS & WHAT'S NEXT?

Meeting #	Focus	When
1	▪ Open House No. 1 ▪ Baseline data and existing conditions ▪ Purpose and need	May 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	July 2022
3	▪ Listening Sessions – September 17, 2022 ▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria ▪ Open House No. 2 – December 12, 2022	Fall/Winter 2022
4	▪ Open House No. 3 ▪ Detailed alternative screening results ▪ Recommended alternatives	Winter/Spring 2023

3

PLANNING & ENVIRONMENTAL LINKAGES BENEFITS

The benefits of stronger linkages between the transportation planning and project development processes can include:

- Stronger agency and public relationships
- Improved project delivery timeframes
- Earlier identification of key environmental resources
- Better funding and project development information
- Build projects with better outcomes
- Flexible approach for development of transportation improvement strategies

4

DRAFT PURPOSE AND NEED

The **purpose** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau. The secondary purposes are to identify ways to improve transportation for non-motorized users, respond to community values, support or enhance economic, social, and environmental conditions, and reduce transportation related energy consumption.

5

DRAFT PURPOSE AND NEED

An improved connection to Douglas Island should address the following **needs**:

Redundant access and transportation infrastructure resiliency

The community has expressed concerns regarding the lack of redundant access during emergencies and the City and Borough of Juneau (CBJ) has identified the issue in the 2013 Comprehensive Plan. In the event of the Douglas Island Bridge or another single route travel corridor in the area (North Douglas Highway or Egan Drive) being inaccessible or out of service, emergency response would be delayed, and residents cut off from the access to workplace and critical resources.

Decrease traffic pressure on Douglas Island Bridge and its intersections

The traveling public is currently experiencing delays and congestion on the Douglas Island Bridge and its intersections during the peak travel times. Analyses indicate that the intersections operate at or over capacity during peak travel times and will continue to deteriorate based on estimated future traffic counts.

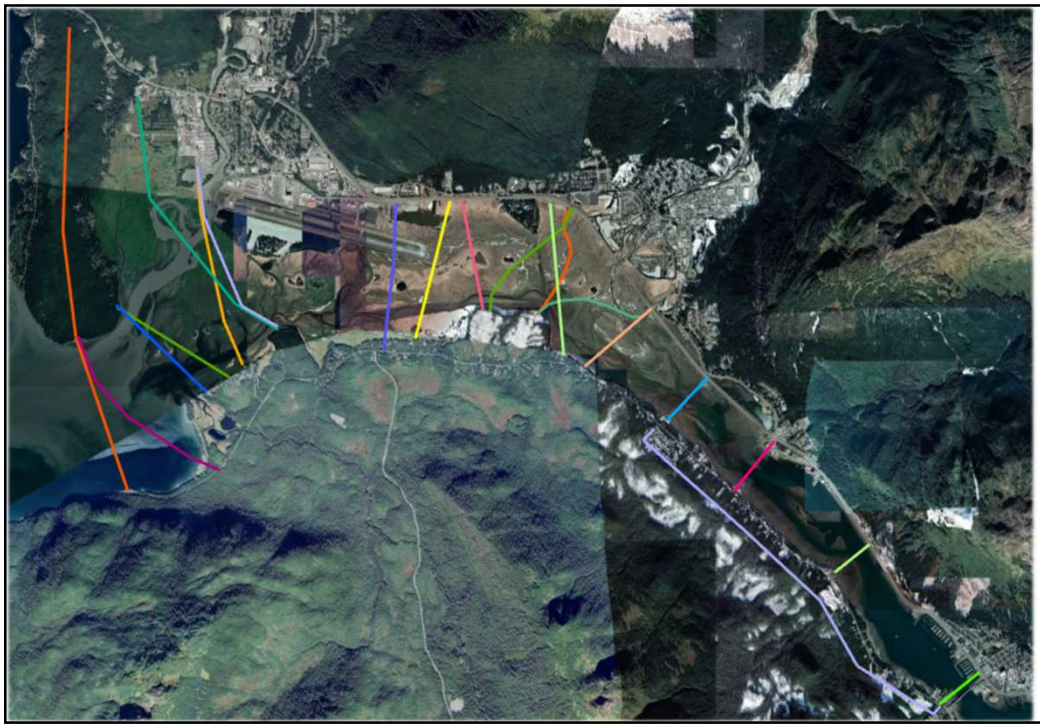
6

DRAFT PURPOSE AND NEED

Identified alternative(s) should consider these **additional goals**:

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities
- Consider alternatives that avoid, minimize, and mitigate impacts to the environment
- Maintain the visual, cultural, and scenic identity of Juneau and Douglas Island
- Avoid, minimize, and mitigate impacts to residential areas
- Enhance and protect the public health and safety of travelers and the communities that transportation facilities traverse and serve

7



IDEAS FOR CROSSING LOCATIONS WE HAVE HEARD SO FAR

8

WE WANT YOUR FEEDBACK!

You are invited to the Public Open House No. 2

Join us to:

- Learn more about the PEL study and progress to date
- Provide feedback on the preliminary crossing locations and initial screening criteria
- Share your thoughts and concerns with the project team

Date: Monday, December 12, 2022
Time: 4:00 – 6:00 p.m.
Location: Juneau Arts and Culture Center (JACC)
350 Whittier Street, Juneau, AK

Other ways to provide input:

Email the study team at **JDNorthCrossing@dowl.com**

For more information, visit the PEL study website **www.JDNorthCrossing.com**

9

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
(907) 465-4477

Steve Noble, DOWL Project Manager
(907) 562-2000

Nina Keller, DOWL Assistant Project Manager
(907) 562-2000

Email: JDNorthCrossing@dowl.com

Website: www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

10

Bonnie Brae Neighborhood Association Meeting Summary

Wednesday, October 26, 2022, 6:00 – 7:00 p.m.

Attendees

Teri Tibbett	Bonnie Brae Neighborhood Association Chair
Karen Larson	Bonnie Brae Neighborhood Association Co-Chair
Peter Peel	Bonnie Brae Neighborhood Association
Nichole Lynch & Richard Arnosky	Bonnie Brae Neighborhood Association
Diane & Paul DeSloover	Bonnie Brae Neighborhood Association
April	Bonnie Brae Neighborhood Association
Jessica Spurrier	Bonnie Brae Neighborhood Association
Steve Noble, Project Manager	DOWL
Nina Keller, Assistant Project Manager	DOWL
Morgan McCammon, Public Involvement	DOWL

Summary

Bonnie Brae Neighborhood Association (BBNA) invited DOWL to give a presentation on the Juneau Douglas North Crossing Planning and Environmental (PEL) Study and discuss how residents could get involved. The BBNA extended the invitation, allowing study team members to remain after the presentation to hear the preliminary results of a survey requesting BBNA members input on a north crossing.

Following BBNA member introductions, Teri Tibbett invited the DOWL team to introduce themselves. Steve Noble presented an update on the PEL study schedule, status, alternative crossing ideas heard so far, and opportunities for public involvement throughout the study. Following the presentation, BBNA members asked questions and made comments.

Discussion

Karen Larson asked if the crossing ideas had names. She was particularly interested in the two crossings that would terminate on Douglas Island in the neighborhood: pink and blue. The team responded that these options were considered - the Hatchery and Salmon Creek or Hospital options. Steve reminded the group that these are not preliminary alternatives, rather ideas heard from various agencies, public, and previous studies. He shared that these ideas were being evaluated to combine those that could be considered and eliminate those that are obviously infeasible. The goal is to present the seven or eight preliminary alternatives at the

December 12, Open House No. 2. Input and feedback from the public and Advisory Committees would be incorporated to further refine the preliminary alternatives to three to five. The ultimate decision on which alternatives move forward into a future National Environmental Policy Act (NEPA) process may not be made at the PEL study phase.

Richard Arnosky suggested the team consider a pedestrian and bike path only crossing, rather than allowing vehicles. Steve shared the purpose and need for a north crossing outline a need for redundant access, especially for emergency services. Non-motorized facilities are a common theme in comments received and would be included in alternatives recommended by the PEL study.

Paul DeSloover commented that any crossing between Downtown and Salmon Creek would not be useful for redundant access in the event of the dam bursting. Steve noted this comment and shared that the team is drafting an Origin-Destination Study to evaluate the effectiveness of various crossing locations.

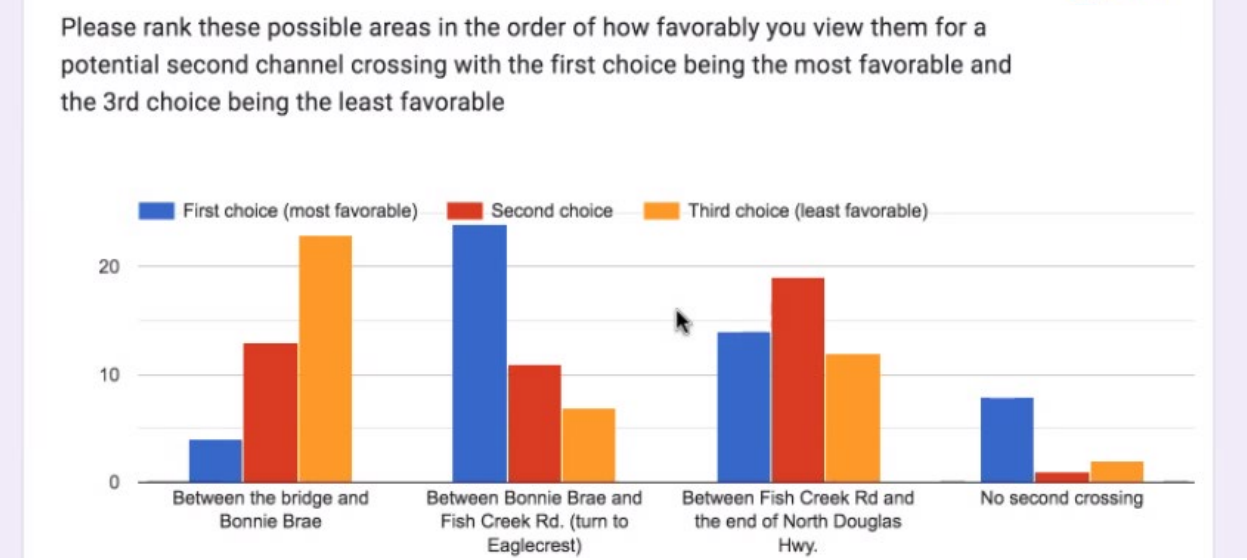
BBNA Membership Survey

Jessica Spurrier presented the preliminary results of the BBNA survey inviting members to share their thoughts on a north crossing. The results will be compiled and shared with the PEL study team in early November. The following is a summary of the preliminary results:

The survey gathered 49 responses as of October 26, 2022.

Do you favor a second Gastineau Channel crossing?

- Yes – 75.5%
- No – 20.4%
- Other – 4.1%



Seventeen respondents provided additional comments.

Wrap Up/Action Items

Following the survey presentation on preliminary results, the DOWL team members thanked the BBNA for allowing time to present and exited the meeting.

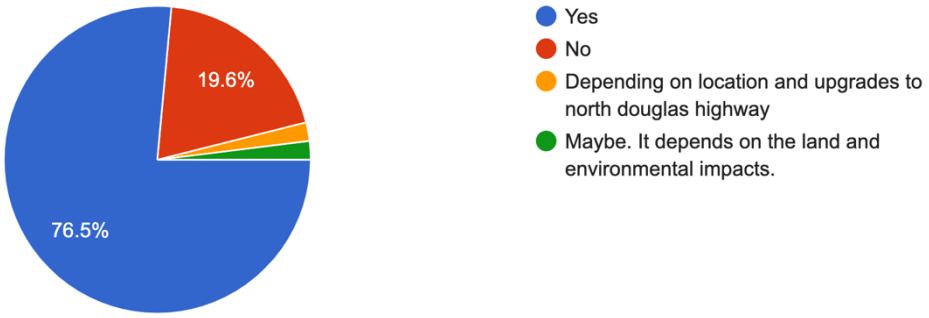
Project team:

- Include presented survey results in comments, expected early November.

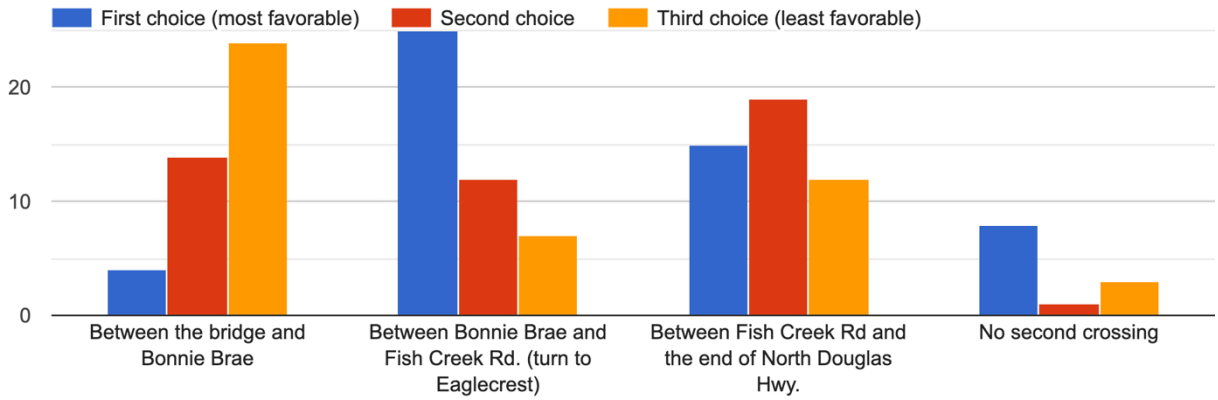
SURVEY RESULTS
Bonnie Brae Neighborhood Association
Juneau-Douglas North Crossing
October-November 2022

Do you favor a second Gastineau Channel crossing?

51 responses



Please rank these possible areas in the order of how favorably you view them for a potential second channel crossing with the first choice bein...rable and the 3rd choice being the least favorable



COMMENTS:

Like the idea of a bridge outside the wetlands.

I really support a second crossing. It would make life easier for a lot of North Douglas residents

While providing added human safety and less commute time for some, second crossing threatens the already stressed Mendenhall wetland values. Second crossing would also increase traffic on North Douglas highway, already an extremely dangerous road, especially in the winter. Second crossing would also enable development of North Douglas to the detriment of open spaces that support our non-human residents.

There are many more pressing problems in Juneau that should be addressed before spending dollars on a second crossing, including affordable and adequate housing, schools, deferred maintenance for aging infrastructure, medical and veterinary availability, and more.

As a resident of Bonnie Brae, I've had mixed feelings over the years, however as the existing bridge ages, and population out N. Douglas increases it has become clear that whatever downsides such development might bring are clearly outweighed by the safety considerations of the current situation. A bad accident or tree/powerlines down, has closed the road for hours at a time at least once a year. This has fortunately been only an inconvenience so far, but it seems only a matter of time before such a situation results in tragedy because someone can't get needed medical care in a timely manner.

It makes sense to locate it out farther to funnel the valley traffic to Eaglecrest in the winter.

I think this would aid with Douglas traffic, and make the grocery commute nicer as well

Great project, with many pluses for the entire community!

I have ethical issues with development of wildlife refuges. Be it ANWR, Iszembek, or Mendenhall. I'd be a hypocrite if I supported developing the Mendenhall to shorten my commute but not support support rural people's by connecting King Cove and Cold Bay.

The 10th Street bridge is getting old, and it would be good to have an alternate.

I think that burning less fuel to get to and from the valley will be good for the environment. I will feel safer knowing there is a closer route to the hospital and that there is a second bridge should the first one become incapacitated.

Also consider a single lane/ one way, light controlled for autos and a second lane for pedestrian and non motorized travel

I'm definitely interested in the option, but it depends on where it is and who's home and what wetlands are impacted. Are there long term plans for building more housing in North Douglas?

We need this second crossing for safety reasons.

I think the best place for the bridge would be to connect to the traffic light at Vanderbuilt as the light there would provide some infrastructure for one side! Based on the map above, it's hard to tell exactly where that is at. As the current bridge gets hit by a barge/boat at least once a year, often a couple of times a year, it is smart to have a second access point off of the Island. This would be a major safety issue if the current bridge were ever out of service for an extended amount of time. A second crossing would also likely open up more land for development on Douglas, which Juneau greatly needs to continue to expand our economy and city.

Too much traffic on north Douglas as it is with minimal maintenance

I favor either at the Fred turnoff or the overpass where Walmart used to be. Being near the hydrologic break in the wetlands reduces environmental impact

Bonnie Brae Neighborhood Association Second Channel Crossing Survey

The City and Borough of Juneau in a partnership with the Alaska Department of Transportation and Public Facilities is completing a Planning and Environmental Linkages (PEL) Study to assess the possibility of a transportation corridor (second channel crossing) to connect mainland Juneau with the north side of Douglas Island across Gastineau Channel.

The purpose of this survey is to inform the PEL Study Advisory Committee of the opinions of Bonnie Brae residents regarding a second channel crossing. The results will NOT be used to offer a formal recommendation (pro or con) from the Bonnie Brae Neighborhood Association (BBNA), but will only be delivered as aggregated information to the committee, BBNA members, North Douglas Neighborhood Association, and the Douglas Advisory Board.

A second crossing has been studied since the 1980s but has not progressed beyond identification and recommendation of preliminary alternative alignments. This PEL study continues the process of identifying and evaluating the purpose and need. Considerations include:

-Congestion during peak periods on the existing Douglas Island Bridge;
-Concerns about safety and emergency response in the event of a bridge closure: and
-The potential for residential, commercial, industrial and port development at west Douglas Island.

Please visit http://jdnorthcrossing.com for more information about the Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study.

Your participation in this survey should take approximately 2 minutes. Identifying information such as names and email addresses are not requested.

mmccammon.dowl@gmail.com (not shared) Switch account

Do you favor a second Gastineau Channel crossing?

- ○ Yes
- ○ No
- ○ Other:

This is a map with a rough outline of three general areas for a potential second crossing:

-Between the existing bridge and Bonnie Brae

-Between Bonnie Brae and Fish Creek Road (turn to Eaglecrest)

-Between Fish Creek Road and the end of North Douglas Highway


N
Glacier Hwy
N Douglas Hwy
STUDY AREA
BETWEEN FISH CREEK AND THE END OF THE ROAD
BETWEEN BONNIE BRAE AND FISH CREEK
Egan Dr
JUNEAU
DOUGLAS ISLAND
BETWEEN THE BRIDGE AND BONNIE BRAE

Please rank these possible areas in the order of how favorably you view them for a potential second channel crossing with the first choice being the most favorable and the 3rd choice being the least favorable

	First choice (most favorable)	Second choice	Third choice (least favorable)
Between the bridge and Bonnie Brae	☐	☐	☐
Between Bonnie Brae and Fish Creek Rd. (turn to Eaglecrest)	☐	☐	☐
Between Fish Creek Rd and the end of North Douglas Hwy.	☐	☐	☐
No second crossing	☐	☐	☐

Please provide any comments you'd like to share regarding a potential second crossing:

Your answer

Next

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ASSEMBLY PUBLIC WORKS AND FACILITIES COMMITTEE AGENDA

January 23, 2023 at 12:10 PM

Assembly Chambers/Zoom Webinar

https://juneau.zoom.us/j/91849897300 or 1 669 900 6833 Webinar ID: 918 4989 7300

A. CALL TO ORDER

B. LAND ACKNOWLEDGEMENT

1. We would like to acknowledge that the City and Borough of Juneau is on Tlingit land, and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. Gunalchéesh!

C. ROLL CALL

D. APPROVAL OF AGENDA

E. APPROVAL OF MINUTES

2. November 28, 2022 - Regular Meeting Minutes

F. ITEMS FOR ACTION

3. Proposed Schedule for Voter Approved 1% Sales Tax Projects FY24-29
4. Funds Transfer to Harris Street Reconstruction Capital Improvement Project (CIP)
5. Resolutions of Support for ADOT Grant Applications
6. Supplemental Agreement for Augustus Brown Pool Locker Rooms
7. Update on Juneau Douglas North Crossing and Resolution Supporting a RAISE grant application

G. INFORMATION ITEMS

8. Deputy Director Koch Appointment to EPA's Local Government Advisory Board

   EPA Appointment Announcment

9. Waste Management Quarterly Update
10. Draft FY2024 Capital Improvement Program (CIP) Projects

H. PWFC 2023 ASSEMBLY GOALS

11. PWFC Milestones for 2023 Assembly Goals

I. CONTRACTS DIVISION ACTIVITY REPORT

12. December 16, 2022 to January 19, 2023

J. NEXT MEETING DATE

13. February 13, 2023 - 12:10 PM

K. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org.

PUBLIC WORKS & FACILITIES COMMITTEE
DRAFT - REGULAR MEETING
Assembly Chambers/Zoom Webinar
November 28, 2022

I. CALL TO ORDER

The meeting was called to order at 12:10 PM.

Members Present: Chair Bryson, Ms. Triem, and Ms. Hale.

Staff Members Present: Denise Koch, Caleb Comas, Dave Scanlon, Breckan Hendricks, and Rorie Watt.

II. LAND ACKNOWLEDGEMENT

Ms. Triem read the City & Borough of Juneau Land Acknowledgement.

III. APPROVAL OF AGENDA

No changes or comments. Agenda approved.

IV. APPROVAL OF MINUTES

A. November 7, 2022 – Regular Meeting Minutes

One minor change to the members present section. Minutes approved.

V. ITEMS FOR ACTION

A. Transfer of Funds for Gondola Shipping Overages

Mr. Scanlan, General Manager of Eaglecrest Ski Area, provided insight into the recent Gondola purchase and the struggles experienced with shipping noting extra fuel surcharge fees and congestion in the railyard, which caused additional detention fees. Mr. Scanlan explained that Eaglecrest's Capital Improvement Projects (CIPs) for the summer of 2023 would likely be delayed due to product shortages and shipping delays leaving funds that could be used for this project. After the loan agreement with Goldbelt is effectuated, this account would be paid back and made whole again. The 2023 CIPs that could be delayed include improvements to the Eaglecrest parking lot and sewer repairs.

Mr. Scanlan shared that he put together a summary of how the additional $2,500,000 of appropriated funds have been spent to date, an overview of engineering and design work done to date, and the next phase coming ahead.

Mr. Bryson requested that Mr. Scanlan provide that information to the PWFC Committee.

Ms. Triem inquired if this would cause any cash flow issues and if these CIP projects would require funds before the money is received from Goldbelt.

Mr. Scanlan explained that this transfer would leave around $45,000 in Eaglecrest account and that they would be in a good position until construction season starts next May. He noted that this was a comfortable balance.

Ms. Hale noted her appreciation for the creativity used to find the money to operate within their existing budget. Ms. Hale asked that if Mr. Scanlan provides the PWFC with this summary document, we ensure it is made accessible to the public. She recommended Mr. Scanlon work with Ms. Koch.

Mr. Bryson noted that from his experience, he could confirm the Gondola was shipped at the most expensive time in shipping history.

Ms. Triem moved the Public Works and Facilities Committee to introduce a transfer request to the Assembly from Eaglecrest Deferred Maintenance in the amount of $221,000 to the Gondola Capital Improvement Project and asked for unanimous consent.

No objection, motion passed.

B. PWFC Input on Assembly Goals for Retreat

Ms. Koch shared that the Assembly would be meeting soon to establish goals in their retreat. She explained that Director Koester wanted to give the PWFC the opportunity to provide feedback on a memo that could be sent to the Full Assembly before the retreat. The goals are the same as those we saw in 2022, and Director Koester tried to give specificity towards the actions that would be required to make progress toward those goals.

Ms. Koch provided an updated on the Juneau North Douglas Crossing project (section 2.[G]) and said the next open house would be Monday, December 12th, from 4 pm-6 pm at the Juneau Arts & Humanities Council (JAHC). She highlighted actions for long-term strategic planning on CIPs (section 3.[C.]) and continued focus on deferred maintenance (section 3.[F]). She shared the onboarding of the new Environmental Project Specialist, Dianna Robinson, and how that related to section 5.(A) Develop a zero waste or waste reduction plan. Ms. Koch shared her excitement that Ms. Robinson was only one week into her position and was already working on Grant applications for compost facilities. Ms. Koch also explained that Juneau's Changing Climate & Community Response Report was referenced and can be used when developing a climate change adaptation plan (section 5.[D]).

Ms. Hale shared that she'd like to see similar tactics for engaging the public on the Juneau North Douglas Crossing as used for New City Hall. She noted interest in exploring through the Committee how we can do more meaningful interaction with the community on the North Crossing.

Mr. Bryson agreed to explore alternative strategies to get the community involved. He suggested this be discussed at the retreat.

Ms. Triem expressed her support for the actions. She noted that housing is at the top of the Assembly’s goals.

Ms. Hale moved that the PWFC forward a version of the memo to the Assembly, modifying it to flush out the recommendation for the Juneau North Douglas Crossing with what was discussed, adding that the Committee address housing issues as necessary and that some cross-fertilization with the Lands, Housing, and Economic Development Committee occur on the North Douglas Crossing. Ms. Hale asked for unanimous consent.

No objection, motion passed.

VI. INFORMATION ITEMS

a. Juneau Commission on Aging Presentation on AARP Membership Benefits

Dr. Emily Kane presented AARP and the designation of All Ages Friendly Community. She encouraged attendees to grab a brochure explaining what that designation means. She explained that AARP stands for American Association of Retired persons, but the new retirement is working. As we age, our access to everything changes, and housing is considerable. She noted that 35% of our population is age 50+, 21% is 60+, and seniors are between 1/5 – 1/3 of the Juneau Community. She also explained that seniors drive slightly more than 50% of the Juneau Economy. In addition, 8 out of 10 seniors want to age in place with the ability to perform tasks such as walking to the store and the post office. They want to engage. Her PowerPoint touched on what age-friendly looks like in other communities.

Mr. Bryson asked Dr. Kane to summarize what is needed of the PWFC.

Ms. Kane asked for a letter of endorsement for Juneau to become an All Ages Friendly Community for AARP. She will need the Mayor and Assembly to provide that.

Ms. Hale moved that the PWFC express support for a resolution or letter whichever is needed to accompany the AARP all Ages Designation for Juneau, and asked for unanimous consent.

No objection, motion passed.

b. New City Hall Update

Ms. Koch explained that this memo is intended to prompt discussion on what's next for City Hall since the bond proposition failed. We still have the same issue: the buildings that CBJ staff are sitting in still require a lot of work. Option one includes scoping out and phasing what improvements are needed and what those costs are. She noted previously these repairs we approximated at $12,000,000. Another option would be to go back to the public to better understand the concerns, such as location or cost. Ms. Koch also shared that Director Koester supports increased public outreach and more creative and accessible areas.

Ms. Triem shared that she did not want to go back through the process of analyzing the locations. She noted that staff did a good job evaluating locations and that this was already thoroughly reviewed. Her sense is that it is not one of the influencing factors. She would like to see a focus on outreach and education.
Ms. Hale was supportive of more accessible and creative outreach to reach more locations in Juneau. She inquired if there were minimal repairs that would get us by a

few years. Ms. Hale also expressed a desire to learn why parking in downtown Jun continues to come up. She shared her experience that she can always find parking, but she may have to do a few laps. She questions if it is related to accessible parking.

Mr. Bryson shared that the North State Parking Garage may help improve this.

Ms. Hale explained that parking garages are often confusing for citizens who do not frequently use them. She also acknowledged that another CBJ committee has been discussing making changes to parking in downtown Juneau.

Mr. Bryson confirmed with Ms. Koch that no action was required. Ms. Koch responded that no action was needed but that the feedback from the committee was appreciated.

VII. CONTRACTS DIVISION ACTIVITY REPORT

a. November 04, 2022 to November 24, 2022

Ms. Triem inquired on the Melvin Park lighting upgrade off Riverside Dr. next to Killewich Dr. Since the Assembly added in the CIP last year, was there any possibility that CBJ would merge the project with the lighting in Lemon Creek.

Mr. Comas stated that CBJ Engineering could look into merging these project for efficiency.

Ms. Hale inquired on the Karl Reishus Dr. pull out installation. Mr. Comas stated he would familiarize himself with the project and follow up via the Clerk's office.

VIII. NEXT MEETING DATE

a. Next Regular Meeting will be December 19, 2022, at 12:10 PM.

IX. ADJOURNMENT

The meeting adjourned at 12:55 PM.

CITY AND BOROUGH OF JUNEAU

Engineering and Public Works Department
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-0800 Facsimile: 586-4565

DATE: January 23, 2023

TO: Wade Bryson, Chair
Public Works and Facilities Committee

FROM: Katie Koester, Director Engineering and Public Works

SUBJECT: Proposed Schedule – Proposition Three – 1% Sales Tax Distribution

Attached is the proposed schedule for the allocation of Proposition 3 – 1% Sales Tax – over Fiscal Years 2024 to 2029.

Recommended Action
Staff requests the PWFC review, amend if desired, approve, and forward to the CBJ Finance Committee for approval.

VOTER APPROVED 1% Sales Tax Projects FY24 - 29

Proposition 3 from October 2022 Ballot

in $Million

Project/Expenditure Name:	Funds Assigned	rem FY24 (9 months)	FY25	FY 26	FY 27	FY28	rem FY29 (3 months)	TOTAL
CBJ Building Maintenance Projects	**11.5**	2	2.5	2.35	2	1.65	1	11.5
Affordable Housing Fund	**4.15**		0.5	1	0.75	1.15	0.75	4.15
Childcare Funding	**2.5**	0.4	0.5	0.5	0.5	0.6		2.5
Parks & Recreation Major Maintenance & Repairs	**5**	0.75	1	1	1	1	0.25	5
CCFR Ladder Truck Replacement	**1.2**	1.2						1.2
North SOB Parking	**5**			1.15	2.5	0.4	0.95	5
School District Facility Funding	**5**	0.75	1	1	1	1	0.25	5
Telephone Hill Redevelopment	**2**	0.5	1	0.5				2
JPD Radio System Replacement	**2**	0.5		1.5				2
Lemon Creek Multi-Modal Path	**1.5**				1.5			1.5
Information Technology	**3**			0.75	0.75	1.5		3
Waterfront Museum	**2**	0.5		0.4	1	0.1		2
Street Maintenance Shop Bays	**2**		2					2
Pederson Hill Development	**1.85**			1.85				1.85
Harbor Projects/Grant Match	**6.5**	2.4	3.5			0.6		6.5
Gastineau Avenue Widening & Turn Around	**4**				1	3		4
Restricted Budget Reserve	**1**					1		1
Total Requests:	**60.2**	9	12	12	12	12	3.2	60.2

CITY AND BOROUGH OF JUNEAU
Engineering and Public Works De
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-0800 Facsimile: 586-4565

DATE: January 23, 2023

TO: Wade Bryson, Chair
Public Works and Facilities Committee

THROUGH: Katie Koester, Director Engineering and Public Works

FROM: John Bohan, Chief CIP Engineer

SUBJECT: Funds Transfer to Harris Street Reconstruction Capital Improvement Program (CIP)

Staff requests the transfer of $298,000 to the Harris Street Reconstruction CIP (R72-156). Construction bids came in higher than budgeted. Construction costs have increased due to continuing supply chain issues, freight cost increases, and other economic factors that have contributed to the significant cost escalations continuing to affect all construction projects. The funds would be transferred from the Downtown Street Improvements CIP (R72-116), which has been completed.

The Harris Street reconstruction project is scheduled for this upcoming spring and summer. The project will reconstruct Harris Street between 4th Street and 7th Street, including a segment of 7th Street to Gold. This project will replace the existing failing water system, replace the sewer system which is one of the last known combined storm drainage and municipal sewer systems in Juneau and rebuild the sidewalks and roadway.

Action Requested
Staff requests the above transfer of $298,000 be forwarded to the full Assembly for approval.

Engineering & Public Work
Marine View Building, Juneau, AK 99801
907-586-5254

MEMORANDUM

DATE: **January 19, 2023**

TO: **Chair Bryson and Public Works and Facilities Committee**

FROM: **Katie Koester, Engineering & Public Works Director**

SUBJECT: **Resolutions of support for ADOT grant applications**

The purpose of this memo is to summarize the attached three (3) separate resolutions that are required for CBJ to apply for grant funding through the Community Transportation Program and Transportation Alternative Program.

The Transportation Alternatives Program (TAP) is a federally funded program through Alaska Department of Transportation (ADOT) that provides funding for small-scale transportation projects such as pedestrian and bicycle facilities. Communities are eligible to apply for up to two projects, either owned by the State or the community, however the project will be managed by ADOT. A local match is required, with a 25% match scoring the highest points. More information on the program can be found here. CBJ is applying for two TAP projects:

1. **Resolution 3018: Lemon Creek Multimodal Path $4M**. Because TAP has a limit on the amount of funds per community, CBJ's application focuses on the first phase of the Lemon Creek Multimodal path commencing near the intersection of Vanderbilt Hill Road and Glacier Highway to the east side of Lemon Creek adjacent to Egan Drive. This section is fairly straightforward and will remain consistent even if public outreach and site inspection determines an alternate trajectory for the remainder of the path. CBJ has applied for a Reconnecting Communities grant for scoping, stakeholder engagement, and feasibility that, if awarded, will help inform this project and future phases. If funded, CBJ would match the grant with $1M of the $1.1M that the Assembly has appropriated for the project. Additionally, Proposition 3 - Voter approved 1% Sales Tax allocates an additional $1.5M for the project between FY24 and FY29.
2. **Resolution 3014: Montana Creek Bridge $1.5M.** During the September 2022 storms, the pedestrian bridge over Montana Creek failed and has been decommissioned. CBJ is applying for TAP funds to replace the bridge. ADOT has committed to covering the local match with State funds and CBJ has committed to taking over ownership and maintenance of this popular recreation facility if the grant is successful.

The Community Transportation Program (CTP) is a parallel program to TAP for local roads with many of the same eligibility requirements, similar scoring criteria and a ceiling of $15M per community. More information on CTP can be found here. CBJ is applying for one CTP project:

1. **Vintage Boulevard and Clinton Drive $10.7M.** These CBJ streets are over 40 years old and require repair and upgrades. The area has experienced significant growth, which has exacerbated the need for improved pedestrian facilities. CBJ staff believes this project is a good fit for CTP criteria and has been identified as a need in the six-year Capital Improvement Program (CIP). The proposed FY2024 CIP identifies $2.1M to match the CTP request or to reconstruct Conifer Ln. If the CTP is successful for Vintage and Clinton, the Conifer Lane project would be rescheduled as a FY2025 request. An additional $575k would be requested in the FY2025 CIP to fund the full 25% CBJ CTP match.

Recommendation: Forward Resolutions 3018, 3014 and 3017 to the Assembly for approval.
Enc:
Resolution 3018, Lemon Creek Multimodal Path
Resolution 3014, Montana Creek Bridge
Resolution 3017, Vintage Boulevard and Clinton Drive

Presented by: The Manager
Presented: 01/30/2023
Drafted by: B. Brown

DRAFT -RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 3018

A Resolution in Support of Transportation Alternative Program (TAP) Funding for the Lemon Creek Multimodal Path and Supporting Matching Funds for this Eligible Project.

WHEREAS, THE ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES (DOT&PF) SPONSORS THE TRANSPORTATION ALTERNATIVES PROGRAM (TAP), WHICH PROVIDES FUNDING FOR A VARIETY OF GENERALLY SMALLER-SCALE TRANSPORTATION PROJECTS SUCH AS PEDESTRIAN AND BICYCLE FACILITIES, CONSTRUCTION OF TURNOUTS, OVERLOOKS, AND VIEWING AREAS, COMMUNITY IMPROVEMENTS, ENVIRONMENTAL MITIGATION RELATED TO STORMWATER AND HABITAT CONNECTIVITY, RECREATIONAL TRAILS, SAFE ROUTES TO SCHOOL PROJECTS, AND VULNERABLE ROAD USER SAFETY ASSESSMENTS; AND,

WHEREAS, DOT&PF ADMINISTERS THE TAP THROUGH A COMPETITIVE GRANT PROCESS AND THE CITY AND BOROUGH OF JUNEAU HAS SUBMITTED AN APPLICATION FOR TAP FUNDING FOR THE LEMON CREEK MULTIMODAL PATH; AND,

WHEREAS, THE CITY AND BOROUGH OF JUNEAU'S LEMON CREEK PLAN WAS FINALIZED IN 2018 AND INCLUDED THE LEMON CREEK MULTIMODAL PATH AS AN ACCESSIBLE IMPROVEMENT THAT WILL BE USABLE BY ALL KINDS OF PEOPLE IN ALL KINDS OF WAYS INCLUDING RECREATING, CULTURAL ACTIVITIES, NEIGHBORHOOD ACCESS, AND COMMUNITY RECONNECTION; AND,

WHEREAS, THE LEMON CREEK MULTIMODAL PATH WILL BE A LARGE AND COMPLEX PROJECT INVOLVING MULTIPLE ELEMENTS OF TRANSPORTATION AND RECREATIONAL INFRASTRUCTURE, AND IN ORDER TO BECOME A REALITY FUNDS ARE URGENTLY NEEDED TO SUPPORT THE PLANNING, DESIGN, AND CONSTRUCTION OF THIS MULTI-PHASE PROJECT; AND,

WHEREAS, CBJ HAS ALLOCATED $1,100,000 OF CAPITAL IMPROVEMENT FUNDING FOR THE LEMON CREEK MULTIMODAL PATH PROJECT, AND AN ADDITIONAL $1,500,000 MAY BE AVAILABLE FOR THE PROJECT FROM AN EXTENSION OF THE 1% SALES TAX APPROVED BY THE PEOPLE OF JUNEAU IN THE 2022 MUNICIPAL ELECTION; AND,

WHEREAS, THE CITY AND BOROUGH OF JUNEAU ASSEMBLY AND THE COMMUNITY DEVELOPMENT DEPARTMENT HAVE ALLOCATED SIGNIFICANT RESOURCES TO THE LEMON CREEK MULTIMODAL PATH PROJECT AND INTEND TO ALLOCATE FURTHER RESOURCES TO THE PROJECT IN FUTURE; AND,

WHEREAS, TAP GRANT FUNDING MAY BE USED FOR PLANNING, DESIGN, AND CONSTRUCTION OF ELIGIBLE ACTIVITIES AND THE LEMON CREEK MULTIMODAL PATH PROJECT

WILL HELP PROVIDE RECREATIONAL OPPORTUNITIES, TRANSPORTATION ENHANCEMENTS, AND IMPROVE THE QUALITY OF LIFE FOR RESIDENTS OF THE LEMON CREEK NEIGHBORHOOD AND ALL OF JUNEAU; AND,

WHEREAS, THE CITY AND BOROUGH OF JUNEAU SYSTEMIC RACISM REVIEW COMMITTEE HAS CONSIDERED THE PAST INEQUITABLE ALLOCATION OF RESOURCES WHICH HAS DEPRIVED THE LEMON CREEK NEIGHBORHOOD OF MANY OF THE SAME IMPROVEMENTS AND AMENITIES WHICH ARE ENJOYED BY THE PEOPLE OF JUNEAU RESIDING IN OTHER NEIGHBORHOODS AND AREAS OF ALASKA'S CAPITAL CITY; AND,

WHEREAS, TAP GRANT FUNDING WILL HELP MAKE IT POSSIBLE FOR THE SCOPE OF WORK TO INCLUDE COMPREHENSIVE PLANNING OF THE LEMON CREEK MULTIMODAL PATH PROJECT IN A WAY THAT MAXIMIZES COMMUNITY AND NEIGHBORHOOD INPUT SO THE RESULTING PATH WILL BEST SERVE THE PEOPLE WHO WILL USE IT MOST, WHILE ENHANCING THE NEIGHBORHOOD FOR ALL AND PROTECTING FISH & WILDLIFE HABITAT;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. The City and Borough of Juneau seeks TAP Grant Funding for the first phase of the Lemon Creek Multimodal Path, and funding in the amount of $3,000,000.

Section 2. The City and Borough of Juneau acknowledges the requirement for a minimum 9.03% local match for TAP Grant Funding, and, in accordance with Alaska law on encumbering funds in future fiscal years, intends to commit to providing matching funds in the amount of $1,000,000, or 25% of the current project budget, as a local match in the event of successful completion of the TAP Grant Funding process.

Section 3. The City and Borough of Juneau commits to operate and maintain the Lemon Creek Multimodal Path upon construction.

Section 4. A successful application for and subsequent receipt of TAP Grant funds is an essential component of the budgetary planning and execution process for the Lemon Creek Multimodal Path Project.

Section 5. The City and Borough of Juneau respectfully encourages the TAP Statewide Project Evaluation Board to allocate $3,000,000 to the Lemon Creek Multimodal Path in order to make it possible for this important project to become a reality as soon as possible.

Section 6. **Effective Date.** This resolution shall be effective immediately after its adoption.

Adopted this _____ day of _____, 2023.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
Presented: 1/30/2023
Drafted by: B. Brown

DRAFT- RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 3014

A Resolution in Support of Transportation Alternative Program (TAP) Funding for a Replacement Bridge over Montana Creek and Supporting Matching Funds for this Eligible Project.

WHEREAS, THE ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES (DOT&PF) SPONSORS THE TRANSPORTATION ALTERNATIVES PROGRAM (TAP), WHICH PROVIDES FUNDING FOR A VARIETY OF GENERALLY SMALLER-SCALE TRANSPORTATION PROJECTS SUCH AS PEDESTRIAN AND BICYCLE FACILITIES, CONSTRUCTION OF TURNOUTS, OVERLOOKS, AND VIEWING AREAS, COMMUNITY IMPROVEMENTS, ENVIRONMENTAL MITIGATION RELATED TO STORMWATER AND HABITAT CONNECTIVITY, RECREATIONAL TRAILS, SAFE ROUTES TO SCHOOL PROJECTS, AND VULNERABLE ROAD USER SAFETY ASSESSMENTS; AND,

WHEREAS, DOT&PF ADMINISTERS THE TAP THROUGH A COMPETITIVE GRANT PROCESS AND THE CITY AND BOROUGH OF JUNEAU HAS SUBMITTED AN APPLICATION FOR TAP FUNDING FOR THE MONTANA CREEK BRIDGE REPLACEMENT PROJECT; AND,

WHEREAS, IN AUGUST 2022 THE ALASKA DEPARTMENT OF TRANSPORTATION DETERMINED THE MONTANA CREEK BRIDGE IS NO LONGER SAFE FOR VEHICULAR TRAFFIC, INCLUDING ALL-TERRAIN VEHICLES; AND,

WHEREAS, THE MONTANA CREEK PEDESTRIAN BRIDGE NO. 6009 IS AT THE END OF MONTANA CREEK ROAD, AND IS A 130-FOOT LONG SINGLE-SPAN BRIDGE THAT IS TEN FEET WIDE, WITH AN ESTIMATED REPLACEMENT COST OF $1,200,000 CALCULATED IN ACCORDANCE WITH THE ALASKA BRIDGES & STRUCTURES MANUAL; AND,

WHEREAS, DOT&PF HAS OFFERED TO PAY THE REQUIRED MATCH FOR THE TAP GRANT FOR THE MONTANA CREEK BRIDGE IN EXCHANGE FOR THE CITY AND BOROUGH OF JUNEAU ACCEPTING OWNERSHIP AND MAINTENANCE OF THE BRIDGE IN FUTURE; AND,

WHEREAS, TAP GRANT FUNDING MAY BE USED FOR PLANNING, DESIGN, AND CONSTRUCTION OF ELIGIBLE ACTIVITIES AND THE MONTANA CREEK BRIDGE REPLACEMENT PROJECT WILL HELP PROVIDE ACCESS TO THE MONTANA CREEK TRAIL SYSTEM FOR RESIDENTS OF AND VISITORS TO JUNEAU; AND,

WHEREAS, THE MONTANA CREEK BRIDGE IS THE GATEWAY TO THE MONTANA CREEK TRAIL, WHICH IS A BELOVED "THROUGH" HIKE THAT MEANDERS THROUGH NARROW CANYONS AND ACROSS A MYRIAD OF MOUNTAIN STREAMS OVER A SEVEN-MILE STRETCH BEFORE JOINING THE WINDFALL LAKE TRAIL;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. The City and Borough of Juneau seeks TAP Grant Funding for the Montana Creek Bridge Replacement Project, and funding in the amount of $1,080,000.

Section 2. The City and Borough of Juneau acknowledges the requirement for a local match for TAP Grant Funding, and in accordance with Alaska law on encumbering funds in future fiscal years intends to commit to providing matching funds in the amount of $25,000 as a local match in the event of successful completion of the TAP Grant Funding process.

Section 3. The City and Borough of Juneau commits to operate and maintain the new Montana Creek Bridge upon construction.

Section 4. A successful application for and subsequent receipt of TAP Grant funds is an essential component of the budgetary planning and execution process for the Montana Creek Bridge Replacement Project.

Section 5. The City and Borough of Juneau respectfully encourages the TAP Statewide Project Evaluation Board to allocate $1,080,000 to the Montana Creek Bridge Replacement Project in order to make it possible for this important project to become a reality as soon as possible.

Section 6. **Effective Date.** This resolution shall be effective immediately after its adoption.

Adopted this _____ day of _____ 2023.

_____
Beth A. Weldon, Mayor

Attest:

_____
Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
Presented: 01/30/2023
Drafted by: B. Brown

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 3017

DRAFT - A Resolution in Support of Funding from the Community Transportation Program (CTP) for the Reconstruction of Vintage Boulevard and Clinton Drive in Juneau's Mendenhall Valley

WHEREAS, THE ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES (DOT&PF) SPONSORS THE COMMUNITY TRANSPORTATION PROGRAM (CTP), A COMPETITIVE SURFACE TRANSPORTATION GRANT PROGRAM SOLICITING COMMUNITY INPUT, NOMINATIONS, AND PROJECT SPONSORSHIP; AND,

WHEREAS, THE ROADWAY SYSTEMS IN THE VINTAGE BOULEVARD AND CLINTON DRIVE AREAS OF JUNEAU'S MENDENHALL VALLEY ARE OVER 40 YEARS OLD, AND WITH THE PASSAGE OF TIME HAVE DETERIORATED DUE TO AGE AND HEAVY USAGE; AND,

WHEREAS, THERE HAS RECENTLY BEEN AN EXCITING AND POSITIVE SURGE IN DEVELOPMENT AND NEW CONSTRUCTION IN THE VINTAGE BOULEVARD AND CLINTON DRIVE AREAS, WITH THE OPENING OF TRILLIUM LANDING, AN AMERICANS WITH DISABILITIES ACT-ACCESSIBLE APARTMENT COMMUNITY DESIGNED FOR RESIDENTS AGED 55 YEARS AND OLDER; AND,

WHEREAS, THERE ARE TWO NEW CONSTRUCTION PROJECTS CURRENTLY UNDERWAY IN THE VINTAGE BOULEVARD AND CLINTON DRIVE AREAS, THE RIVERVIEW SENIOR ASSISTED LIVING FACILITY AND THE SOUTHEAST ALASKA REGIONAL HEALTH CONSORTIUM'S COMMUNITY HEALTH CLINIC; AND,

WHEREAS, THERE ARE A SIGNIFICANT NUMBER OF RECENTLY-BUILT PRIVATE CONDOMINIUMS AND BUSINESS STRUCTURES, WHICH ADD TO THE INCREASED RESIDENTIAL ACTIVITY AND COMMERCIAL TRAFFIC IN THE VINTAGE BOULEVARD AND CLINTON DRIVE AREAS; AND,

WHEREAS, THIS AREA OF THE MENDENHALL VALLEY IS ALREADY HOME TO A LARGE NUMBER OF ESTABLISHED BUSINESSES INCLUDING THE MENDENHALL VALLEY POST OFFICE, THE MENDENHALL MALL, AND MANY BANKS AND OTHER IMPORTANT BUSINESSES; AND,

WHEREAS, THE ASSEMBLY ADOPTED THE CITY AND BOROUGH OF JUNEAU 2023 – 2028 CAPITAL IMPROVEMENT PROGRAM PROJECT LIST WHICH IDENTIFIED VINTAGE BOULEVARD AND CLINTON DRIVE AS PRIORITY PROJECTS FOR FISCAL YEARS 2023 AND 2026;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. The City and Borough of Juneau seeks CTP Grant Funding for the reconstruction of Vintage Boulevard and Clinton Drive, including improvements to Americans with Disabilities Act accessibility features and non-motorized transportation, the total budget for which is currently estimated at $10,700,000, with the following component parts;

Design & Engineering: $2,600,000
Construction: $7,600,000
Indirect: $500,000

Section 2. The City and Borough of Juneau acknowledges the requirement for the minimum 9.03% local match for CTP Grant Funding, and in accord with Alaska law on encumbering funds in future fiscal years intents to commit to providing $2,675,000, or 25% of the project budget, as a local match in the event of successful completion of the CTP Grant Funding process;

Section 3. The City and Borough of Juneau owns and maintains Vintage Boulevard and Clinton Drive, and will continue to operate and maintain them in future.

Section 4. A successful application for and subsequent receipt of CTP Grant funds is an essential component of the design & engineering and construction processes for the Vintage Boulevard and Clinton Drive Reconstruction Project.

Section 5. The City and Borough of Juneau respectfully encourages the CTP Statewide Project Evaluation Board to allocate full funding to the reconstruction of Vintage Boulevard and Clinton Drive in order to make it possible for this important work and these much-needed improvements to become a reality as soon as possible.

Section 6. **Effective Date.** This resolution shall be effective immediately after its adoption.

Adopted this _____ day of _____ 2023.

_____
Beth A. Weldon, Mayor

Attest:

_____
Elizabeth J. McEwen, Municipal Clerk

CITY AND BOROUGH OF JUNEAU

Engineering and Public Works Department
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-0800 Facsimile: 586-4565

DATE: January 18, 2023

TO: Wade Bryson, Chair Public Works and Facilities Committee

THROUGH: Katie Koester, Director Engineering and Public Works

FROM: Jeanne Rynne, Chief Architect

SUBJECT: A.B. POOL – Mechanical and Electrical Upgrades -CBJ Contract No. BE23-019 Best Interest Finding for Supplemental Agreement to ADD - Renovations at Men's and Women's Shower Rooms

Action Requested

Staff requests that the Public Works and Facilities Committee (PWFC) consider the best interest finding herewith in accordance with *CBJ 53.50.040*[i] for recommendation to the Assembly to support adding the full remodel of the men's & women's shower and changing rooms at the Augustus Brown (A.B.) Pool by Supplemental Agreement**.** CBJ Charter allows Supplement Agreements to address contract changes over $250,000 or 25% of the contract amount. Supplemental Agreements over this amount require Assembly approval. The recommended procurement approach includes award of additional work to the Contractor by one Supplemental Agreement in the amount of **$828,592** (20% of the contract amount). Thanks to an appropriation by the Assembly of an additional $3M from the General Fund on April 4, 2022, sufficient funding exists to award this additional work to the Contractor.

Background

On July 26, 2022, CBJ opened bids for Mechanical and Electrical Upgrades to the A.B. Pool. The project was awarded to Dawson Construction at the August 1, 2022, CBJ Assembly meeting in the amount of $4,058,200. The Notice to Proceed was issued August 26, 2022. Dawson Construction will begin the work on April 10, 2023, and is currently contracted to complete work by December 29, 2023.

This project was originally bid in December of 2021 and included the locker room renovations as part of the scope of work. This bid was cancelled as only one bidder responded and their bid was 63% ($2M) above the architect's estimate. We believe this was due in part to the volatility of material escalation and supply chain issues that the construction market has been experiencing since Covid-19. Given this experience and the requirement that the scope of work be modified by CBJ Engineering contract requirements, the scope of work was revised to address the critical mechanical and electrical upgrades only and was rebid in July of 2022.

Best Interest Analysis

The cost proposal from Dawson Construction of $828,592 for the locker room renovation has been reviewed by the Project Architect, Architects Alaska, and deemed to be reasonable. The professional cost estimate for this work was $950K - $1M. The proposal includes adequate provision for the costs of material and labor, as well as the cost of abatement for existing lead glazed wall tiles in shower areas. The fact that the general contractor is already on site allows for elimination of general conditions costs for mobilization to the site that would otherwise need to be included.

1. Schedule Savings
   a. The approval of the Supplemental Agreement will enable the Contractor to order required materials with arrival in Juneau by mid-September of 2023. The longest product lead times are specialty shower assemblies, domestic water piping, toilet partitions, and fiberglass doors.

b. Time impact: Dawson Construction's proposal requests an additional twenty-eight (28) day original completion date of December 29, 2023. Staff will work with Dawson and the designers to complete the work in a shorter time period, if possible.

2. Construction Cost Savings
   a. Since the Contractor's workers and relevant subcontractors are already mobilized on site, this additional work can be accomplished in a single mobilization. Removal of hazardous materials by the Anchorage based abatement subcontractor will be included into their already scheduled work tasks.

3. Bid Preparation Costs
   a. Staff estimates that adding the shower room work to the current contract would save approximately $10,000 in architectural services to prepare a separate bid set of drawings and specifications. CBJ staffing and overhead costs if the project were to be bid as a future stand-alone bid are also saved, in addition to construction escalation as a factor of time.

4. Construction Administration Efficiencies
   a. CBJ Project Management savings are estimated at $7,500, and separate CBJ permit review fees for a separate future bid can be eliminated.

5. Benefits to community pool patrons and aquatics staff (from CBJ Aquatics Director, Terra Patterson)
   a. Locker rooms are a vital part of the facility use and patron experience. Every swimmer utilizes the locker rooms upon arrival and before leaving. The existing shower and changing rooms are original to the A.B. Pool's construction in 1972, and their functionality is dated. All domestic water piping has exceeded its useable lifespan and is leaking within inaccessible interior walls. This renovation work will correct ADA clearances in restroom stalls, improve showers, increase toilet fixture counts, and remodel the floorplans into more usable patron and staff spaces. New lockers will replace heavily rusted ones in both staff changing rooms.

   b. Including this work will improve the functionality of these highly utilized areas and increase the comfort and attractiveness for patrons, visitors, and staff. Although the current project provides necessary mechanical and electrical upgrades for the continued functioning of the A.B. pool, the shower room upgrades will provide the most noticeable upgrade to the pool and enhance the enjoyment of our pool patrons' day-to-day experience.

Scope of Work included in the Locker Room Renovation

- Reconfiguration of interior walls to allow enlargement of the men's and women's restroom areas.
- Installation of new ADA-compliant toilet and shower stalls with folding seats and required grab bars.
- Replacement of existing men's and women's showers and additional showers with privacy screens.
- Installation of patterned, colored ceramic tiles in the changing, locker, and shower room areas.
- Unglazed slip-resistant tiles will replace the poured resin flooring and will be easier for staff to clean.
- Replacement of original plumbing piping and undersized waste line. New toilet fixtures, sinks, and partitions. Existing hair dryers, benches, and stainless steel lockers will be re-installed and reused.

Action Requested

Motion to forward a Supplemental Agreement to add the locker renovations to the Augustus Brown Swimming Pool Mechanical and Electrical Upgrades Contract BE23-019 in the amount of **$828,592**.

[i] ***53.50.040 (c) - Public improvement contracts.***

Supplemental agreements. A supplemental agreement shall be approved only as provided in this subsection. Competitive sealed bids shall not be required for public improvement projects procured by supplemental agreement. A supplemental agreement may be approved only if the manager makes a written finding that procuring a particular public improvement by supplemental agreement would be in the best interests of the City and Borough because doing so would save substantial and verifiable amounts of money for the City and Borough. In making this finding, the manager shall consider bid preparation costs, contractor mobilization costs, similarity of work, schedule savings, weather or environmental factors, site constraints, inspection and administration efficiencies, and other factors found relevant by the manager. The manager may approve supplemental agreements not greater than $250,000.00 or 25 percent of the contact amount, whichever is less, per contract. The manager shall notify the assembly, at its next regular meeting, of any supplemental agreement approved. Prior assembly approval shall be required for any supplemental agreement greater than $250,000.00. Nothing in this subsection shall be applied or construed in any manner inconsistent with the requirements of CBJ Charter Section 9.13. The manager shall seek an appropriation or transfer of funds by the assembly prior to incurring any obligation for any supplemental agreement unless the manager ascertains that there is a sufficient unencumbered balance in an appropriation for the project the agreement supplements, and that sufficient funds are or will be available to cover the obligation. As used in this subsection, "manager" shall have the meaning set forth in CBJ Charter Section 4.1.

Engineering & Public Work
Marine View Building, Juneau, AK 99801
907-586-5254

MEMORANDUM

DATE: **January 20, 2023**

TO: **Chair Bryson and Public Works and Facilities Committee**

FROM: **Katie Koester, Engineering & Public Works Director**

SUBJECT: **Approval of Resolution 3019 in Support of a RAISE Grant for JDNC**

DOWL Engineering has been invited to the January 23rd PWFC meeting to provide an update on the Planning and Environmental Linkages (PEL) Study currently underway. The purpose of the PEL is to facilitate robust pubic engagement early and often in the project and explore different alternatives. The next step after completion of the PEL will be to work on environmental permitting through the National Environmental Policy Act (NEPA) process. CBJ is grateful to Senator Murkowski for securing a $7 million dollar appropriation to begin this process. CBJ is applying for a Rebuilding America Infrastructure with Sustainability and Equity (RAISE) grant to complete NEPA and initiate design. Without having landed on a preferred alternative, it is difficult to estimate at this stage how much NEPA will cost. However, a project of this scope, size and complexity will require significant analysis, public outreach, and mitigation strategies. We anticipate having a cost estimate for NEPA next week which will inform the budget and I will update PWFC with that information. The ceiling for a RAISE grant is $25M and any budget for the next phase of the project would be below that. While not required, a local match will strengthen our application and the grant writer has recommend a commitment of 5% total project cost.

In order to develop a robust grant application, CBJ is working with ADOT and stakeholders to gather letters of support. Part of demonstrating community support for the project is passage of the draft resolution attached.

The committee will be briefed on the extensive public, stakeholder and technical engagement on the PEL at the meeting. However, I have discussed with Chair Bryson the need to provide an opportunity for those groups and individuals to weigh in with the Assembly and suggested a special PWFC work session dedicated to JDNC that is well advertised and accepts public testimony in the near future. If the committee is amendable to this, I will work with the Clerks ADOT and DOWL on timing.

Requested Action:
Move to forward Resolution 3019 supporting a RAISE grant application for Juneau Douglas North Crossing to the Assembly for approval.

Move to request a special PWFC work session be scheduled in the near future on Juneau Douglas North Crossing.

ENC:
Draft Resolution 3019
JDNC Fact Sheet
Map of Preferred Alternatives

Presented by: The Manager
Presented: 01/30/2023
Drafted by: B. Brown

DRAFT- RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 3019

A Resolution in Support of a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant for the Juneau Douglas North Crossing.

WHEREAS, THE PURPOSE OF THE JUNEAU DOUGLAS NORTH CROSSING IS TO IMPROVE THE CONNECTION BETWEEN DOUGLAS ISLAND AND THE REST OF JUNEAU, CREATE AN ALTERNATE EMERGENCY ACCESS ROUTE, ENHANCE TRANSPORTATION OPPORTUNITIES FOR NON-MOTORIZED USERS, AND REDUCE TRANSPORTATION-RELATED ENERGY CONSUMPTION; AND,

WHEREAS, THE CITY & BOROUGH OF JUNEAU SEEKS TO WORK WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION AND ITS OFFICE OF INFRASTRUCTURE FINANCE AND INNOVATION TO IMPROVE AND EXPAND THE TRANSPORTATION INFRASTRUCTURE OF ALASKA'S CAPITAL CITY; AND,

WHEREAS, THE UNITED STATES DEPARTMENT OF TRANSPORTATION'S OFFICE OF INFRASTRUCTURE FINANCE AND INNOVATION HAS INSTITUTED THE REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) PROGRAM TO INVEST IN SURFACE TRANSPORTATION INFRASTRUCTURE THAT WILL HAVE A SIGNIFICANT LOCAL OR REGIONAL IMPACT; AND,

WHEREAS, RAISE GRANT FUNDING WILL BE DISTRIBUTED IN TWO EQUAL PORTIONS WITH HALF TO GO TO PROJECTS IN RURAL AREAS LIKE THE CITY AND BOROUGH OF JUNEAU; AND,

WHEREAS, UNDER 23 U.S.C., ELIGIBLE ENTITIES TO RECEIVE RAISE GRANT FUNDS INCLUDE LOCAL GOVERNMENTS SUCH AS THE CITY & BOROUGH OF JUNEAU AND ELIGIBLE PROJECTS INCLUDE HIGHWAY, BRIDGE, AND ROAD PROJECTS; AND,

WHEREAS, RAISE GRANTS TO RURAL AREAS WILL HAVE A MINIMUM AWARD AMOUNT OF $1,000,000 AND A MAXIMUM AWARD AMOUNT OF $25,000,000; AND,

WHEREAS, THE CITY AND BOROUGH OF JUNEAU HAS BEEN PURSUING AND ENDEAVORING TO BUILD A JUNEAU DOUGLAS NORTH CROSSING FOR DECADES, AS IT IS AN ESSENTIAL TO IMPROVE THE SAFETY, ECONOMIC WELL-BEING, AND QUALITY OF LIFE IN ALASKA'S CAPITAL CITY; AND,

WHEREAS, THE CITY AND BOROUGH OF JUNEAU ASSEMBLY IS COMMITTED TO ENSURING THAT THE JUNEAU-DOUGLAS BRIDGE DOES NOT REMAIN THE ONLY CONDUIT BETWEEN THE NORTH AMERICAN MAINLAND AND DOUGLAS ISLAND, AND IS ALSO COMMITTED TO THE

ECONOMIC DEVELOPMENT BENEFITS INCLUDING LAND FOR AFFORDABLE HOUSING THAT WILL BE CREATED BY THE JUNEAU DOUGLAS NORTH CROSSING; AND,

WHEREAS, THE REQUEST FOR RAISE GRANT FUNDING WILL BUILD ON THE LAST 12 MONTHS OF COMMUNITY OUTREACH AND ALTERNATIVES ANALYSIS ON THE PROJECT THROUGH A PLANNING AND ENVIRONMENTAL LINKAGES STUDY; AND,

WHEREAS, THROUGH THE PLANNING AND ENVIRONMENTAL LINKAGES PROCESS THE CITY AND BOROUGH OF JUNEAU AND ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES HAS ENGAGED WITH MANY STAKEHOLDER GROUPS, INCLUDING LOCAL TRIBES AND ALASKA NATIVE CORPORATIONS; AND,

WHEREAS, RAISE GRANT FUNDING IS AVAILABLE FOR MOST PROJECTS IN AN AMOUNT UP TO 80% FEDERAL MATCH WITH THE REMAINDER OF THE PROJECT COST TO BE COVERED BY LOCAL MATCHING FUNDS; AND,

WHEREAS, RAISE GRANT FUNDING MAY BE USED FOR PLANNING, DESIGN, AND CONSTRUCTION OF ELIGIBLE PROJECTS, AS WELL AS RIGHT-OF-WAY ACQUISITION, AND THE JUNEAU DOUGLAS NORTH CROSSING PROJECT WILL HELP PROVIDE RECREATIONAL OPPORTUNITIES, TRANSPORTATION ENHANCEMENTS, AND IMPROVE THE QUALITY OF LIFE FOR RESIDENTS OF DOUGLAS ISLAND, THE MENDENHALL VALLEY, AND ALL OF JUNEAU; AND,

WHEREAS, RAISE GRANTS MAY FUND UP TO 100% OF ELIGIBLE PROJECT COSTS WHICH ARE LOCATED IN HISTORICALLY DISADVANTAGED COMMUNITIES, WHICH INCLUDES COMMUNITIES ENCOMPASSING ANY TRIBAL LANDS; AND,

WHEREAS, RAISE GRANT FUNDING WILL ALLOW FOR COMPLETION OF NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) PERMITTING FOR THIS PROJECT AND INITIATE DESIGN; AND,

WHEREAS, RAISE GRANT FUNDING FOR THE NEPA PROCESS WILL ALLOW FOR COMPREHENSIVE ENVIRONMENTAL ANALYSIS AND PLANNING OF THE JUNEAU DOUGLAS NORTH CROSSING PROJECT SO AS TO MAXIMIZE AREAWIDE COMMUNITY PARTICIPATION AND MITIGATE IMPACTS TO FISH & WILDLIFE HABITAT;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. The City and Borough of Juneau strongly supports RAISE Grant Funding for the Juneau Douglas North Crossing and will continue to allocate and invest funds for this worthwhile project in order to make it a reality as soon as possible.

Section 2. The City and Borough of Juneau acknowledges that although the Juneau Douglas North Crossing Project may not require a local match, because of the tremendous importance of this project, in accordance with Alaska law on encumbering funds in future fiscal years, intends to commit to providing matching funds of at least 5% of the

overall project budget as a local match in the event of successful completion of the RAISE Grant Funding process.

Section 3. A successful application for and subsequent receipt of RAISE Grant funds is an essential component of the budgetary planning and execution process for the Juneau Douglas North Crossing.

Section 4. The City and Borough of Juneau respectfully requests the United States Department of Transportation's Office of Infrastructure Finance and Innovation to favorably consider the RAISE Grant application for the Juneau Douglas North Crossing Project, and to approve the application and grant the funds necessary to move the project forward as expeditiously and effectively as possible.

Section 5. Effective Date. This resolution shall be effective immediately after its adoption.

Adopted this _____ day of _____ 2023.

_____
Beth A. Weldon, Mayor

Attest:

_____
Elizabeth J. McEwen, Municipal Clerk

State Project No. SFHWY00299
Federal Project No. 0003259

December 2022

PEL STUDY FACT SHEET

North Crossing PEL Study

Study Area

The study area is between Juneau and Douglas Island in the area north of the existing Douglas Island Bridge.



Study Overview

The City and Borough of Juneau has partnered with Alaska Department of Transportation and Public Facilities (DOT&PF) to study a possible transportation corridor to connect Juneau with the north end of Douglas Island. A connection has been studied since the 1980s but has not progressed beyond identification and recommendation of preliminary alternative alignments. The previous studies highlighted several reasons for a north crossing:

- Congestion during peak periods on the existing Douglas Island Bridge
- Concerns about safety and emergency response in the event of a bridge closure
- The potential for residential, commercial, industrial, and port development at west Douglas Island

DOT&PF has chosen the Planning and Environmental Linkages (PEL) process to identify and evaluate a purpose and need for connecting Juneau with Douglas Island. The PEL process will provide opportunities for public input and involvement. The analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

PEL Study Schedule

SPRING 2022	SUMMER / FALL 2022	WINTER 2022 / 2023	SPRING 2023
Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes	**Evaluation Criteria, Develop & Screen Alternatives**	**Evaluate, Refine, & Select Alternatives**	**Finalize Documentation**
Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes	Identify Crossing Alternatives and Develop Screening Criteria	Preferred Alternatives, Screening, Draft PEL Study	Public Comment Period *(30 days)* and Finalize PEL Study

WE ARE HERE

- Public Meeting #1
- Advisory Committees Meeting #1
- Advisory Committees Workshop
- Pop-Up Listening Sessions
- Public Meeting #2
- Advisory Committees Meeting #2
- Advisory Committees Meeting #3
- Advisory Committees Meeting #4
- Public Meeting #3

WHAT IS A PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY AND WHAT ARE THE BENEFITS?

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process.
2. Saves cost and time; focuses expenditures on viable options.

How can I get involved?

- Contact the PEL study team: JDNorthCrossing@dowl.com
- Visit the PEL study website at: www.JDNorthCrossing.com
- Sign up on our website to receive updates
- Participate in Public Meetings (information available on the website)

The benefits of stronger linkages between the transportation planning and project development processes can include:

- **Stronger agency and public relationships:** Regulatory and resource agencies are involved early. Collaborative working relationships with the public support more involvement and opportunities.
- **Improved project delivery timelines:** The PEL process can avoid duplication of effort and speed up project delivery.
- **Earlier identification of key environmental resources:** Knowing which resources are present can help alternative selection and save time and money by moving forward alternatives that minimize impacts to environmental resources and the built environment.
- **Better funding and project development:** Engineering team involvement produces more reliable cost estimates and project schedules.
- **Build projects with better outcomes:** Knowledge of agency and community concerns help developers design projects that better serve the community's needs.
- **Flexible approach for development of transportation improvement strategies:** The PEL Study can propose solutions to develop a series of smaller independent, fundable projects that can be implemented over time while fitting within a larger or longer-term context.

The environmental review, consultation, 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.

Points of Contact

Email the PEL Study team at JDNorthCrossing@dowl.com

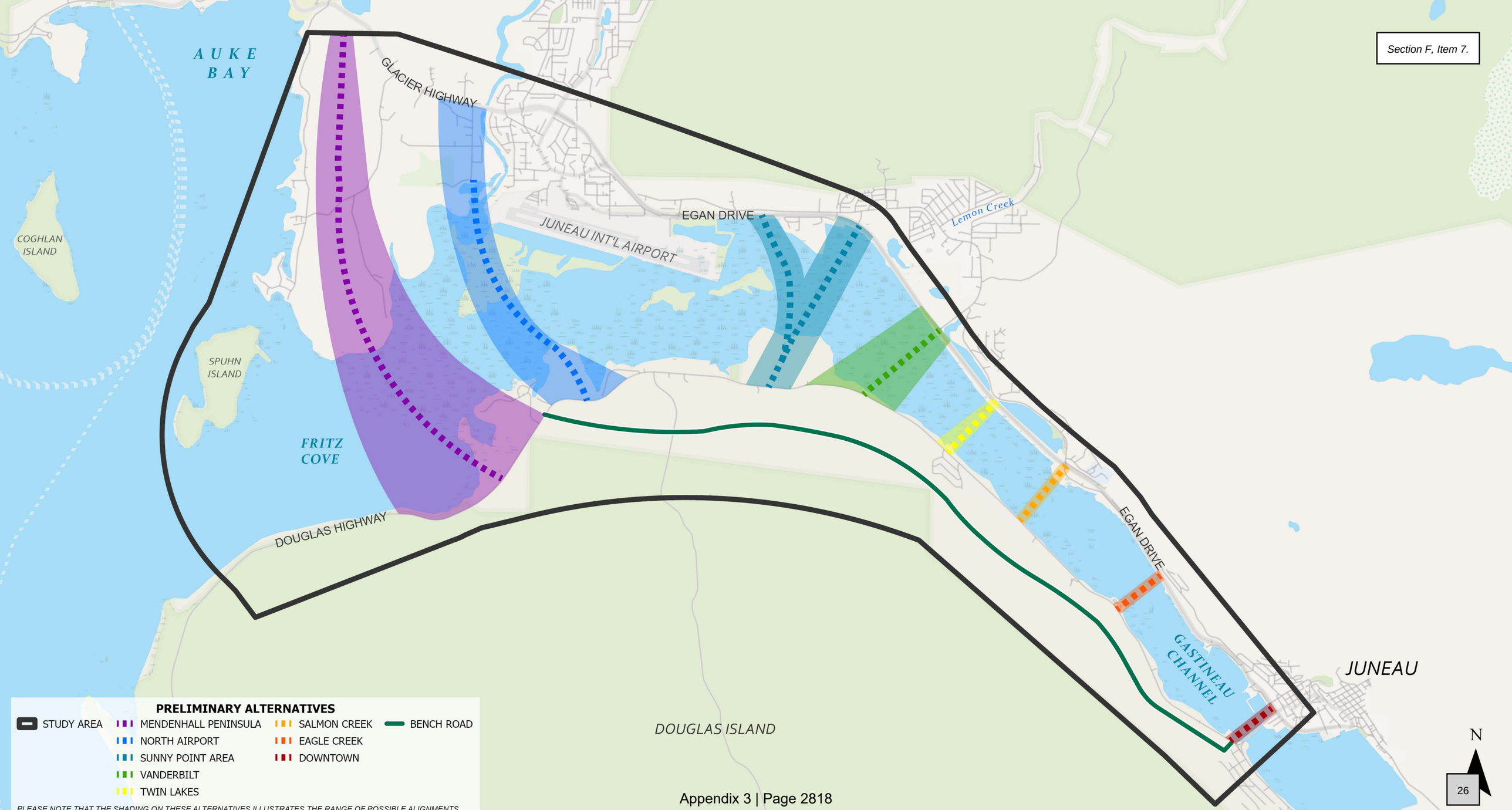
Marie Heidemann
DOT&PF Project Manager
(907) 465-4477

Nina Keller
DOWL PEL Assistant Project Manager
(907) 562-2000

Irene Gallion
CBJ Liaison
(907) 586-0753

For the latest updates and additional information about the study, visit:

www.JDNorthCrossing.com


AUKE BAY
GLACIER HIGHWAY
EGAN DRIVE
JUNEAU INT'L AIRPORT
Lemon Creek
COGHLAN ISLAND
SPUHN ISLAND
FRITZ COVE
DOUGLAS HIGHWAY
EGAN DRIVE
GASTINEAU CHANNEL
JUNEAU
DOUGLAS ISLAND
N
PRELIMINARY ALTERNATIVES
STUDY AREA
MENDENHALL PENINSULA
NORTH AIRPORT
SUNNY POINT AREA
VANDERBILT
TWIN LAKES
SALMON CREEK
EAGLE CREEK
DOWNTOWN
BENCH ROAD
PLEASE NOTE THAT THE SHADING ON THESE ALTERNATIVES ILLUSTRATES THE RANGE OF POSSIBLE ALIGNMENTS AND TERMINI FOR EACH RATHER THAN THE ANTICIPATED FOOTPRINT.

CITY AND BOROUGH OF JUNEAU

Engineering and Public Works Department
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-0800 Facsimile: 586-4565

DATE: January 23, 2023

TO: Wade Bryson, Chair
Public Works and Facilities Committee

THROUGH: Katie Koester, Director Engineering and Public Works

FROM: John Bohan, Chief CIP Engineer

SUBJECT: Draft FY2024 CIP Projects

Attached to your packet is the Draft FY24 Capital Improvement Program (CIP) resolution with project descriptions and each department's CIP priority requests.

The schedule for the FY24 Capital Improvement Program (CIP) is as follows:

January 23: Preliminary draft of the FY24 CIP Resolution will be provided to the Assembly for review

March 6: Preliminary FY24 CIP presented to the PWFC for review and discussion and forwarding to the Assembly and Finance Committee

by April 5: the Charter requires the Preliminary CIP must be presented to the Assembly

April – by May 1: FY24 CIP Review by the Systemic Racism Review Committee (SRRC)

by May 1: the Charter requires the Assembly hold a public hearing on the CIP

There is no requested action today. Since the CIP is an important part of the Committee's work, we are providing this early draft so that the Committee will have ample time to review and consider the project list proposed for funding in FY2024. As noted above, the CIP will be coming back to the Committee on March 6 for questions and discussion. At this meeting we will also be providing the draft copy of the 6 Year CIP.

Presented by: The City Manager
Introduced: April 5, 2023
Drafted by: Engineering & Public Works Department

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 3016

A Resolution Adopting the City and Borough Capital Improvement Program for Fiscal Years 2024 through 2029, and Establishing the Capital Improvement Project Priorities for Fiscal Year 2024.

WHEREAS, the CBJ Capital Improvement Program is a plan for capital improvement projects proposed for the next six fiscal years; and

WHEREAS, the Assembly has reviewed the Capital Improvement Program for Fiscal Year 2024 through Fiscal Year 2029, and has determined the capital improvement project priorities for Fiscal Year 2024.

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Capital Improvement Program.

(a) Attachment A, entitled "City and Borough of Juneau Capital Improvement Program, Fiscal Years 2024-2029," dated **June 1, 2023**, is adopted as the Capital Improvement Program for the City and Borough.

(b) The following list, as set forth in the "City and Borough of Juneau Capital Improvement Program, Fiscal Years 2024 - 2029," are pending capital improvement projects to be undertaken in FY24:

FISCAL YEAR 2024
GENERAL SALES TAX IMPROVEMENTS

DEPARTMENT	PROJECT	FY24 BUDGET	PROJECT DESCRIPTIONS
Eaglecrest	Deferred Maintenance /Mountain Operations Improvemer	$ 300,000	Ongoing work at Eaglecrest to maintain the Infrastructure, Lodge, Lifts,Trails, Ski Runs, Snowmaking, Parking Lot etc.
Eaglecrest	Eaglecrest Master Plan	50,000	Develop a master plan for Eaglecrest
Manager's Office	Jordan Creek Greenbelt Improvements	150,000	Install lighting, improve pathway and improve sightlines for Jordan Creek Greenbelt
Manager's Office	Fire - Add Staff Restroom at Sleep-off center - St Vincent Depaul	150,000	Add staff restroom and office to St. Vincent dePaul facility.This will increase safety for the staff and separate bathrooms for the employees. This is a CBJ operated and managed facility.
Manager's Office	Zero Waste Program	100,000	Zero Waste Planning including waste profiling, research and development of a zero waste plan, and stakeholder engagement.
Manager's Office	Zero Waste Subdivision	50,000	Planning to convert Lemon Creek into a Zero Waste Subdivision. The subdivision will likely include composting, recycling, and maybe household hazardous waste and types of waste that Waste Management decides to no longer accept at the landfill such as construction & demolition (C&D) waste, mattresses, tires, etc.
Parks & Recreation	Deferred Building Maintenance	1,000,000	Funding for deferred maintenance and repair of municipal buildings and facilities infrastructure before failure
Parks & Recreation	Park & Playground Deferred Maintenance and Repairs	300,000	Continue to maintain CBJ parks, playgrounds and athletic facilities before failure
Parks & Recreation	Sports Field Resurfacing & Repairs	50,000	Repair and replacement of athletic fields, courts, and related facilities throughout Juneau
Parks & Recreation	OHV Park and Trails	200,000	This project will build motorized use trails at the 35 mile site based on community planning efforts that began in 2013. The funding will leverage grant funds for priority trail projects.
Parks & Recreation	Trail Improvements	150,000	Provide continued funding for trail maintenance, developemnt of new trails, match funds for trail grants
	General Sales Tax Improvements Total	**$ 2,500,000**	

FISCAL YEAR 2024
AREAWIDE STREET SALES TAX PRIORITIES

DEPARTMENT	PROJECT	FY24 BUDGET	
Street Maintenance	Pavement Management	$ 1,000,000	Ongoing Repair /replace aging asphalt on existing CBJ roadways to reduce maintenance and extend functional life of roadways at least 5-10+ years
Street Maintenance	Sidewalk & Stairway Repairs	1,000,000	The downtown stairway network is aging and in need of significant repairs. This CIP continues to repair and replace stairways and sidewalks to reduce maintenance costs and promote pedestrian safety.
Street Maintenance	Areawide Drainage Improvements	250,000	Improving existing drainage issues not specifically attached to other projects
Street Maintenance	Dudley - Loop to Tongass	1,300,000	Reconstruct roadway, improve drainage, sidewalk and replace utilities as needed. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt applied.
Street Maintenance	Conifer Lane Back Loop to End OR ADOT CTP Matching Funds for Vintage and Clinton Reconstruction	2,100,000	Reconstruct roadway, improve drainage, sidewalk and replace utilities as needed. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt applied. CBJ has applied for Federal Highway Administration funding through the Alaska DOT Community Transportation Plan (CTP) for Vintage Dr. and Clinton Blvd. CTP awards will be announced in May - if successful, thsi funding woudl provide CBJ's match and reprioritize Conifer to the next year.
Street Maintenance	Dogwood Lane - Columbia to Mend Blvd	1,800,000	Reconstruct roadway, improve drainage, sidewalk and replace utilities as needed. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt applied.
Street Maintenance	4th and E streets Douglas, Water system replacement, resurface and drainage improvements	1,930,000	Reconstruct roadway and pavement, improve drainage and roadway base with associated water system replacement project .
Street Maintenance	10th St, F St, W 8th St drainage and rehab planning and design	200,000	Planning to determine approriate path for stormwater collection system for 10 St between Glacier Ave and Egan, F St and W 8th St. Currently the old, failing drain system runs under private property, which is not desirable or sustainable for rebuilding the system.
Street Maintenance	Gold Creek Flume Rehabilitation	600,000	Repair and rahabilitation of concrete base and flume structure.
Capital Transit	FTA Grant Match - Bus Shelter Replacement	220,000	Provide match funds for Federal Transit Administration (FTA) Grant for replacement of old, deteriorated bus shelters and improvements to ADA compliance
Engineering	EV Policy and Planning	50,000	Ongoing planning for creating municipal EV Charging Strategy and Policy
Engineering	Contaminated Sites ADEC Follow up Reporting	50,000	Continue to evaluate and close CBJ contaminated sites identified by regulatory agencies
	Areawide Street Sales Tax Priorities Total	**$ 10,500,000**	

FISCAL YEAR 2024
TEMPORARY 1% SALES TAX PRIORITIES
Voter Approved Sales Tax 10/01/18 - 09/30/23

DEPARTMENT	PROJECT	FY24 BUDGET		
Harbors	Aurora Harbor Rebuild Phase III	$ 1,500,000	*	Funding to continue rehabiiltation of Aurora Harbor - these funds will be used to match ADOT harbor funds to replace the floats at the west end of Aurora Harbor
Wastewater Utility	Lift Station SCADA Integration	500,000		Implementing basic SCADA monitoring capabilities across all 46 lift stations
Parks & Recreation	Deferred Building Maintenance	200,000		Funding for deferred maintenance and repair of municipal buildings and facilities infrastructure before failure
School District	JSD Buildings Major Maintenance / Match	200,000		Fund ongoing civil, architectural, mechanical and electrical deferred maintenance projects and provide matching funds to any outside maintenance or construction grant funding that could be acquired
	Temporary 1% Sales Tax Priorities Total	**$ 2,400,000**		

** Operating Budget Funding*

FISCAL YEAR 2024
TEMPORARY 1% SALES TAX PRIORITIES
Voter Approved Sales Tax 10/01/23 - 09/30/28

DEPARTMENT	PROJECT	FY24 BUDGET
to be included upon Assembly's concurrence with allocation schedule		
	Temporary 1% Sales Tax Priorities Total	**$ -**

** Operating Budget Funding*

FISCAL YEAR 2024
STATE MARINE PASSENGER FEE PRIORITIES

DEPARTMENT	PROJECT	FY24 BUDGET
to be included upon conclusion of Manager's Office public process		
	State Marine Passenger Fee Priorities Total	**$ -**

FISCAL YEAR 2024
BARTLETT HOSPITAL ENTERPRISE FUND

DEPARTMENT	PROJECT	FY24 BUDGET	
Bartlett Hospital	Deferred Maintenance	$ 2,000,000	Annual deferred maintenance and repair of hospital buildings, facilities, and infrastructure. The current need for deferred maintenance to provide serviceable, functional facilities for patients, families, staff, and the community is extensive. Projects are prioritized to address life safety, code deficiency, energy savings, and emergency repairs, and include exterior building repairs, HVAC maintenance, electrical distribution maintenance, utility maintenance and repairs, and site work (paving, walkways, etc.)
	Bartlett Hospital Enterprise Fund Total	**$ 2,000,000**	

FISCAL YEAR 2024
LANDS & RESOURCES FUND

DEPARTMENT	PROJECT	FY24 BUDGET	
Lands & Resources	Pits and Quarries Management, Infrastructure Maintenance and Expansion	$ 600,000	Provide for routine maintenance, improvements and expansion at CBJ rock and gravel material sources (Stablers Quarry, Lemon Creek gravel pits).
Lands & Resources	Zero Waste Subdivision Plan	50,000	The South Lemon Creek Gravel Pit (behind Costco) needs to be closed out and could be utilized for the future site for zero waste programs. These fund will be utilized to begin closing out the extraction permits
Lands & Resources	Auke Bay Proerty Development and Disposal	150,000	The City owns a large tract of property in Auke Bay which currently does not have ROW access or utilities. These funds will be utilized to determine the best locations for development
	Lands & Resources Fund Total	**$ 800,000**	

FISCAL YEAR 2024
WASTEWATER ENTERPRISE FUND

DEPARTMENT	PROJECT	FY24 BUDGET	
Wastewater Utility	Facilities Planning (Infiltration and Inflow, ABTP long term study, solids digestor)	$ 220,000	Drafting of master planning document strategizing treatment plant upgrades in conjunction with funding opportunities, COBC recommendations, and other regulatory requirements
Wastewater Utility	Areawide Collection System Improvements	55,000	Replace/repair of manholes, lift stations, and aging sewer piping. Located areawide.
Wastewater Utility	JDTP SCADA and Instrumentation Upgrades	150,000	Upgrades to instrumentation and SCADA to support on-off aeration
Wastewater Utility	Dudley - Loop Road to Tongass	143,000	Replace/repair of sewer infrastructure with associated road reconstruct project .
Wastewater Utility	Conifer Lane - Back Loop to end	354,000	Replace/repair of sewer infrastructure with associated road reconstruct project .
Wastewater Utility	Dogwood Lane - Columbia to Mendenhall Blvd	250,000	Replace/repair of sewer infrastructure with associated road reconstruct project .
Wastewater Utility	4th and E streets Douglas, Water system replacement, resurface and drainage improvements	40,000	Replace/repair of sewer infrastructure with associated water systsem reconstruct project .
Wastewater Utility	Stairway Sewer Improvements	100,000	Provide funds to reconstruct Wastewater infrastructure with the associated stairway improvement projects.
Wastewater Utility	Pavement Management Program-Utility Adjustments (frames &lids)	20,000	Area wide paving provides an opportunity for mainline and manhole reconstruction to repair code compliance issues.
	Wastewater Enterprise Fund Total	**$ 1,332,000**	

FISCAL YEAR 2024
WATER ENTERPRISE FUND

DEPARTMENT	PROJECT	FY24 BUDGET	
Water Utility	Lena Loop Water System Replacement	$ 150,000	Replacement of aging infrastructure in area of recent water breaks, first Lena entrance north to the first isolation valve, following design and assessment
Water Utility	Egan Drive Crossing Watermain Replacements (Channel Dr.,Norway Pt., Highland Dr. Salmon Ck, Sunny Pt.)	$ 250,000	Repair and replacement of essential watermain pipes in and around the Egan Drive crossings
Water Utility	Salmon Creek Onsite Chlorine Generation Replacement / Upgrade	$ 10,000	Replacement of chlorine generator and components
Water Utility	Aurora Vault Removal	$ 550,000	Removal of old vault that is currently a hazard and unnecessary for system operation
Water Utility	Cedar Park (W Juneau) Pump Station Upgrades / Rehab	$ 825,000	Replace /upgrade aging water pump station components
Water Utility	PRV Station Improvements & Upgrades (Crowhill, 5th St Douglas)	$ 50,000	Technology upgrades to reduce need for in person site visits to monitor station
Water Utility	ADOT Projects Utility Adjustments (provide valve boxes, vault lids etc.)	$ 55,000	Provide valve boxes for adjusting during State initiated road repaving
Water Utility	Conifer Lane - Back Loop to end	459,000	Replace/repair of water infrastructure with associated road reconstruct project
Water Utility	Dudley - Loop Road to Tongass	$ 286,000	Replace/repair of water infrastructure with associated road reconstruct project
Water Utility	Stairway Water Improvements	100,000	Provide funds to reconstruct Water infrastructure with the associated stairway improvement projects.
Water Utility	4th and E Street Water System Replacement	405,000	Replace 60 plus year old water system before catastrophic failure.
Water Utility	Dogwood Lane - Columbia to Mendenhall Blvd	340,000	Replace/repair of water infrastructure with associated road reconstruct project
Water Utility	Pavement Management Water Utility Adjustments	20,000	Provide valve boxes for adjusting during road repaving. Located areawide.
	Water Enterprise Fund Total	**$ 3,500,000**	

ORDINANCE 2023-xx **CAPITAL PROJECTS FUNDING TOTAL** **$ 23,032,000**

FISCAL YEAR 2024
AIRPORT UNSCHEDULED FUNDING

DEPARTMENT	PROJECT		
Airport	Construct 121/135 Ramp Rehab, drainage, fencing, lighting & RON aircraft parking	$ 12,200,000	Repair/repave the main 121 and 135 aircraft parking ramps that are deteriorating since their rehab more than twenty years ago (pavement testing reports justify pavement conditions), associated drainage repair drainage/catch basins, fencing, striping/marking associated with parking and lead-ins; and construct adjacent Remain Overnight (RON) large aircraft parking ramp to relieve jetway congestion at night. Total of 26 acres of pavement work. Work per sustainability master plan and Airport CIP
Airport	Consruct/Replace Jetbridge (PBB) Gate 5	2,000,000	Replace the 21 year-old passenger boarding bridger (jetway) and 38 year-old gangway to terminal.
Airport	Design East GA, TXL and Apron	275,000	Design east end taxilane pavement and apron rehab where pavement is deteriorating; provide adequate drainage
Airport	Design West GA, TXL	300,000	Design west taxilane and apron rehab where pavement is severely deteriorating; provide adequate drainage
Airport	Design Safety Area Grading/RW Shoulders/NAVAIDS	400,000	Design north shoulder runway safety area and parts of the south runway safety area that no longer meet lateral runway safety area design standards
Airport	Land Acquisition - Channel Flying/Loken	1,500,000	Acquire privately owned land surrounded by airport-owned property to meet FAA Airport Compliance and Management Analysis financial compliance
	Airport Unscheduled Funding Total	**$ 16,675,000**	

FISCAL YEAR 2024
UNSCHEDULED FUNDING

DEPARTMENT	PROJECT		
Bartlett Hospital	Wildflower Court Maintenance and Repairs	500,000	Unscheduled funding request to address facility maintenance and repairs at Wildflower Court
Capital Transit	FTA Grant -Bus Shelter Replacements	$ 864,000	Replace old,deteriorating and high maintenance bus shelters with new to reduce continual maintenance
Harbors	Cost Share w/ ACOE - Statter Breakwater Feasibility Study	500,000	Recapitalization of existing breakwater requires the US Army Corps of Engineers to complete a feasibiity study which half of the study funds must come from local sponsors.
Manager's Office	JPD DEU Building Expansion	1,610,000	Expansion of the north end of the Police Department building to accommodate more staff in the Drug Enforcement Unit in collaboration with the Alaska High Intensity Drug Trafikking Area (HIDTA) initiative.
Manager's Office	JPD and CCFR - Radio System replacement	12,000,000	An extensive radio study was recently completed. End of life for the current radio system was in 2014, and it does not meet the minimum public safety standards for radio coverage. Three conceptual solutions have been presented - the estimated replacement cost from the study is approximately $12 million. This initial funding would be utilized to determine critical path items and evaluate funding opportunities.
Parks and Recreation	Hank Harmon Public Range Hunter Safety Access Grant	850,000	This project includes improvements to the shooting range including fill in the range areas, rebuilding the separation wall between the pistol and rifle range, drainage improvements and other upgrades. ADFG has informed CBJ that the grant is approved and the expected grant award is $850,000. The grant funding is being matched with GO Bond funds.
Parks and Recreation	35 Mile ORV Park and Trails Recreation Trails Program Grant	300,000	If awarded, this grant funding will supplement the CIP request and existing sales tax funding to build motorized use trails at the 35 mile site based on community planning efforts that began in 2013.
Parks and Recreation	Montana Creek Bridge Replacement TAP Grant	1,500,000	This project replaces a bridge that connects the community to one of the longest trails in the community, Montana Creek Road to Windfall Lake, and future planned trail networks. This allows for non-motorized recreational opportunities and connections throughout the community.
Public Works	Upper Jordan Creek Sediment Control	5,000,000	The catastrophic rain event of December 2020 caused a significant change to the mountainside topography resulting in an ongoing increase in the flow of water and debris coming down Thunder Mountain, through the Water Utility East Valley water tank site and down to Jordan Creek near the end of Jennifer Drive. This increase in water and debris has overwhelmed the sediment control structures along the flow path resulting in deposition of sediment in Jordan Creek and flooding of Jennifer Drive and adjacent properties. This project would create manageable sedimentation collection structures and work to remove the sediment causing flooding at Jordan Creek near Jennifer Drive.
	Unscheduled Funding Total	**$ 23,124,000**	

DEPARTMENT PROJECT PRIORITY SUBMITTALS

CBJ FY 2024 CAPITAL IMPROVEMENT PLAN

January 11, 2023

FY 24 CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECT LIST

Department: Eaglecrest **Date:** 12/10/2022

Compiled by: **Dave Scanlan** **Phone :** 790-2000 ext 4297

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source	Sustainability Element of Project
1	Brown Shop Structural Repair	$30,000	engineering and structural timber supports to strengthen the Brown Shop	general sales tax	extend usable life of exisitng structure
2	Ski Trail Maintenance	$40,000	Labor for brushing and vegitatiion control to allow the ski area to operate in Low Snow	general sales tax	climate change adaptation.
3	Miscellaneous Lift Parts	$15,000	Sheave Wheel Liners and Bears for all lifts	general sales tax	extension of useful life
4	Fish Creek Lodge improvements	$400,000	roof over the back deck to eliminate water introsion and protect structural integrity	general sales tax	
7	Ptarmigan Tower Bolt Replacement	$40,000	Replace deteriorated tower bolts on tower 14	general sales tax	extension of useful life
8	Weather Station Automation	$10,000	Installing new weather station with heated tipping bucket at base of Ptramigan along with telemitry devices	general sales tax	Better real time monitoring of weather patterns that effect operations
9	Concrete Vault toilets for Hildan and Raven's Rest	$30,000	Construct a 10' X 10' stick frame outhouse over a concrete toilet to lessen running operating costs	general sales tax	lessen operating costs
10	Parking Lot Patch Repair	$70,000	Fix drainage issues, install new culvets fill with shot rock to fix sink holes. Patch crumbling ashpalt	general sales tax	extension of useful life
	TOTAL REQUEST	**$635,000**			

FY 24 DEPARTMENT CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECTS

Department: Fire **Date:** 1/4/2023

Compiled by: **Ed Quinto** **Phone number:** 586-0251

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source
1	Sleep-off Center - Add Staff Restroom at St. Vincent Depaul	$150,000	Add staff restroom and office to St. Vincent dePaul facility.This will increase safety for the staff and separate bathrooms for the employees. This is a CBJ managed and operated facility	
2	Downtown FS M/E Upgrades and Kitchen/Dayroom Combined	$5,111,000	The staffing and use at the Juneau have increased. There is no longer a lounge area for firefightersthat work there 24 hour shifts, 365 days and the kitchen gets overcrowded with the all of the staff. This project expands the existing kitchen into a hall and storage area and provides a lounge area for a break room. Additional funds need to complete Mechancial and Electrical upgrades with Ground Source Heat Pump System; $2.5M needed if go with electric boiler only.	
	TOTAL REQUEST	**$5,261,000**		

FY 24 CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECT LIST

Department: Engineering & Public Works **Date:** 12/27/2022

Compiled by: Denise Koch **Phone :** x4182

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source	Sustainability Element of Project
1	Zero Waste Program	$100,000	Zero Waste Planning including waste profiling, research and development of a zero waste plan, and stakeholder engagement.	Sales Tax	A Zero Waste program will enable Juneau to sustainably handle it's waste through recycling and composting. The Zero Waste Concept is a priority of JCOS and has been integrated into the Assembly's 2023 goals (Goal 5A).
2	Zero Waste Subdivision	$50,000	Planning to convert Lemon Creek into a Zero Waste Subdivision. The subdivision will likely include composting, recycling, and maybe household hazardous waste and types of waste that Waste Management decides to no longer accept at the landfill such as construction & demolition (C&D) waste, mattresses, tires, etc.	Sales Tax	Developing a Zero Waste Subdivion will enable Juneau to sustainably handle it's waste through recycling and composting. The Zero Waste Concept is a priority of JCOS and has been integrated into the Assembly's 2023 goals (Goal 5A).

TOTAL REQUEST $150,000

FY 24 DEPARTMENT CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECTS

Department: Parks & Recreation **Date:** 11/30/2022

Compiled by: **Mary Richey** **Phone number:** 586-0422

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source	Sustainability Element of Project
1	Deferred Building Maintenance	$3,000,000	This fund supports annual deferred maintenance and repair of municipal buildings, facilities, and infrastructure. Projects are prioritized based on factors such as energy savings, life safety, code deficiency, protection of structures, and emergency. Priority projects include upgrading HVAC systems, control systems, repairing rot, improving building exterior shells, lighting upgrades, and roof system improvements. In FY24, the department is requesting $1M in general sales tax funding and $2M of the temporary 1% sales tax.	$2M Temporary 1% Sales Tax, $1M General Sales Tax	Aging facilities are inefficient energy users and contributors to greenhouse gases. Deferred maintenance projects include control system upgrades, thermal improvements to buildings such as to exterior windows, siding, and more efficient heating and HVAC systems. Facility Maintenance is implementing an energy tracking system across municipal facilities.
2	Park & Playground Maintenance & Improvements	$1,300,000	This CIP funds maintenance and improvements of parks, playgrounds, and athletic facilities, including playground equipment and surfacing, restrooms, accessibility, lighting, drainage, sidewalks, parking areas, landscaping, public use cabins and other infrastructure. Funding priorites for parks include Steelhead Park, S'it Tuwan Park, Sigoo wu Ye Park, Bonnie Brae Park and areawide minor deferred maintenance needs. In FY24 the department is requesting $300,000 of general sales tax and $1M of the 1% Temporary Sales Tax for paving, grading and drainage of park parking lots and entry drives. Subsequent years include 1% sales tax funding for valley parks operations storage and lighting, Reninnger Pipeline Skatepark improvements, Fish Creek Park improvements and Riverside Rotary Park lighting replacement.	$1M Temporary 1% Sales Tax, $300,000 General Sales Tax	Maintaining parks provides for health and wellness of the community and outdoor recreation opportunities in facilities that require minimal carbon based fuel input. Green infrastructure such as trees, other landscaping, natural drainage, riparian protection to waterbodies, and wetland preservation reduce green house gases.
3	Sports Field Repairs and Improvements	$50,000	This CIP supports the repair and replacement of athletic fields, courts, and related facilities throughout Juneau, including those for basketball, tennis, softball, baseball, soccer, and football. Funding priorities include Dimond Park 1 Resurfacing and Field Dirt Procurement, Dzantik'i Heeni Resurfacing, Mendenhall River Resurfacing and Drainage.		Providing outdoor exercise and recreation opportunities for the community promotes health and wellness. These activities require minimal carbon fuel input.
4	35 Mile ORV Park and Trails	$200,000	This project will build motorized use trails at the 35 mile site based on community planning efforts that began in 2013. The funding will leverage grant funds for priority trail projects.		Many people in Juneau enjoy recreating with off road vehicles and currently travel to the lower 48 or other parts of Alaska, often bringing their vehicles with them. By providing this activity in Juneau, travel and shipping will be minimized.

5	Montana Creek Recreation Area Trails	$150,000	The Montana Creek Recreation Area Master Plan has been finalized after 1.5 years of community input and work with the USFS, DNR, DOT, Trail Mix and CBJ. The plan outlines trails, a cabin, trailheads, and restoration work to be improved across local, state and federal lands. This funding request will provide match for grant funding. CBJ has applied for TAP funding to replace the bridge over Montana Creek that has failed.		This master plan and proposed improvements support health and wellness activities for the community. The plan includes one of the longest trails in the community, Montana Creek to Windfall Lake, and future planned trail networks.
6	Neighborhood Park Challenge Grant Matching Funds (JPF)	$15,000	This project will fund small community challenge grants ($5,000 maximum) to replace playground equipment, park furnishings, and make other capital improvements to municipal parks. To be eligible for matching funds, projects must demonstrate not less than a 1:1 private match. This project is based on similar programs, such as the Anchorage Park Foundation's Neighborhood Challenge Grant. The intent is to leverage limited city funds with private support to complete urgently needed repairs and other improvements in Juneau's parks. Use of funds will conform to CBJ procurement requirements.	Grant Matching Funds (JPF Grant)	This funding will support health and wellness activities that are community supported. Parks and their use typically require minimal carbon input and include landscaping and greenspace that reduces green houses gases.
7	Elevator for Dimond Park Field House (unscheduled)	$450,000	The Dimond Park Field House (DPFH) offers the only publicly accessible indoor walking track in Juneau. The track is very popular with people of all ages and abilities, especially senior citizens. The Americans with Disabilities Act requires public facilities be accessible to people with disabilities. The Dimond Park Field House, however, was constructed without an elevator. Now that the facility is owned and operated by CBJ, it is important to provide barrier-free access to all of the buildings features and amenities. It is anticipated that this project will be grant funded through a partnership with SAIL and other local organizations.	Grant Matching Funds	
8	Centennial Hall Cameras	$50,000	Centennial Hall's existing security camera system is largely inoperable. A functioning camera system is necessary to protect public property, guests, and users from damage, theft, and other crimes, and to aid prosecution.		New cameras will help protect the facility and the items within meaning less replacement is needed.
9	Centennial Hall Fiberoptics Cable connection to KTOO	$100,000	Running a fiber optic line from Centennial Hall to KTOO to allow for more event flexibility for clients that would like hybrid or televised events. Some of the large conventions and events that happen at Centennial Hall, such as Celebration, JEDC Innovation Summit, among many others rely on KTOO to support them with quality streaming, television and AV support. Without the fiber connection we can't offer our clients who need the extra support of KTOO the same quality of service that the other rental venues in the Aak'w Village area can. Covid-19 has also increased the demand for Hybrid events, most of which are currently supported by KTOO.		Increasing televised events will allow more people to attend from their homes, meaning they will not be required to use vehicles to come to the person in person, reducing carbon emissions and garbage produced at inperson events.

10	Adair Kennedy Artificial Turf Field and Track Replacement	$5,000,000	Voters approved bond funding in 2022 to replace the Adair Kennedy ballfield outfield with artificial turf and replace the track around the football field.	GO Bond	Maintaining parks provides for health and wellness of the community and outdoor recreation opportunities in facilities that require minimal carbon based fuel input. Green infrastructure such as trees, other landscaping, natural drainage, riparian protection to waterbodies, and wetland preservation reduce green house gases.
11	Trail Improvements	$1,000,000	This fund supports trail work, connections between existing trail infrastructure, signage, repair and/or replacement of structures and tread (bridges, culverts, etc.), and other trail improvements. Funding priorities include Montana Creek Recreation Area per the 2022 Master Plan, Perseverance Bridges and trail work, 35 mile ORV park trails, and a variety of other trail deferred maintenance items such as tread and drainage work.	GO Bond	Maintaining trails provides for alternative , carbon free transportation opportunities and improved health and wellness for the community.
12	Public Use Cabin	$600,000	Voters approved bond funding in 2022 for a public use cabin on park lands. This funding will design and construct a public use cabin.	GO Bond	Recreational stays at cabins offer experiences for the residents that are low carbon input and promote health and wellness. The cabins are built for durability with local lumber and require minimal energy input for use.
13	Hank Harmon Public Range Hunter Safety Access Grant (unscheduled)	$850,000	This project includes improvements to the shooting range including fill in the range areas, rebuilding the separation wall between the pistol and rifle range, drainage improvements and other upgrades. ADFG has informed CBJ that the grant is approved and the expected grant award is $850,000. The grant funding is being matched with GO Bond funds.	Hunter Access Program (ADFG)	Maintaining parks provides for health and wellness of the community and outdoor recreation opportunities in facilities that require minimal carbon based fuel input. A public shooting range also helps to minimize illegal shooting and damage to public and private property that costs fuel and resources to repair.
14	35 Mile ORV Park and Trails Recreation Trails Program Grant (unscheduled)	$300,000	If awarded, this grant funding will supplement the CIP request and existing sales tax funding to build motorized use trails at the 35 mile site based on community planning efforts that began in 2013.	Recreational Trails Program Grant (AKDNR)	Many people in Juneau enjoy recreating with off road vehicles and currently travel to the lower 48 or other parts of Alaska, often bringing their vehicles with them. By providing this activity in Juneau, travel and shipping will be minimized.

15	Montana Creek Bridge Replacement TAP Grant (unscheduled)	$750,000	If awarded, the grant funding will be used to replace the bridge at the end of Montana Creek Road.	Transportation Alternatives Program (AKDOT)	This project replaces a bridge that connects the community to one of the longest trails in the community, Montana Creek to Windfall Lake, and future planned trail networks. This allows for non-motorized recreational opportunities and connections throughout the community.
	TOTAL REQUEST	**$13,815,000**			

FY 24 CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECT LIST

Department: Engineering and Public Works **Date:**

Compiled by: **Greg Smith** **Phone :**

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source	Sustainability Element of Project
1	Pavement Management	$1,000,000	This is an on-going pavement management program to provide ashpalt replacement, asphalt overlays, and other preventative maintenance treatments to CBJ streets. Pavement maintenance is required to extend the functional life of the road surfaces an additional 5 to 10 years. The program also provides capital funding to purchase and repair specialized asphalt maintenance equipment and to purchase necessary paving materials (oil, aggregates, chemicals) for pavement maintenance.	AW Street Sales Tax	Street resurfacing project to improve public safety, reduce increasing maintenance effort on distressed road surface
2	Stairways and Sidewalks	$1,000,000	Reconstruct and repair areawide stairs and sidewalks. Downtown Stairway systems are in an accelerated state of disrepair. Programmed repair of sidewalks and stairs reduces maintenance costs and promotes pedestrian safety.	AW Street Sales Tax	Improves public safety and provides reduction in maintenance efforts. Maintenance of pedestrian infrastructure promotes carbon neutral transportation.
3	Areawide Drainage Repairs	$250,000	This is a multi-phase project that involves permitting, design, and construction of storm drainage improvements to both surface and underground infrastructure throughout the Juneau area to reduce the impacts from seasonal flooding and ground water damage to private and public property. Failure to repair or replace failing culverts and storm sewer piping may result in significant damage to roadways and adjacent private properties.	AW Street Sales Tax	Protection of public and private property and reduction in maintenance efforts.
4	Dudley - Loop Road to Tongass	$1,300,000	Reconstruct roadway, improve drainage, sidewalk and replace utilities as needed. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt applied.	AW Street Sales Tax	Street reconstruction project to improve public safety, reduce increasing maintenance effort on distressed road and associated infrastructure
5	Conifer Lane Back Loop to End OR ADOT CTP Matching Funds for Vintage and Clinton Reconstruction	$2,100,000	Reconstruct roadway, improve drainage, sidewalk and replace utilities as needed. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt applied. CBJ has applied for Federal Highway Administration funding through the Alaska DOT Community Transportation Plan (CTP) for Vintage Dr. and Clinton Blvd. CTP awards will be announced in May - if successful, thsi funding woudl provide CBJ's match and reprioritize Conifer to the next year.	AW Street Sales Tax	Street reconstruction project to improve public safety, reduce increasing maintenance effort on distressed road and associated infrastructure

6	Dogwood Lane - Columbia to Mendenhall Blvd	$1,800,000	Reconstruct roadway, improve drainage, replace utilities as needed. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt applied.	AW Street Sales Tax	Street reconstruction project to improve public safety, reduce increasing maintenance effort on distressed road and associated infrastructure
7	4th and E streets Douglas, Water system replacement, resurface and drainage improvements	$1,930,000	Reconstruct roadway and pavement, improve drainage and roadway base with associated water system replacement project .	AW Street Sales Tax	Street reconstruction project to improve public safety, reduce increasing maintenance effort on distressed road and associated infrastructure
8	10th St, F St, W 8th St drainage and rehab planning and design	$200,000	Planning to determine approriate path for stormwater collection system for 10 St between Glacier Ave and Egan, F St and W 8th St. Currently the old, failing drain system runs under private property, which is not desirable or sustainable for rebuilding the system.	AW Street Sales Tax	Street reconstruction project to improve public safety, reduce increasing maintenance effort on distressed road and associated infrastructure
9	Gold Creek Flume Repairs	$600,000	Repair and rahabilitation of concrete base and flume structure.	AW Street Sales Tax	Rehablitation of existing flood control infrastructure. Protection of public and private property.

TOTAL REQUEST $10,180,000

Department: PUBLIC WORKS -Streets and Water
Compiled by: **John Bohan**

	Upper Jordan Creek Sediment Control	$5,000,000	The catastrophic rain event of December 2020 caused a significant change to the mountainside topography resulting in an ongoing increase in the flow of water and debris coming down Thunder Mountain, through the Water Utility East Valley water tank site and down to Jordan Creek near the end of Jennifer Drive. This increase in water and debris has overwhelmed the sediment control structures along the flow path resulting in deposition of sediment in Jordan Creek and flooding of Jennifer Drive and adjacent properties. This project would create manageable sedimentation collection structures and work to remove the sediment causing flooding at Jordan Creek near Jennifer Drive.

FY 24 CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECT LIST

Department: Public Works Capital Transit **Date:** 12/23/2022

Compiled by: **Rich Ross** **Phone :** 907-789-6901

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source	Sustainability Element of Project
1	Bus Shelter Improvements	$1,080,000	Replace old,deteriorating and high maintenance bus shelters with new to reduce continual maintenance and make improvements to ADA accessibility. Funding provided by US DOT Federal Transit Administration (FTA) Grant and 20% required local match	80% FTA Funding 20% Local Match	This project would standardize Capital Transit's bus shelters allowing for cheaper, easier, and faster repairs when damaged.
2					

TOTAL REQUEST $1,080,000

FY19 - FY24 1% Sales Tax Project Funding Schedule

Department	Project & Total Cost	Allocation (Millions)	Prior ST Extension FY18	Prior ST Extension 3 Mo. FY19	FY19 - 24 9 Mo. FY19	FY20	FY21	FY22	FY23	3 Mo. FY24
Public Works	Wastewater Existing Infrastructure Mtnc	13.5			2	2.6	1.5	3.7	3.2	0.5
Parks & Rec	Building Maintenance - CBJ Owned	3.5			0.5	0.7	0.7	0.7	1.4	0.2
Public Works	Water Existing Infrastructure Mtnc	2				1	1		0	
Airport	Airport FAA Project Match	3	1.8					0.6	0.6	
Parks & Rec	P&R Augustus Brown Pool Deferred Mtnc	5				1.7	3.3			
Parks & Rec	P&R Centennial Hall Upgrade/Deferred Mtnc	4.5						1.7	2.8	
School District	Building Maintenance - JSD Major Mtnc / Matc	5			0.8	1	1	1	1.7	0.2
Hospital	BRH - Rainforest Recovery Center Upgrades	2.5	0.7		1.8					
Manager	IT - Infrastructure Upgrades	2		0.4	0.4	0.4	0.4	0.4	0.4	
Public Works	Waste - RecycleWorks Waste Diversion Progr	2	0.6	0.2	0.2	0.4	0.4	0.2		
Manager	Housing	2			0.4	0.4	0.4	0.4	0.4	
Parks & Rec	Parks	0.5				0.5				
Harbors	Harbor - Aurora Harbor Rebuild Phase III	1.5								1.5
	Totals:	$47.0	3.1	0.6	6.1	8.7	8.7	8.7	10.5	2.4

FY 24 CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECT LIST

Department: Juneau School District **Date:** 22-Dec-22

Compiled by: **Cassee Olin** **Phone :** 907-523-1770

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source	Sustainability Element of Project
1	JSD Annual Deferred Maintenance	$1,000,000	Various small projects addressing deferred maintenance in District buildings. List compiled annually and approved by the School Board	Sales Tax Revenue	
2	JDHS Boiler Room Renovation	$1,750,000	Replace Boiler Room mechanical and electrical equipment that is from original construction in 1984.	unknown	
3					

TOTAL REQUEST $2,750,000

FY 24 CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECT LIST

Department: Library **Date:** 12/19/2022

Compiled by: **John Thill** **Phone :** 907-586-0443

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source	Sustainability Element of Project
1	New Juneau City Museum Planning and Design	$350,000	New planning and design documents are required for a new City Museum. Funds would come from the 1% sales tax levy. We would like to work on this in year one so that we can begin fundraising in the remaining years of the five year levy.	1% Sales Tax / $50,000 from private donation	Would be used to prepare to build a more sustainable built-to-purpose home for the Juneau Douglas City Museum
2	Downtown Library SW Meeting Room Windows	$194,000	The windows of the SW small meeting room at the Downtown Library are leaking and need replacing. They are currently allowing some water intrusion and reducing the overall efficiency of heating the building. This project would replace 32 panes of glass and repair water damage to the interior of the building.		Window replacement would make the building more energy efficient and extend the life of the building
3					

TOTAL REQUEST $544,000

FY 24 CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECT LIST

Department: BRH **Date:** 12/22/2022

Compiled by: **Nathan Rumsey** **Phone :** 796-8678

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source	Sustainability Element of Project
1	Deferred Maintenance	$2,000,000	Annual deferred maintenance and repair of hospital buildings, facilities, and infrastructure. The current need for deferred maintenance to provide serviceable, functional facilities for patients, families, staff, and the community is extensive. Projects are prioritized to address life safety, code deficiency, energy savings, and emergency repairs, and include exterior building repairs, HVAC maintenance, electrical distribution maintenance, utility maintenance and repairs, and site work (paving, walkways, etc.)	BRH Enterprise Fund	The systematic maintenance of facilities and infrastructure will address existing inefficiencies including thermal energy loss from aging building exterior envelopes, aging mechanical systems and components, and needed utility repairs.
Unscheduled	Wildflower Court Facility Maintenance and Repairs	$500,000	Unscheduled funding request to address facility maintenance and repairs at Wildflower Court.	unknown	
3					

TOTAL REQUEST $2,500,000

FY 24 CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECT LIST

Department: Docks & Harbors **Date:**

Compiled by: **Carl Uchytil** **Phone :** 586-0294

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source	Sustainability Element of Project
1	Taku Harbor Maintenance Repairs	$1,500,000	Replaces existing approach float	2022 1% Sales Tax & Dingel-Johnson Sport Fish	Project calls for replacing existing infrastructure
2	Wayside Park Dredging	$750,000	Maintenance Dredging under community flishing float near DIPAC	2022 1% Sale Tax	Project is to maintain existing infrasturcture through maintenance dredging.
3	Cruise Ship Dock Safety Railing	$1,200,000	Install safety railing along cruise ship dock face from Marine Park to CT Dock	Marine Passenger Fees/Dock Enterprise Fund Balance	Potential safety liability
4	Aurora Harbor Office Replacement	$1,500,000	Recapitalization of existing harbor office	2022 1% Sales Tax & Harbor Enterprise Fund Balance	Existing facility was a converted garage and is well past useful life
5	Cost Share w/ACOE - Statter Breakwater Feasibility Study	$500,000	Recapitalization of existing breakwater requires the US Army Corps of Engineers to complete a feasibiity study which half of the study funds must come from local sponsors.	unknown	Exiisitng breakwater is approaching 40 years and is in need of replacement.
6	Procurement of two LTC Transformers (CT & AS Docks)	$5,000,000	Long lead procurment for cruise ship dock electrification project.	Proposed Revenue Bond	Necessary equipment to provide shore power to the CBJ owned cruise ship docks.

TOTAL REQUEST $10,450,000

FY 24 CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECT LIST

Department: Public Works - Utilities: Wastewater **Date:** 1/9/2023

Compiled by: **Joshua Midgett** **Phone :** 907.586.0393

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source	Sustainability Element of Project
1	Facilities Planning (Infiltration and Inflow, ABTP long term study, solids digestor)	$220,000	Drafting of master planning document strategizing treatment plant upgrades in conjunction with funding opportunities, COBC recommendations, and other regulatory requirements	WW Revenue	A detailed anlysis of all CBJ wastewater treatment and collections improvement and mainteance requirements and options is required to assure optimal and sustainable waste management systems.
2	Lift Station SCADA Integration	$500,000	Implementing basic SCADA monitoring capabilities across all 46 lift stations	FY18-24 Voter 1%	Lift station SCADA integration will greatly reduce the need for physical inspection of all 46 CBJ sites, increasing system and HR efficiency in supporting and maintaining the collections system.
3	Area Wide Collections Systems Improvements	$55,000	Pipe repairs and refurbishments across the system	WW Revenue	Repair and upgrades to the collections system are required to assure continous functionality and efficiency of the collections system, resulting in improved system efficiency and operations.
4	JDTP SCADA and Instrumentation Upgrades	$150,000	Upgrades to instrumentation and SCADA to support on-off aeration	WW Revenue	Improved SCADA control of the JD treatment facility will increase plant efficiency and allow operators to properly treat waste streams from the CBJ and Cruise ship clients.
5	Pavement Management Program-Utility Adjustments (frames &lids)	$20,000	Area wide paving opportunity for mainline and manhole reconstruction	WW Revenue	Combined streets and sewer system upgrades improve community sustainablilty through the protection of the functionality of the wasterwater collections system.

6	Stairway Sewer Improvements	$100,000	Provide funds to reconstruct Wastewater Utility infrastructure with the associated street reconstruction project.	WW Revenue	Combined streets and sewer system upgrades improve community sustainablilty through the protection of the functionality of the wasterwater collections system.
7	Conifer Lane (Back Loop to End) - street reconstruction	$354,000	Provide funds to reconstruct Wastewater Utility infrastructure with the associated street reconstruction project.	WW Revenue	Combined streets and sewer system upgrades improve community sustainablilty through the protection of the functionality of the wasterwater collections system.
8	Dogwood Lane (Columbia to Mendenhall) - street reconstruction	$250,000	Provide funds to reconstruct Wastewater Utility infrastructure with the associated street reconstruction project.	WW Revenue	Combined streets and sewer system upgrades improve community sustainablilty through the protection of the functionality of the wasterwater collections system.
9	Dudley (Loop Rd. to Tongass) - street reconstruction	$143,000	Provide funds to reconstruct sewer infrastructure and separate storm water connections with the associated street reconstruction project.	WW Revenue	Combined streets and sewer system upgrades improve community sustainablilty through the protection of the functionality of the wasterwater collections system.
10	4th and E streets Douglas, Water system replacement, resurface and drainage improvements	$40,000	Replace/repair of sewer infrastructure with associated water systsem reconstruct project .	WW Revenue	Combined streets and sewer system upgrades improve community sustainablilty through the protection of the functionality of the wasterwater collections system.

TOTAL REQUEST $1,832,000

FY 24 CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECT LIST

Department: Lands & Resources **Date:** 12/22/2022

Compiled by: **dan Bleidorn** **Phone :** 586-5252 ext 4177

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source	Sustainability Element of Project
1	Rock and gravel site management and development	$700,000	Provide for routine maintenance, improvements and expansion of mining areas at CBJ rock and gravel material sources (Stablers Quarry, Lemon Creek gravel pits).	Land Fund	
2	Zero waste subdivision plan	$50,000	The SLCMS (gravel pit behind Costco) needs to be closed out and could be utilized for the future site for zero waste programs. These fund will be utilized to begin closing out the extraction permits	Land Fund	
3	Auke Bay property development and disposal	$450,000	The City owns a large tract of property in Auke Bay which currently does not have ROW access or utilities. These funds will be utilized to determine the best locations for development	Land Fund	

TOTAL REQUEST $1,200,000

FY 24 CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECT LIST

Department: Public Works - Utilities: Water **Date:** 1/9/2023

Compiled by: **Joshua Midgett** **Phone :** 907.586.0393

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source	Sustainability Element of Project
1	Lena Loop Water System Replacement	$150,000	Replacement of aging infrastructure in area of recent water breaks, first Lena entrance north to the first isolation valve, following FY23 design and assessment	Water Util Revenue	Improving the quality of the pipes currently in the ground will decrease the capacity for potential breaks, increase overall distribution efficiency, and eliminate possible environmentally hazardous events
2	Egan Drive Crossing Watermain Replacements (Channel Dr) Norway Point, Highland Drive, Salmon Creek, Sunny Point)	$250,000	Repair and replacement of essential watermain pipes in and around the Egan Drive crossings	Water Util Revenue	Improving the quality of the pipes currently in the ground will decrease the capacity for potential breaks, increase overall distribution efficiency, and eliminate possible environmentally hazardous events
3	Salmon Creek Onsite Chlorine Generation Replacement / Upgrade	$10,000	Replacement of chlorine generation equipment and related components to ensure delivery of safe drinking water and retain lowered shipping costs of chemical compounds	Water Util Revenue	In house chlorine generation greatly decreases shipping costs and the enironmental impact therein. By being self reliant, CBJ's processes become more sustainable.
4	Aurora Vault Removal	$550,000	Removal of old vault that is currently a hazard and unnecessary for system operation	Water Util Revenue	Removal of hazardous equipment and unused well locations will reduce the overall risk in the water distribution system
5	Cedar Park (W Juneau) Pump Station Upgrades / Rehab	$825,000	Replace / upgrade aging water pump station components	Water Util Revenue	Installation of modern pumps and controls will decrase energy usge and increase shelf life, allowing more a more efficient station that demands less maintenance

6	PRV Station Improvements & Upgrades (Crowhill, 5th St Douglas)	$50,000	Technology upgrades to reduce need for in person site visits to monitor station	Water Util Revenue	Updating station technology allows for more precise system monitoring that can be
7	ADOT Projects Utility Adjustments (provide valve boxes, vault lids etc.)	$55,000	Provide valve boxes for adjusting during State initiated road repaving	Water Util Revenue	Combined streets and water system upgrades improve community sustainablilty
8	Conifer Ln (Back Loop to End) - street reconstruction	$459,000	Revolving funds used to make preventative maintenance, repairs and minor replacements to the water system as they are discovered	Water Util Revenue	Combined streets and water system upgrades improve community sustainablilty
9	Dudley Street (Loop to Tongass) - street reconstruction	$286,000	Design phase of large, multi year project to repair essential water distribution thoroughfare including minor immediate repair that may be designated as necessary	Water Util Revenue	Combined streets and water system upgrades improve community sustainablilty through the protection of the
10	Stairway water improvements	$100,000	Multi-year replacement and upgrade strategy of water distribution system surrounding the Airport	Water Util Revenue	Combined streets and water system upgrades improve community sustainablilty through the protection of the functionality of the water distribution system.
11	4th and E Street Water System Replacement	$405,000	Replace 60 plus year old water system before catastrophic failure.	Water Util Revenue	Combined streets and water system upgrades improve community sustainablilty through the protection of the functionality of the water distribution system.
12	Dogwood Lane (Columbia to Mendenhall) - street reconstruction	$340,000	Street resurfacing project - maintenance needed to maintain integrity of drinking water system. This protects public health, and using HDPE pipe allows for longer service life.	Water Util Revenue	Combined streets and water system upgrades improve community sustainablilty through the protection of the functionality of the water distribution system.
13	Pavement Management Utility Adjustments (valve boxes, vault lids etc.)	$20,000	Street resurfacing project - maintenance needed to maintain integrity of drinking water system. This protects public health, and using HDPE pipe allows for longer service life.	Water Util Revenue	Combined streets and water system upgrades improve community sustainablilty through the protection of the functionality of the water distribution system.

TOTAL REQUEST $3,500,000

FY 24 CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECT LIST

Department: Police **Date:** 12/21/2022

Compiled by: **Jessie Paskowski** **Phone :** 500-0684

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source
1	Public Safety Radio Improvements	$12,000,000	An extensive radio study was completed. End of life for the current radio system was in 2014, and it does not meet the minimum public safety standards for radio coverage. Three conceptual solutions have been presented.	unknown
2	Specialty Vehicle Covered Parking	$538,000	JPD has acquired several specialty vehicles since the building and external infrastructure was built. Specialty vehicles are often one-time purchases that would be expensive to replace. The current storage area is not adequate to protect the quality of the vehicles; a covered parking area would allow JPD to extend the life of them.	unknown
3	Physical Evidence Storage	$158,000	Caseload and statutory requirements have increased the amount of space required for evidence storage and lengthened required timeframes since the original evidence area was designed in 1998. Some cases require that physical evidence including items with DNA materials be maintained even after a case has been closed. Significant crimes against a person require 50 year retention and items in other cases must often be kept while a case is unsolved or through all appeal processes. More space is needed.	unknown
4	DEU Building Expansion	$1,610,000	Expansion of the north end of the Police Department building to accommodate more staff in the Drug Enforcement Unit in collaboration with the Alaska High Intensity Drug Trafikking Area (HIDTA) initiative.	HIDTA - Federal Grant
				unknown

TOTAL REQUEST $14,306,000

FY 23 CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECT LIST

Department: Airport **Date:** 12/1/2022

Compiled by: **Pwahto** **Phone :** 907-789-7821

PRIORITY	PROJECT NAME	PROJECT COST	PROJECT DESCRIPTION	Funding Source	Sustainability Element of Project
1	Construct 121/135 Ramp Rehab, drainage, fencing, lighting & RON aircraft parking	$12,200,000	Repair/repave the main 121 and 135 aircraft parking ramps that are deteriorating since their rehab more than twenty years ago (pavement testing reports justify pavement conditions), associated drainage repair drainage/catch basins, fencing, striping/marking associated with parking and lead-ins; and construct adjacent Remain Overnight (RON) large aircraft parking ramp to relieve jetway congestion at night. Total of 26 acres of pavement work. Work per sustainability master plan and Airport CIP	FAA AIP	preserve airport property assets
2	Consruct/Replace Jetbridge (PBB) Gate 5	$2,000,000	Replace the 21 year-old passenger boarding bridger (jetway) and 38 year-old gangway to terminal.	FAA AIP	more efficient jetbridge with power consumption and heating
3	Design East GA, TXL and Apron	$275,000	Design east end taxilane pavement and apron rehab where pavement is deteriorating; provide adequate drainage	FAA AIP	preserve airport property assets
4	Design West GA, TXL	$300,000	Design west taxilane and apron rehab where pavement is severely deteriorating; provide adequate drainage	FAA AIP	preserve airport property assets
5	Design Safety Area Grading/RW Shoulders/NAVAIDS	$400,000	Design north shoulder runway safety area and parts of the south runway safety area that no longer meet lateral runway safety area design standards	FAA AIP	preserve airport property assets
6	Land Acquisition - Channel Flying/Loken	$1,500,000	Acquire privately owned land surrounded by airport-owned property to meet FAA Airport Compliance and Management Analysis financial compliance	FAA AIP	

TOTAL REQUEST $16,675,000

PWFC Action Items to Advance 2023 Assembly Goals

** Document revised using Draft Assembly Goals 2023 drafted 12/11/2022*

Progress Report Date: **1/23/2023**

2. Economic Development - Assure Juneau has a vibrant, diverse local economy			
	Implementing Action Item:	**Committee Work:**	**Progress Report:**
F.	Pursue and plan for West Douglas and Channel Crossing	Engage the public and prepare the project for a successful grant application for full design including working with ADOT and identifying match.	1/23/23. $7M in CDS secured; applying for RAISE grant for next phase.
G.	Explore options for redeveloping under utilized downtown property		
3. Sustainable Budget and Organization – Assure that CBJ is able to deliver services in a cost efficient and effective manner that meets the needs of the community.			
	Implementing Action Item:	**Committee Work:**	**Progress Report:**
C.	Long term strategic planning for CIPs	Committee work to engage in Big Picture Capital Project Planning; build on Legislative Priority List process.	**1.23.23** Legislative Capital Priority List scheduled for adopton on 1.26.23.
F.	Maintain Assembly focus on deferred maintenance including BRH and JSD;	Do committee work so that Assembly can increase funding for deferred maintenance.	**11.4.22**. Assembly increased commitment to deferred maintenance in 1% that passed in October.
4. Community, Wellness, and Public Safety - Juneau is safe and welcoming for all citizens.			
	Implementing Action Item:	**Committee Work:**	**Progress Report:**
C.	Explore fully subsidizing transit and eliminating fares		1.23.23. Informational memo on Fare-Free Exploration presented at 12.19.22 PWFC.
5. Sustainable Community – Juneau will maintain a resilient social, economic, and environmental habitat for existing population and future generations.			
	Implementing Action Item:	**Committee Work:**	**Progress Report:**
A.	Develop a zero waste or waste reduction plan	Establish framework for stakeholder engagement; Define goals for composting and level of municipal involvement	**11.7.22** 1) Hired a new Environmental Project Specialist, Dianna Robinson, with extensive experience in zero waste. She'll start Nov 14. 2)Congressionally Directed Spending Request for $2.5M municipal composting facility included in Senate appropriations bill. 3) SWIFR Infrastructure grant due Feb 13. CBJ to apply for max amount of $4 mil (no local match required!) for planning, building, and operating a commercial compost facilitiy. CBJ would build the facility and contract for operations similar to how we contract out recycling and household hazardous waste programs.
B.	Develop strategy to measure, track and reduce CBJ energy consumption.	Support and follow efforts of Facilities Maintenance to implement an Energy Management and Information System (EMIS)	**5.02.22** Presentation from Building Maintenance
C.	Implement projects and strategies that advance the goal of reliance on 80% renewable energy sources by 2045	Do committee work on Green House Gas (GHG) Emissions data collection/ measuring initiative to ensure a useful metric the Assembly can support	**8.08.22** Staff work underway with Dynamhex for community wide GHG emissions measurement tool.

C. *(Cont'd)*		Define CBJ's role in providing EV charging infrastructure and electricity to the community. Support efforts to continue building the EV charging network to provide convenient and affordable EV charging for the public and to lay the groundwork for applying for grants.	**11.7.22** 1) Installed new EV chargers at 5 locations this summer. 2) Prodded AEA to hold workshop in Juneau, which was held on 11/3. NEVI Phase 1 will focus on the Railbelt. However, there will be competitive grants as well. However, the federal gov has not yet issued guidance or grant applications. AEA likely to hold more workshops once the guidance is issued. Could be potential for regional plans or coordination through SE Conf. 3) Electric Buses - Received 2020 No Lo Grant for 7 buses on 10/24. Ordered 7 new 35 ft. Gillig buses the same day! Then takes 16-24 month for delivery. 4) Dock Electrification - Assembly passed $2.6 to advance. CBJ is also awaiting a new port electrictrification grant to be released soon for application.
D.	Develop climate change adaptation plan	Review "Juneau's Changing Climate & Community Response"	**8.08.22** Report released: https://acrc.alaska.edu/docs/juneau-climate-report
E.	Develop strategy to reduce abandoned/junked vehicles.	Do committee work to support the Assembly in increasing funding for junk vehicle disposal, including possible incentives.	**9.26.22.** Guidance requested on junk vehicle next steps (round up, targeted removal, incentives).

MEMORANDUM

TO: Katie Koester
Engineering & Public Works Director

FROM: Greg Smith
Contract Administrator

Date: January 19, 2023

SUBJECT: Contracts Division Activity
December 16, 2022 to January 19, 2023

Current Bids – Construction Projects >$50,000

BE23-195	Mendenhall Public Library Carpet Replacement	Bid due 01/24/2023, Engineer Estimate $150,000-$200,000.
BE23-022	Melvin Park Lighting Upgrade	3 Bids received on 01/11/23, Alaska Electric low bidder - $772,240. Award in Progress. Engineer Estimate $700,000-$800,000.
BE23-176	Perseverance Trail Pedestrian Bridges	Awarded to Western Wood Structures, Cost negotiations in progress.
BE22-222	Treadwell Ice Arena Roof Replacement	4 Bids received on 01/18/23. Award in progress to DayNight Construction for $1,394,000.69. Estimate $900,000 - $1,200,000.
BE23-151	Crow Hill Resurfacing & Utility Rehabilitation	Bids due 01/24/23, Engineer Estimate $1,700,000 – $1,900,000.

Current RFPs – Alternative Procurement

RFP E23-156b	Construction Manager at Risk (CMAR) for the BRH ED Addition & Renovation	Awarded to Dawson Construction, contract negotiations in progress.

Current RFPs – Services

RFP E23-034	JPD Drug Enforcement Addition Design	NTP sent to NorthWind Architects, LLC, on 12/6/2022 for $60,862.50
RFP E23-152	Marine Park Planning and Schematic Design Services	Awarded to Coffman Engineers, contract negotiations in progress.
RFP E23-136	Contract Administration and Inspection Services for Harris Street Reconstruction	Awarded to Wilson Engineering, contract negotiations in progress.
RFP E23-203	Contract Administration and Inspection Services for Teal Street Reconstruction	Homeshore Engineering only proposer. Fee negotiations in progress.
RFP E23-204	Contract Administration and Inspection Services for Savikko Fields Improvement	PND only proposer. Fee negotiations in progress.

Contracts Division Activity
December 16, 2022 to January 19, 2023

RFP E23-217	Contract Administration and Inspection Services for Cedar Drive Pavement & Utilities Improvements	2 Proposals received on 01/04/2022. Proposal evaluations in progress.
RFP E23-188	CBJ Facilities Condition Assessment	2 Proposals received on 12/2/2022. Awarded to NorthWind Architects LLC. Contract negotiations in progress.
RFP E23-197	Telephone Hill Land Redevelopment Study	Proposals due on 02/01/2023
RFP E23-208	Design Services for Cope Park Pump Station Upgrades	2 Proposals received on 12/28/2022. Awarded to proHNS, LLC. Contract negotiations in progress.

Other Projects – Professional Services – Contracts, Amendments & MRs >$20,000

	None	

Construction Change Orders (>$20,000)

CO 4 to BE22-171	Bartlett Regional Hospital Campus Door Upgrades	Bonding letter issued on 12/20/23, $121,862.
CO 12 to BE21-149	Bartlett Regional Hospital Behavioral Health Facility	Bonding letter issued on 01/04/23, $31,573.03.

Term Contracts for Small Civil & Utility Construction Services (>$20,000)

	None	

Term Contracts for CBJ Material Sources Construction Services (>$20,000)

	None	

Term Contracts for General Construction Services (>$20,000)

PA 4 to RFP E22-205(D)	JNU SREB Wash Bay	Dawson Construction for $49,925. Pending Notice to Proceed.

Term Contracts for Painting Work (>$20,000)

	None	

Term Contracts for Electrical Work (>$20,000)

	None	

MR E20-139 – Term Contract for Professional Services. This solicitation is open for a three-year period. Consultants continue to submit proposals. Contracts are in progress and underway.

Key for Abbreviations and Acronyms

Am Amendment to PA or Professional Services Contract
CA&I Contract Administration & Inspection
CO Change Order to construction contract or RFQ
MR Modification Request – for exceptions to competitive procurement procedures
NTE Not-to-exceed
NTP Notice to Proceed
PA Project Agreement - to either term contracts or utility agreements
RFP Request for Proposals, solicitation for professional services
RFQ Request for Quotes (for construction projects <$50,000)
RSA Reimbursable Services Agreement
SA Supplemental Agreement

CBJ ASSEMBLY PUBLIC WORKS AND FACILITIES COMMITTEE

PEL Study and Public Involvement Update

January 23, 2023

The environmental review, consultation, 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.

1

PROJECT TEAM

Marie Heidemann Project Manager/Planner	**Alec Venechuk** Project Manager	**Steve Noble, PE** Project Manager
Christy Gentemann Environmental Analyst	**Irene Gallion** Senior Planner	**Nina Keller** Assistant Project Manager
Greg Lockwood Design Group Chief		**Renee Whitesell, PTP** PEL Study Lead

2

SCHEDULE



3

ALTERNATIVE DEVELOPMENT & SCREENING PROCESS

1. Develop the Purpose and Need Statement based on the existing conditions and public and advisory committee input (completed)
2. Compile alternatives* based on previous studies and input from the advisory committees and the public (completed)
3. Conduct Pre-screening (completed)
4. Apply Level 1 Screening (in progress)
5. Refine and conduct preliminary engineering
6. Apply Level 2 Screening
7. Further refine the recommended alternatives

*a "no build" alternative is carried forward through the screening process

4

PURPOSE & NEED STATEMENT

Purpose

The **purpose** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau. The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

Need

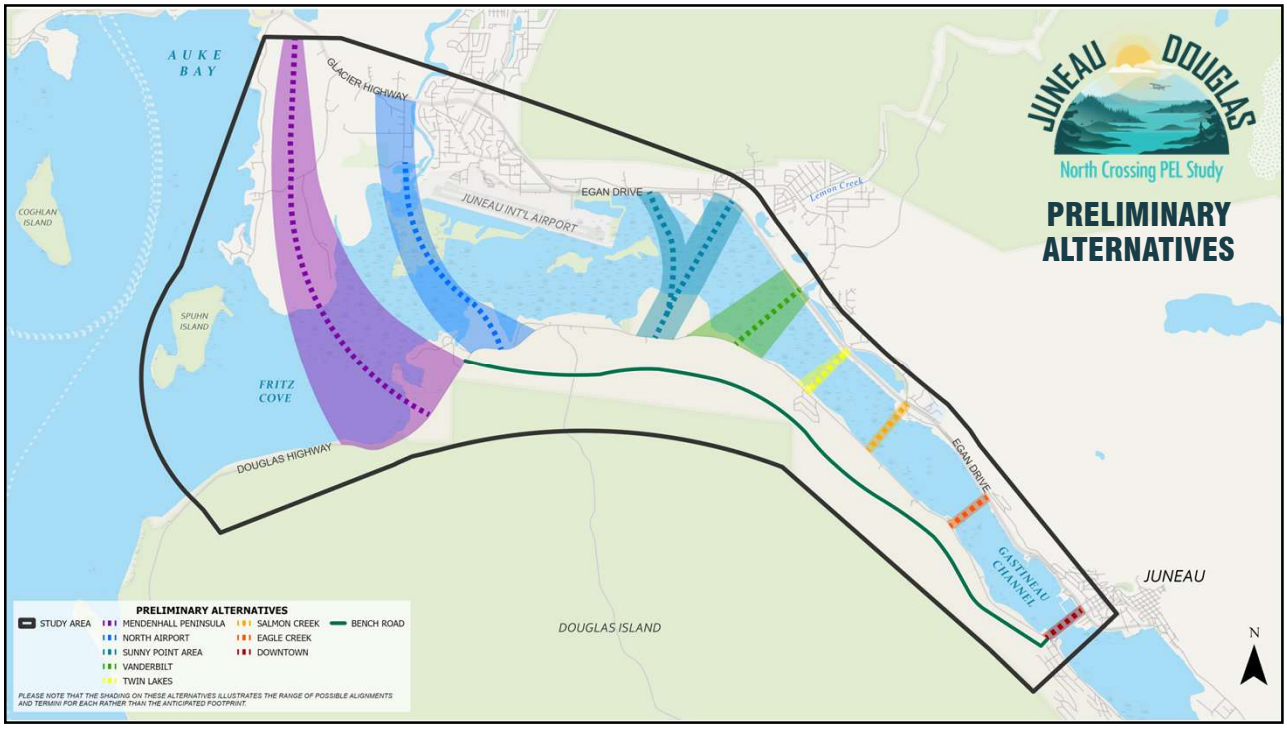
*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

5



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PUBLIC INVOLVEMENT SUMMARY

Technical (TAC) and Stakeholder (STAC) Advisory Committees

- In-Person TAC and STAC Meetings No. 1 – April 27, 2022
- In-Person TAC/STAC Alternatives Workshop – July 19, 2022
- In-Person TAC and STAC Meetings No. 2 – November 17, 2022
- Virtual TAC/STAC combined Meetings No. 3 – February 28, 2023
- In-Person TAC and STAC Meetings No. 4 – Spring 2023

Public Meetings

- Virtual Public Open House No. 1 – May 11, 2022
- Listening Sessions at Eaglecrest and Safeway – September 17, 2022
- In-Person Public Open House No. 2 – December 12, 2022
- In-Person Public Open House No. 3 – Spring 2023

Image source: DOWL drone

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PUBLIC INVOLVEMENT SUMMARY

Small Group Meetings

- North Douglas Neighborhood Association
- Bonnie Brae Neighborhood Association
- Juneau Chamber of Commerce
- Mendenhall Wetlands Study Group
- State and Local Representatives
- Residents
- Agency Meetings

Comments and Survey Responses

- Over 200 verbal and written comments to date (email, phone, and handwritten) – not including the on-line survey
- 530 responses to the Public Open House No. 2 survey – extended to February 3, 2023

Image source: DOWL drone

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WHAT'S NEXT?

Meeting #	Focus	When
1	▪ Baseline data and existing conditions ▪ Purpose and need	May 11, 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	Summer 2022
2	▪ Preliminary alternatives ▪ Detailed alternative screening criteria	Fall/Winter 2022
3	▪ Detailed alternative screening results ▪ Recommend alternatives to advance to NEPA ▪ Draft and Final PEL Study	Winter/Spring 2023

9

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
(907) 465-4477

Steve Noble, DOWL Project Manager
(907) 562-2000

Nina Keller, DOWL Assistant Project Manager
(907) 562-2000

Morgan McCammon, Public Involvement
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

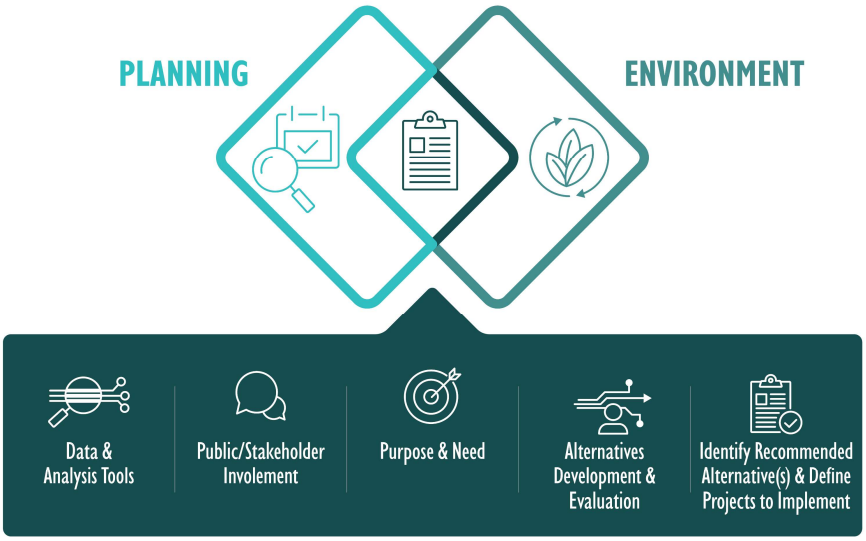
Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

10

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) PROCESS



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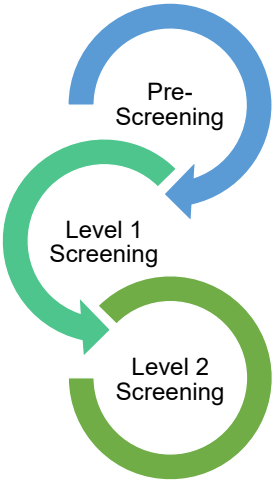
ALTERNATIVE SCREENING OVERVIEW



- Elimination of alternatives that are not feasible based on professional judgement and available data
- Assessing alternatives based on location and buildability
- Merge similar alternatives as variants

RESULT: Preliminary alternatives

- Elimination of alternatives that do not meet P&N
- Elimination of alternatives that do not meet specific regulatory requirements
- Early engineering and environmental evaluation to identify alternatives that are technically feasible, practical, implementable, and reasonable

RESULT: Detailed alternatives

- Screening remaining alternatives using a broad range of qualitative and quantitative criteria
- Compare and rank the detailed alternatives

RESULT: Recommended alternative(s) and project(s)

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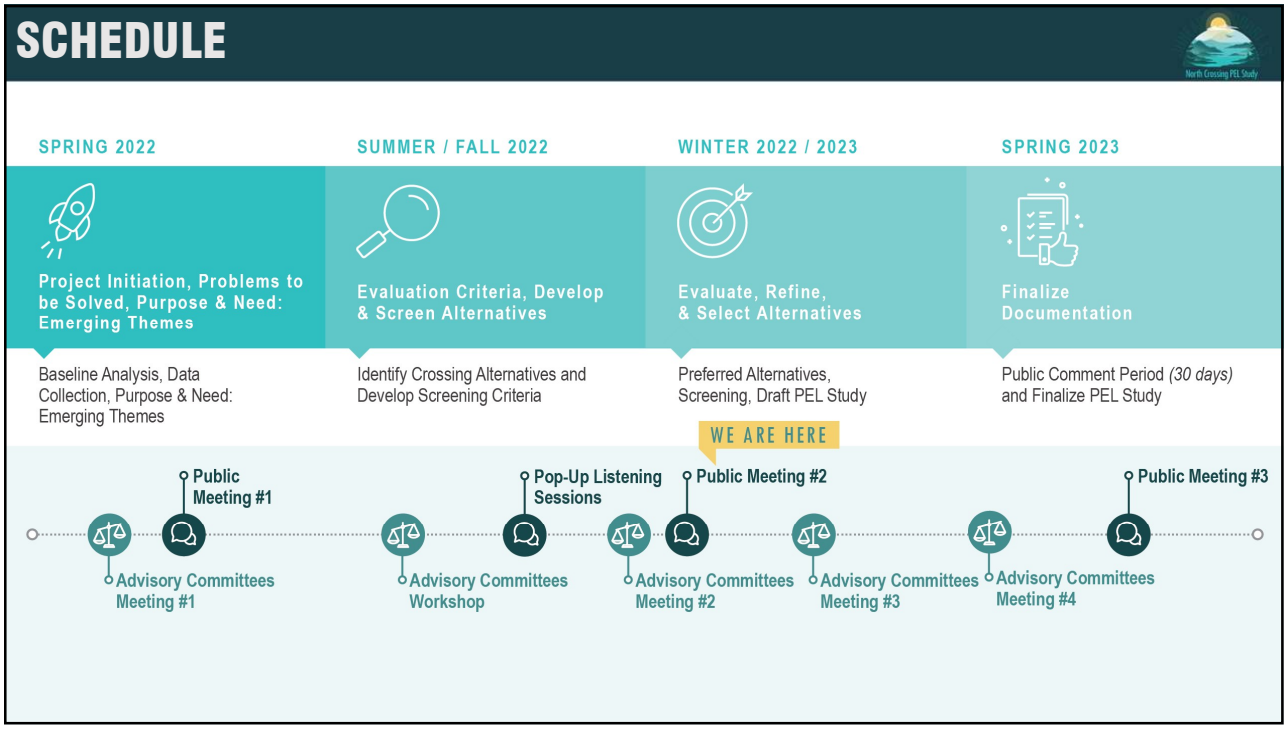
SCHEDULE
SPRING 2022
SUMMER / FALL 2022
WINTER 2022 / 2023
SPRING 2023
Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes
Evaluation Criteria, Develop & Screen Alternatives
Evaluate, Refine, & Select Alternatives
Finalize Documentation
Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes
Identify Crossing Alternatives and Develop Screening Criteria
Preferred Alternatives, Screening, Draft PEL Study
Public Comment Period (30 days) and Finalize PEL Study
WE ARE HERE
Public Meeting #1
Advisory Committees Meeting #1
Pop-Up Listening Sessions
Advisory Committees Workshop
Public Meeting #2
Advisory Committees Meeting #2
Advisory Committees Meeting #3
Advisory Committees Meeting #4
Public Meeting #3

13

City and Borough of Juneau Assembly Public Works & Facilities Committee

Monday, January 23, 2023, 12:10 - 1:10 p.m.

Attendees

Wade Bryson, Committee Chair	City and Borough of Juneau
Michelle Bonnet Hale, Assemblymember	City and Borough of Juneau
Greg Smith, Assemblymember	City and Borough of Juneau
Assemblymember	City and Borough of Juneau
Katie Koester, Director of Engineering and Public Works	City and Borough of Juneau
Marie Heidemann, Project Manager	Department of Transportation and Public Facilities
Steve Noble, Project Manager	DOWL
Nina Keller, Assistant Project Manager	DOWL
Morgan McCammon, Public Involvement	DOWL

Summary

Katie Koester, Director of Engineering and Public Works for the City and Borough of Juneau (CBJ) introduced the Juneau Douglas North Crossing Planning and Environmental (PEL) Study team Project Managers, Marie Heidemann, with the Department of Transportation and Public Facilities (DOT&PF) and Steve Noble with DOWL. Katie requested the Assembly Public Works and Facilities Committee (Committee) move forward Resolution 3019 in support of a RAISE grant application to the Assembly for approval.

Marie introduced the PEL study team and shared a brief update on the schedule. Steve updated the Committee on the status of the preliminary alternatives and Level 1 screening progress. Marie shared a description of the Public Involvement to date and planned activities, followed by thanking the Committee and asking for questions.

DRAFT

Discussion

Assemblymember Hale commented that the study team was doing well working with the community.

Assemblymember Smith requested additional information on the topic of dredging the Gastineau Channel. Steve shared that in conversations with the United States Army Corps of Engineers (the Corps), they commented that any structure over the channel would need to match the height of the existing Douglas Island Bridge. The Assemblymembers discussed the glacial isostatic rebound and the likelihood of the channel being dredged in the future.

Assemblymember Hale moved to send Resolution 3019 to the full Assembly. The motion passed with no objection.

Assemblymember Hale moved to schedule a work session requesting public comment on the PEL Study. The motion passed with no objection.

Wrap Up/Action Items

Project team:

- Attend the work session requesting public comment on the PEL Study.

DRAFT

ASSEMBLY PUBLIC WORKS AND FACILITIES COMMITTEE TOWN HALL/WORKSESSION ON JUNEAU NORTH DOUGLAS CROSSING, ASSEMBLY CHAMBERS/ZOOM (PUBLIC TESTIMONY IN-PERSON ONLY) AGENDA

March 02, 2023 at 5:00 PM

Assembly Chambers/Zoom Webinar

Link: juneau.zoom.us/j/94215342992 or 1-253-215-8782 Webinar ID: 942 1534 2992

A. CALL TO ORDER

B. LAND ACKNOWLEDGEMENT

We would like to acknowledge that the City and Borough of Juneau is on Tlingit land, and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. Gunalchéesh!

C. ROLL CALL

D. JUNEAU DOUGLAS NORTH CROSSING (JDNC)

1. Planning and Environmental Linkages study project overview
2. Next steps from CBJ
3. Public Testimony on Juneau Douglas North Crossing

INSTRUCTIONS FOR PARTICIPATION

The public may participate in person. Testimony time will be limited by the Chair based on the number of participants. For in-person participation at the meeting, a sign-up sheet will be made available at the back of the Chambers and advance sign-up is not required. Members of the public are encouraged to send their comments in advance of the meeting to BoroughAssembly@juneau.org.

E. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org.

CBJ ASSEMBLY PUBLIC WORKS & FACILITIES COMMITTEE

PEL Study and Public Involvement Update

March 2, 2023

The environmental review, consultation, 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.

1

PROJECT TEAM

Marie Heidemann Project Manager/Planner **Christy Gentemann** Environmental Analyst **Greg Lockwood** Design Group Chief	**Alec Venechuk** Project Manager **Irene Gallion** Senior Planner	**Steve Noble, PE** Project Manager **Renee Whitesell, PTP** PEL Study Lead **Nina Keller** Transportation and Environmental Planner

2

SCHEDULE



3

PURPOSE & NEED STATEMENT

PURPOSE

The ***purpose*** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau.

The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

NEED

*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

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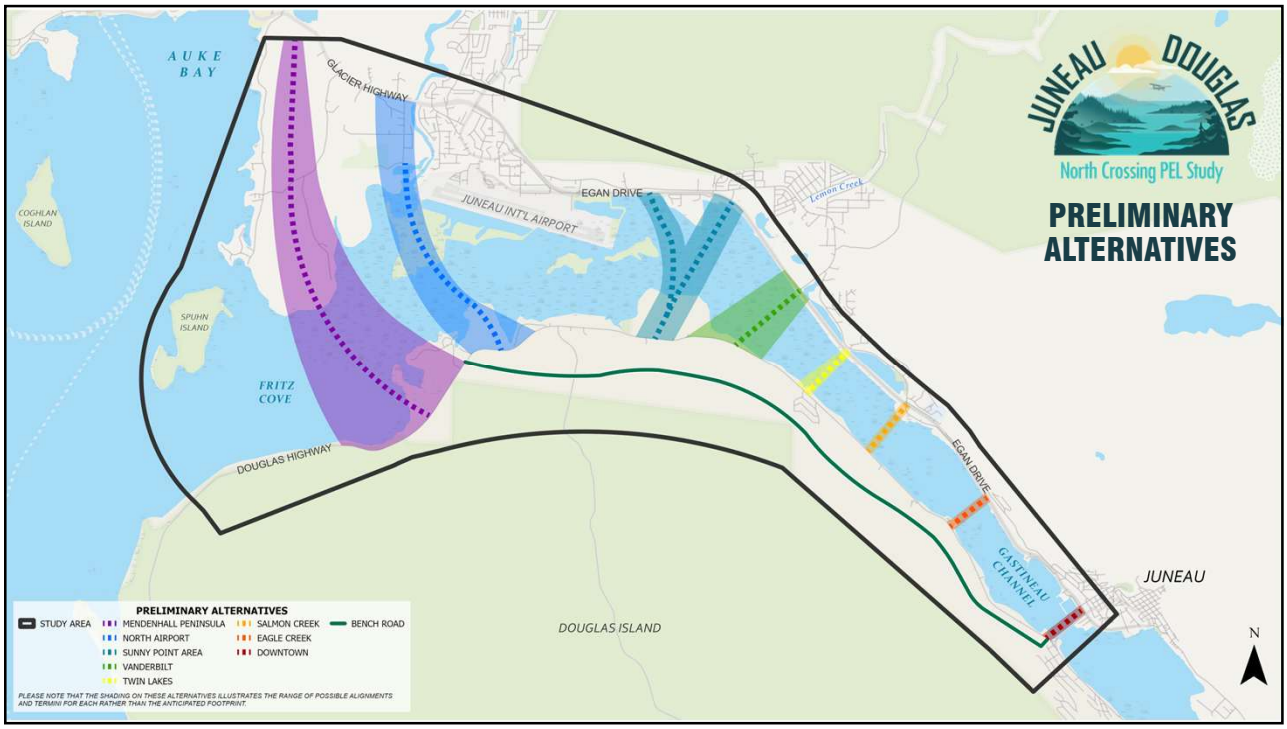

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PUBLIC INVOLVEMENT UPDATE

- Technical and Stakeholder Advisory Committees:
  4 Meetings (as noted on the schedule)
- Stakeholder/Agency Alternatives Workshop – July 19, 2022
- **PUBLIC MEETINGS:**
  - Virtual Public Open House 1: May 11, 2022
  - Listening Sessions at Eaglecrest and Safeway: September 17, 2022
  - In-Person Public Open House 2: December 12, 2022
  - In-Person Public Open House 3: Summer 2023
- Over 200 verbal and written comments received (email, phone, and handwritten) – not including the online survey
- 1,012 survey responses following Public Open House 2



6

PUBLIC INVOLVEMENT UPDATE

SMALL GROUPS MEETINGS

- North Douglas Neighborhood Association
- Bonnie Brae Neighborhood Association
- Juneau Chamber of Commerce
- Mendenhall Wetlands Study Group
- Juneau Audubon Society
- Juneau 58° Innovators Rotary Club
- State and Local Representatives
- Residents

AGENCY MEETINGS

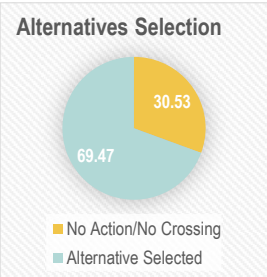
- USFWS
- EPA
- NOAA Fisheries
- ADF&G
- USACE
- DNR OHA
- USFS

Image source: North Crossing PEL Study

7

SURVEY RESULTS & SUMMARY

- Survey asked six questions, providing space for additional comments
- Received 1,012 responses to the online survey
- Received 141 emails, phone calls, and in person comments during the comment period
- Nearly half of respondents shared where they live, most who answered live in the City and Borough of Juneau
- More than two thirds supported a north crossing at some location
- More likely to support a north crossing that:
  - Creates alternative access
  - Reduces travel time and congestion
  - Improves emergency response time
  - Improves access to recreation opportunities
  - Minimizes environmental impacts
  - Minimizes disruptions to existing neighborhoods and residents
  - Reduces increased or generated traffic on Douglas Island
  - Provides reasonable construction and maintenance costs



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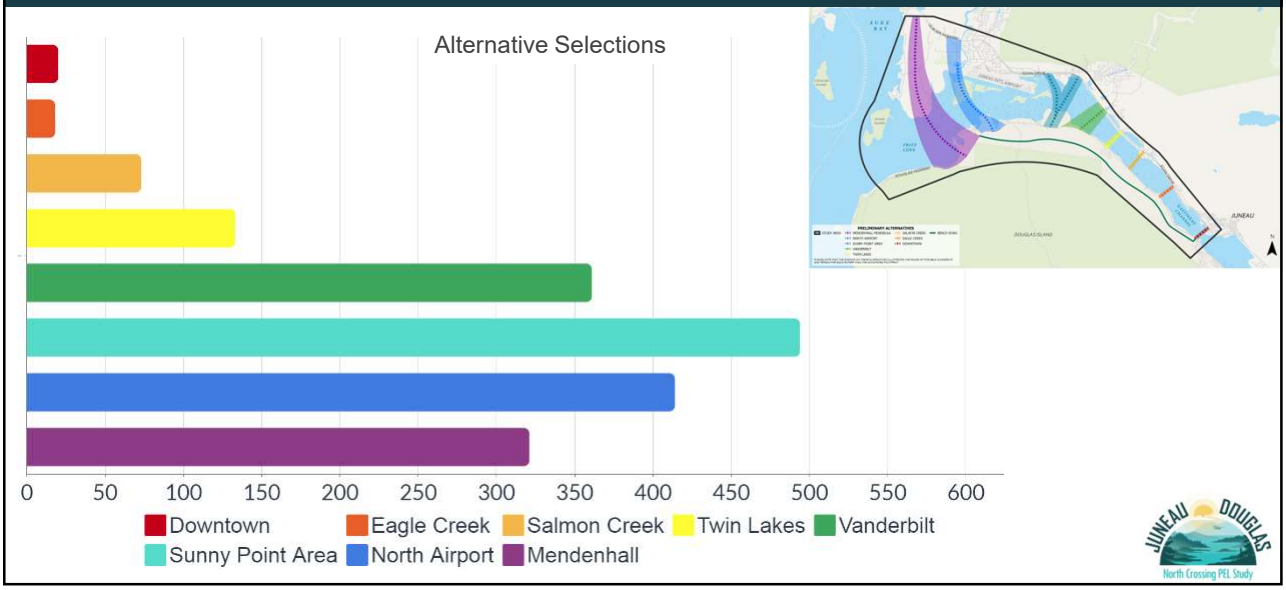
SURVEY RESULTS – CHOSEN CROSSING LOCATIONS



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LEVEL 1 SCREENING UPDATE

10

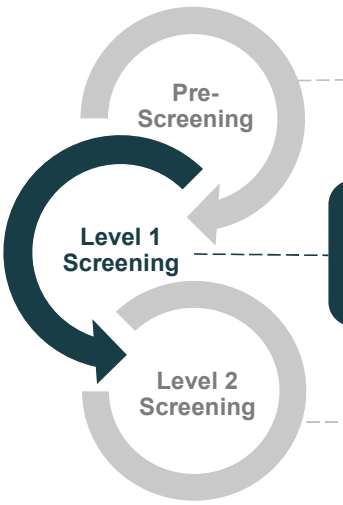
ALTERNATIVE DEVELOPMENT & SCREENING PROCESS

1. **Develop the Purpose and Need Statement based on the existing conditions and public and advisory committee input.**
2. **Compile alternatives* based on previous studies and input from the advisory committees and the public**
3. **Pre-screening**
4. **Apply Level 1 Screening**
5. **Refine and conduct preliminary engineering**
6. **Apply Level 2 Screening**
7. **Further refine the recommended alternatives**

**a "no build" alternative is carried forward through the screening process*

11

ALTERNATIVE SCREENING OVERVIEW – LEVEL 1



Pre-Screening

- Elimination of alternatives that are not feasible based on professional judgement and available data
- Assessing alternatives based on location and buildability
- Merge similar alternatives as variants

RESULT: Preliminary alternatives

Level 1 Screening

- Elimination of alternatives that do not meet P&N
- Elimination of alternatives that do not meet specific regulatory requirements
- Early engineering and environmental evaluation to identify alternatives that are technically feasible, practical, implementable, and reasonable

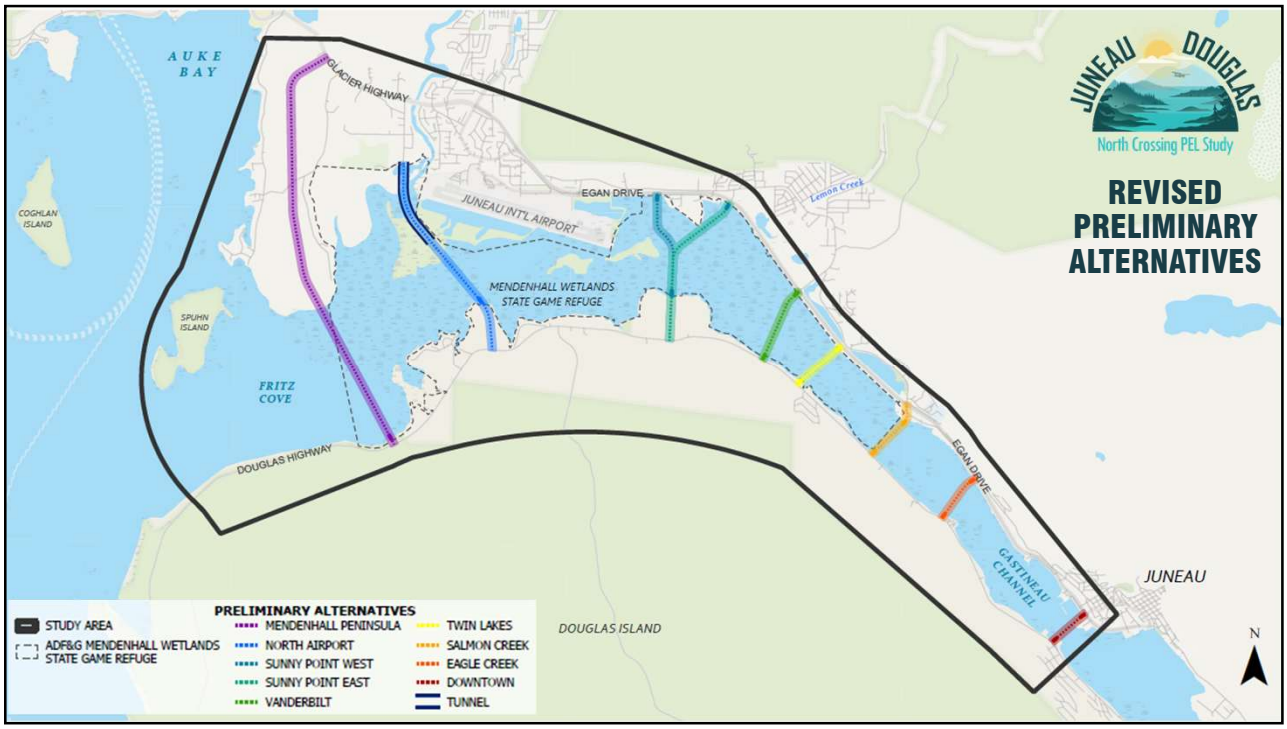
RESULT: Detailed alternatives

Level 2 Screening

- Screening remaining alternatives using a broad range of qualitative and quantitative criteria
- Compare and rank the detailed alternatives

RESULT: Recommended alternative(s) and project(s)

12



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WHAT'S NEXT?

Public Meeting #	Focus	When
1	▪ Baseline data and existing conditions ▪ Purpose and need	Spring 2022
Listening Sessions	▪ Range of alternatives ▪ Alternatives screening process	Summer 2022
2	▪ Share preliminary alternatives ▪ Share screening methodology	Winter 2022
3	▪ Alternative screening results ▪ Recommended alternatives ▪ Draft PEL Study ▪ Final Public Open House	Summer 2023

JUNEAU DOUGLAS
North Crossing PEL Study

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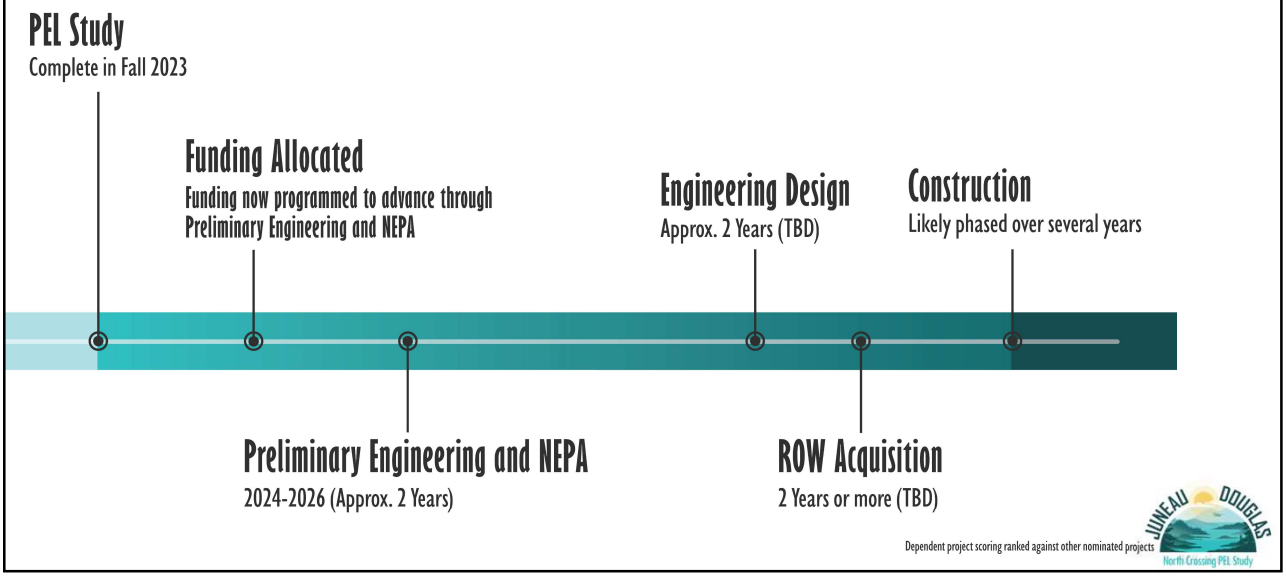
AFTER THE PEL STUDY WRAPS UP



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PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
(907) 465-4477

Steve Noble, DOWL Project Manager
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

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CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
155 S. SEWARD STREET ▪ JUNEAU, ALASKA 99801 ▪ 907-586-5240

INFORMATION RELEASE
February 24, 2023

Public Worksession on Juneau North Douglas Crossing Project Scheduled for March 2

The Public Works and Facilities Committee will host a worksession on the Juneau North Douglas Crossing project on Thursday, March 2 from 5 p.m. to 7 p.m. in the City Hall Assembly Chambers.

The proposed Juneau North Douglas Crossing would construct a second bridge between Juneau and Douglas Island. No preferred route has been selected at this time; a Planning and Environmental Linkages study is currently underway and working to refine preferred alternatives. The Alaska Department of Transportation & Public Works has received $7 million in Congressionally Directed Spending for environmental work for this project that will commence when the PEL is complete this fall. CBJ is currently pursuing additional federal funding for design work.

This is an opportunity to give feedback on the project directly to the Assembly. After a presentation on the status of the Planning and Environmental Linkages (PEL) study by Alaska DOT&PF and DOWL engineering, the committee will take public testimony.

Please note that although the meeting will be streamed via Zoom, public testimony will only be taken **in person**. Testimony will be limited to 2-3 minutes per speaker. Comments may also be submitted in writing to boroughassembly@juneau.gov.

Zoom information
Link: juneau.zoom.us/j/94215342992
Dial-in: 1-253-215-8782
Webinar ID: 942 1534 2992

For more information about the project, visit jdnorthcrossing.com

###

For media inquiries, please contact Katie Koester at katie.koester@juneau.gov or (907) 586-0800 ext. 4181.

From: Juneau Douglas PEL Study Team
To: Morgan McCammon
Subject: [EXT] The CBJ Public Work Session on Juneau Douglas North Crossing PEL Study
Date: Thursday, March 2, 2023 1:20:32 PM

WARNING: *External Sender - use caution when clicking links and opening attachments.*

State Project No. SFHWY00299
Federal Project No. 0003259

Assembly Public Work Session on Juneau Douglas North Crossing PEL Study Scheduled for March 2, 2023

Please see the Information Release below from the City and Borough of Juneau that we received today. We wanted to make sure those who expressed interest in the PEL study had the opportunity the share input with the CBJ Assembly.

INFORMATION RELEASE

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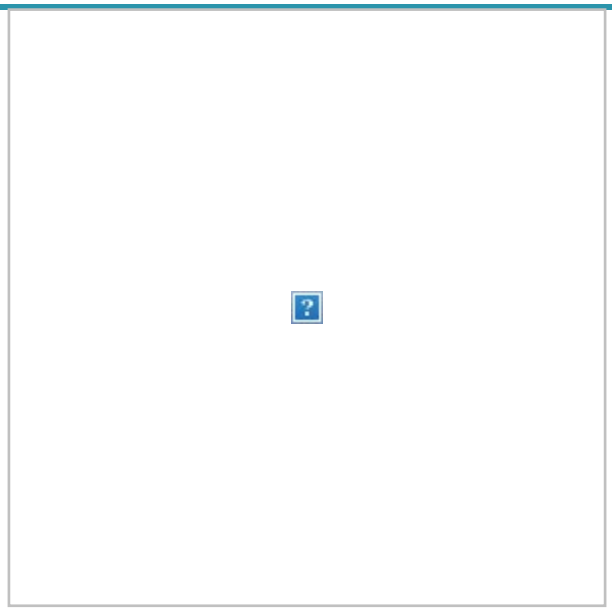

For more information about the project, visit **www.jdnorthcrossing.com**

The environmental review, consultation, 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.
It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability, regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, Federal Motor Carrier Safety Administration and State of Alaska funds. To file a complaint, go to: https://dot.alaska.gov/cvlrts/complaint.shtml For individuals requiring TTY communications, please contact Alaska Relay 711 or 1-800-770-8973.

Sign up to receive study updates!

DOWL | 9085 Glacier Highway, Suite 102, Juneau, AK 99801

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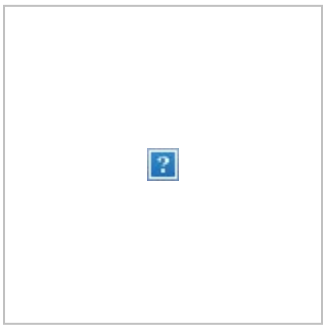

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CITY AND BOROUGH OF JUNEAU ASSEMBLY – PUBLIC WORKS AND FACILITIES WORK SESSION

PEL Study Update

March 2, 2023

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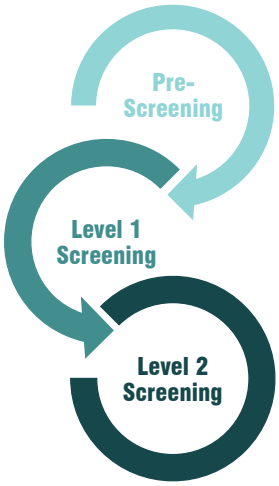

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LEVEL 1 SCREENING RESULT: Detailed alternatives

- Screening remaining alternatives using a broad range of qualitative and quantitative criteria
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LEVEL 2 SCREENING RESULT: Recommended alternative(s) and project(s)

5

SCREENING – REVISIONS

Revisions were made to screening criteria based on advisory committee and public comment

- Identified an important bird area
- Consider hydrologic connectivity
- Measure impacts by acreage and buffer rather than linear feet
- Measure impervious surfaces to consider stormwater runoff
- Consider intertidal impacts

6

PURPOSE & NEED STATEMENT

Purpose

The **purpose** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau. The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

Need

*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
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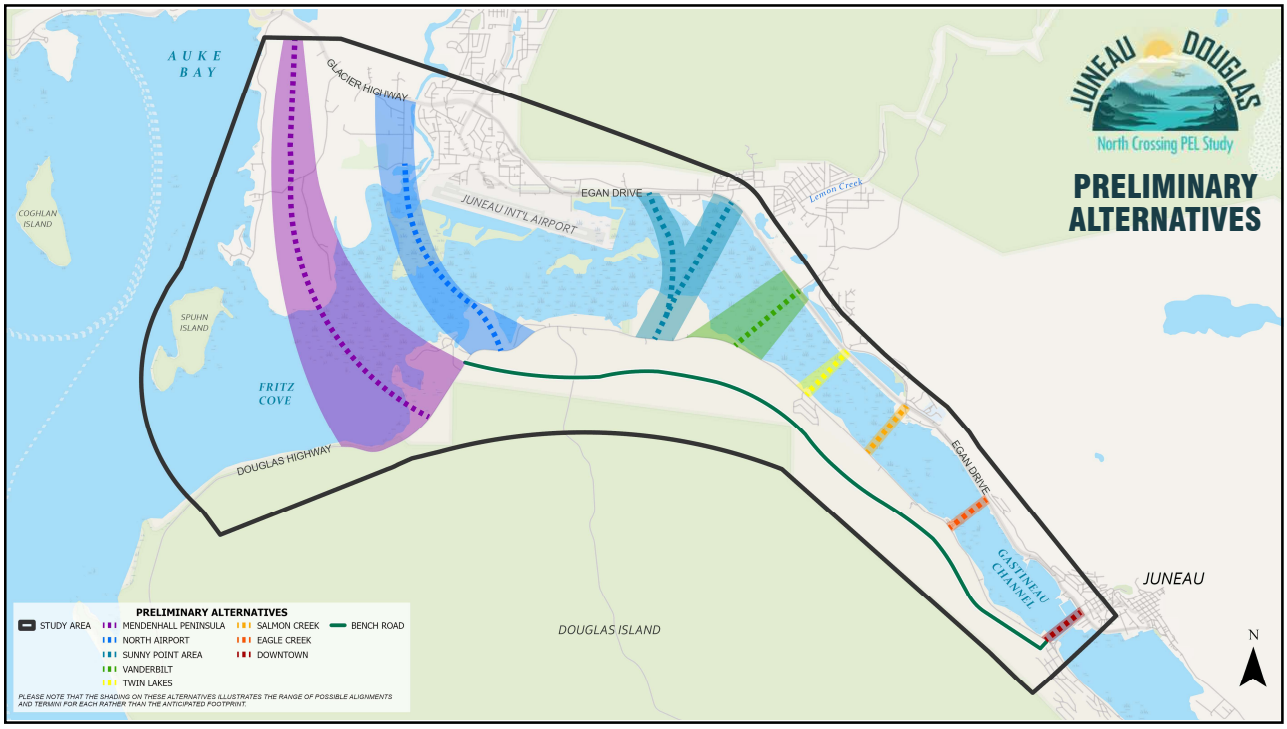

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Public Involvement Update

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JUNEAU DOUGLAS
North Crossing PEL Study

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PUBLIC INVOLVEMENT UPDATE

Small Groups Meetings

- North Douglas Neighborhood Association
- Bonnie Brae Neighborhood Association
- Juneau Chamber of Commerce
- Mendenhall Wetlands Study Group
- Juneau Audubon Society
- Juneau 58° Innovators Rotary Club
- State and Local Representatives
- Residents

Agency Meetings

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- USACE
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- USFS

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  - Improves emergency response time
  - Improves access to recreation opportunities
  - Minimizes environmental impacts
  - Minimizes disruptions to existing neighborhoods and residents
  - Reduces increased or generated traffic on Douglas Island
  - Provides reasonable construction and maintenance costs

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Origin-Destination Study Update

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ORIGIN-DESTINATION STUDY

Proportion of Traffic Volumes Forecast to Shift to Each Alternative Bridge Location

Bridge	Mendenhall & North Airport Bridge	East Airport, Sunny Point, Vanderbilt, Twin Lakes, & Salmon Creek Bridge	Eagle Creek Bridge	Downtown and Juneau Douglas Bridge
Proposed	35%	60%	71%	50%
Existing	65%	40%	29%	50%

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WHAT'S NEXT?

Public Meeting #	Focus	When
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Steve Noble, DOWL Project Manager
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

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North Crossing PEL Study

THANK YOU

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CBJ Assembly Public Works and Facilities Committee

Town Hall/Work Session on Juneau North Douglas Crossing

Thursday, March 2, 2023, 5:00 p.m.

Attendees

Steve Noble, Project Manager	DOWL
Nina Keller, Assistant Project Manager	DOWL
Marie Heidemann	Department of Transportation and Public Facilities
Katie Koester, Director of Engineering and Public Works	City and Borough of Juneau
Wade Bryson, Assemblymember	City and Borough of Juneau
Greg Smith, Assemblymember	City and Borough of Juneau
Michelle Hale, Assemblymember	City and Borough of Juneau
Mike Stanley	North Douglas Neighborhood Association
Dave Hanna	Resident on Mendenhall Loop Road
Frank Rue	Resident on Hendrickson Road
Krista Garrett	Southeast Alaska Land Trust
Ron Somerville	Mendenhall Wetlands Study Group
Alex Wertheimer	Juneau Resident
Tom Williams	Juneau Resident
Wayne Cougan	Juneau Resident
Philip Allenberg	Resident on North Douglas Highway
Linea Osborn	Resident on North Douglas Highway
Roger Callaway	Resident on Glacier Highway
Bill Leighty	Juneau Resident
Frieda Westman	Resident on North Douglas Highway
Laura McDonald	South Douglas Resident

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Presentation Summary

Committee Chair Assemblymember Wade Bryson opened the meeting. Katie Koester, Director of Engineering and Public Works for the City and Borough of Juneau (CBJ), noted the roll and gave a brief introduction mentioning the PEL study, the Northwest Douglas Sub-Area Study, and the CBJ's efforts to apply for a grant. CBJ noted that they should find out if they will receive funding in June.

Katie introduced Steve Noble, DOWL, and Marie Heidemann, Department of Transportation and Public Facilities (DOT&PF), from the project team. Marie began the presentation by highlighting members of the project team, schedule, purpose and need statement, and additional goals. The presentation was then turned over to Steve, who reviewed the preliminary alternatives, the public involvement process, survey results, and screening development. Marie concluded the presentation by reviewing the PEL study process, funding, and next steps.

Katie clarified CBJ's role versus DOT&PF's role in the study, stating that CBJ has prioritized the North Douglas Crossing project for three years in a row with a number two legislative priority. Chair Bryson thanked those in attendance and noted that this is the largest group of people they have had attending an assembly meeting in years. Assemblymember Greg Smith asked about the procedures following the PEL Study and whether the Planning Commission or the Assembly would be part of these upcoming efforts. Katie asked for Steve's help in responding. Steve responded that there would be several regulatory processes following the PEL study, and that the work done in the PEL study would be incorporated into the planning process in the project phase. The meeting was then opened to public testimony.

Summary of Public Testimony

Mike Stanley of the North Douglas Neighborhood Association (NDNA) commented that NDNA has been actively involved in public involvement processes for the 2004 and 2007 reports on a north crossing, as well as participating in the stakeholder group for the current PEL study. He commented that NDNA is concerned about the lack of area planning process regarding what is feasible for the neighborhoods on North Douglas, whether development on West Douglas will be affordable, and increased traffic. He suggested that residents should be part of the land use studies and the PEL study is premature.

Dave Hanna, Mendenhall Loop Road, commented that he is in favor of a north crossing and thinks it is important for growth in the community. He noted that wetlands and streams are impacted by isostatic rebound and suggested that those impacts may be mitigated. This project could give the area additional mitigation funding to work on Jordan Creek, Duck Creek, Montana Creek, East Creek, Vanderbilt Creek, Switzer Creek, Lemon Creek, and others. He suggested that this project could help change the future of the wetlands and steams that are already facing large environmental impact.

Frank Rue, Hendrickson Road, recommended that the scope of study be expanded, suggesting that North Douglas Highway should be upgraded to accommodate the increased traffic generated with the development of east, west, and North Douglas. An analysis of a bench road benefits should be done to connect the two

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crossings. He suggested that a bench road supplementing a north crossing at Salmon Creek would provide the most cost-effective access and development benefits and would have the least negative impacts on the Mendenhall Wetlands State Game Refuge (Refuge). The planning commission rezoned private land from D3 to D18 between the existing bridge and Bonnie Brae neighborhood. This should allow for denser housing, and more affordable housing is underdeveloped. He asked whether a bench road would help develop the land between bridges.

Krista Garrett, Conservation Director with Southeast Alaska Land Trust (SEALT), noted that SEALT has been active in the PEL study as part of the technical advisory committee. She commented that SEALT is working on protecting land, mitigation sites, and is the stewards of these sites. She stated that several alternatives cross directly through mitigation sites. She commented that the Refuge is not a suitable location for a north crossing and should not be fragmented. A north crossing within the Refuge would impact important bird and other habitats. The crossing locations preferred by SEALT are Salmon Creek, Eagle Creek, Downtown and, based on design, Mendenhall Peninsula.

Ron Somerville, Mendenhall Wetlands Study Group (MWSG), which includes staff and retired staff from United State Forest Service (USFS), Untied State Fish and Wildlife Service (USFWS), and Alaska Department of Fish and Game (ADF&G), have been involved in north crossing studies in the past. He suggested that these groups do not oppose a north crossing but are more concerned with location. He commented that from the beginning of the PEL Study, the Refuge should have been shown on study maps, and that crossing the Refuge would lead to regulatory difficulty. While millions of dollars have been spent on Eaglecrest, the public enjoys the Refuge as is. It would make sense to add a north crossing outside of the Refuge.

Alex Wertheimer commented on sparse information available on preliminary alternatives shared, how alternatives were hard to review, and how primary needs are met by the alternatives. He commented on how all the alternatives allow alternate access and provide infrastructure resiliency, except for the Downtown alternative. The two alternatives northwest of the airport would not improve travel times and would even increase travel times if the current crossing were compromised. The Salmon Creek crossing stands out to him as the best alternative as it reduces response time and intersects directly with the hospital. He noted that the best way to maintain the Refuge is to keep the north crossing out of the Refuge.

Tom Williams noted that he is in favor of the project on the grounds that emergency services would be improved, recreation and housing opportunities would increase, and a north crossing could lead to development of a freight port on North Douglas. His preference is the Mendenhall Peninsula route because it avoids the wetlands and connects to North Douglas. He also likes the Vanderbilt route but does not like the tunnel.

Wayne Cougan commented that the Mendenhall Peninsula route should not lead to increased traffic on the current crossing and suggested using a portion of the money to work on creeks to increase wetland areas like Dave Hanna commented. He commented on the need to address key economic issues and stated that the Mendenhall Peninsula alternative is the only one giving opportunities for needed housing development.

Philip Pallenberg, North Douglas Highway, said he is neither for nor against the alternatives provided. He lives on Hendrickson Point and notes that the alternative passes through the Refuge. Hendrickson Point is one of

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the largest undeveloped patches of muskeg close to Juneau and is an environmentally sensitive area. Alternatives that use Hendrickson Point would be high in cost due to the need for an elevated structure to cross over the Refuge. He suggests that anyone who wants a north crossing to be build, should select a route that does not pass through the Refuge. He noted that Salmon Creek and some other alternatives meet the project needs without entering the Refuge.

Linea Osborn, North Douglas Highway, has provided written feedback throughout the process and supports the Sunny Point alternative. Her family hopes it leads to better emergency response in the area, reduces traffic congestion during road construction, and alleviates safety and environmental concerns.

Roger Callaway, Glacier Highway, said he is in favor of a north crossing due to access needs, security and safety, and the funding availability. He commented that it is important to move forward with the PEL study now. Chair Bryson responded that federal money has been allocated for this project, as well as state and city resources.

Bill Leighty commented on how North Douglas needs to be considered during planning. With North Douglas access via a bridge, residents and emergency personnel need to drive to the far side of Douglas Island. He suggested building a tunnel under Eaglecrest to get people to the west side of Douglas Island efficiently. He commented on this option being more inclusive to the whole community of Juneau, and better for dealing with climate change and isostatic rebound.

Frieda Westman, North Douglas Highway, and her family lived on Sunny Point when she grew up. The family lost the property due to DOT&PF right-of-way (ROW) and had to move into a trailer. She is now worried about being moved again. They have built their home on North Douglas and love their quiet area and property. She wanted to talk about the PEL process and though this CBJ meeting was the most robust meeting so far because people could be heard and share their opinion widely, instead of listening to information from the project team or having one on one conversations with team members. She received the email about this meeting just a couple of hours before the meeting time and requested more robust meetings in the future.

Laura McDonald, South Douglas, representing the Chamber of Commerce, supports the project because it falls in line with community goals of improving the economy and housing in Juneau. She has heard about this project her whole life and believes it is important for this generation and the next.

Katie Koester concluded the public testimony segment of the meeting and announced that there will be a recording of this meeting made available to the public.

Assemblymember Michelle Hale commented that it was a great meeting and is happy that the PEL process is so thorough.

Assemblymember Smith commented that it was good to hear from people in this open forum.

Chair Bryson concluded the meeting by thanking everyone for their participation and confirmed that the comments would be shared with the study team. He noted the upcoming stakeholder and technical advisory

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committee meetings and invited participants to attend. Katie Koester corrected that those meetings are for stakeholder and technical advisory committee members only.

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CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
155 S. SEWARD STREET ▪ JUNEAU, ALASKA 99801 ▪ 907-586-5240

INFORMATION RELEASE
May 11, 2023

Assembly To Hold Juneau North Douglas Crossing Listening Session on May 18

The City and Borough of Juneau Assembly Public Works and Facilities Committee will hold a listening session on Thursday, May 18 from 5:30 – 7:00 p.m. to hear from the public about the Juneau Douglas North Crossing route alternatives that have made it through Level 1 screening. The session will be held in person in the Assembly Chambers and remotely via Zoom.

This public meeting is independent of the Planning and Environmental Linkages (PEL) study and is an opportunity for Juneau residents to share their thoughts on the project directly with their local elected officials.

The proposed route alternatives have been refined to the following list:

- Mendenhall Peninsula
- West Sunny Point Area
- Sunny Point Area
- Vanderbilt
- Twin Lakes
- Salmon Creek

The Level 1 Screening memo, which details the screening criteria process and how the alternatives were vetted, can be found on the project website at www.jdnorthcrossing.com. Public testimony will be taken in person in Assembly Chambers. If you wish to give testimony over Zoom, please sign up by **4 p.m. on the day of the meeting** by emailing breckan.hendricks@juneau.gov.

To join the session over Zoom, visit juneau.zoom.us/j/91849897300 or dial 1-669-900-6833 with ID: 918 4989 7300.

###

For media inquiries, please contact Katie Koester at katie.koester@juneau.gov or (907) 586-5254.

CBJ ASSEMBLY PUBLIC WORKS & FACILITIES COMMITTEE

PEL Study and Public Involvement Update

May 18, 2023

The environmental review, consultation, 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.

1

PROJECT TEAM

Marie Heidemann Project Manager/Planner	**Katie Koester** Director of Engineering & Public Works	**Steve Noble, PE** Project Manager
Christy Gentemann Environmental Analyst	**Irene Gallion** Senior Planner	**Renee Whitesell, PTP** PEL Study Lead
Greg Lockwood Design Group Chief		**Nina Keller** Transportation and Environmental Planner

2

SCHEDULE



3

PURPOSE & NEED STATEMENT

PURPOSE

The ***purpose*** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau.

The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

NEED

*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

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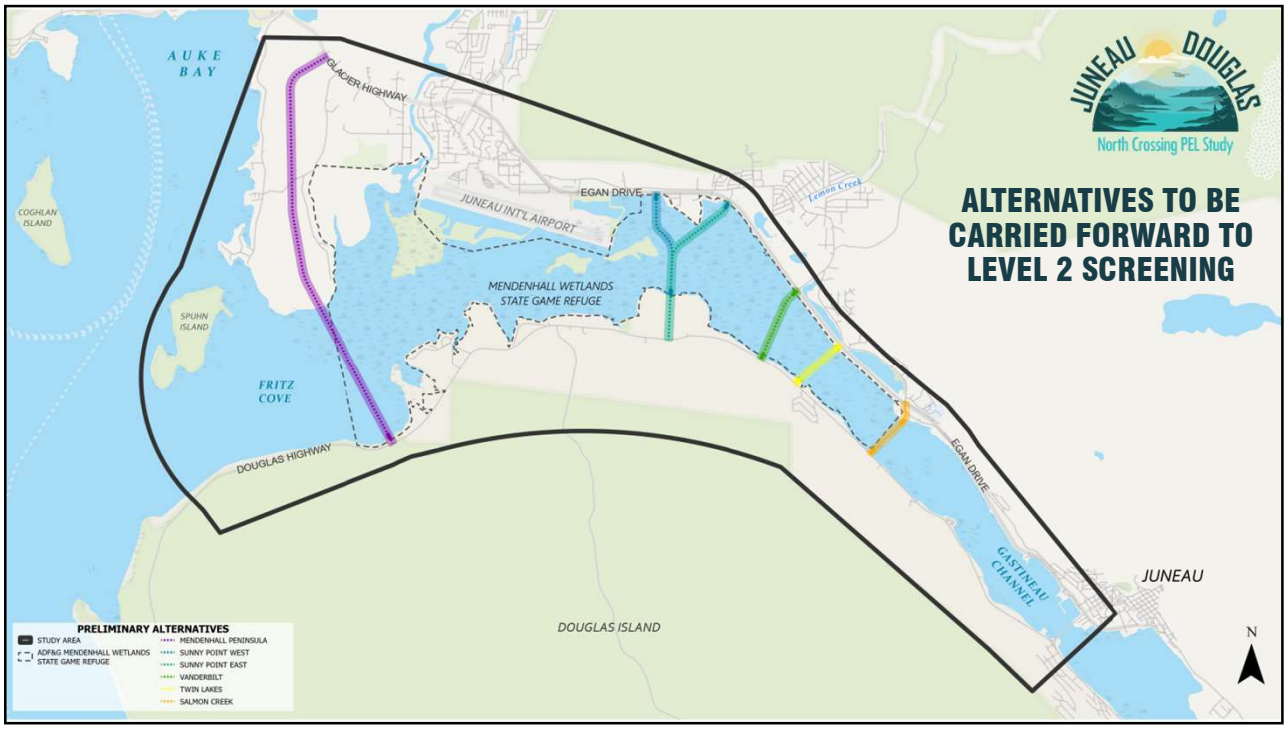

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ORIGIN-DESTINATION STUDY

PROPORTION OF EXISTING TRAFFIC VOLUMES FORECASTED TO SHIFT TO EACH ALTERNATIVE

Alternative	Mendenhall	West Sunny Point Area	Sunny Point Area	Vanderbilt	Twin Lakes	Salmon Creek
Traffic Using Alternative	5-15%	20-30%			40%	
Traffic Using Existing Bridge	85-95%	70-80%			60%	

JUNEAU DOUGLAS
North Crossing PEL Study

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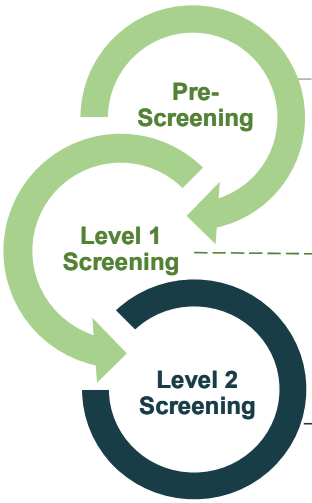
ALTERNATIVE SCREENING OVERVIEW – LEVEL 2



- Elimination of alternatives that are not feasible based on professional judgement and available data
- Assessing alternatives based on location and buildability
- Merge similar alternatives as variants

RESULT: Preliminary alternatives

- Elimination of alternatives that do not meet P&N
- Elimination of alternatives that do not meet specific regulatory requirements
- Early engineering and environmental evaluation to identify alternatives that are technically feasible, practical, implementable, and reasonable

RESULT: Detailed alternatives

- Screening remaining alternatives using a broad range of qualitative and quantitative criteria
- Compare and rank the detailed alternatives

RESULT: Recommended alternative(s) and project(s)

JUNEAU DOUGLAS North Crossing PEL Study

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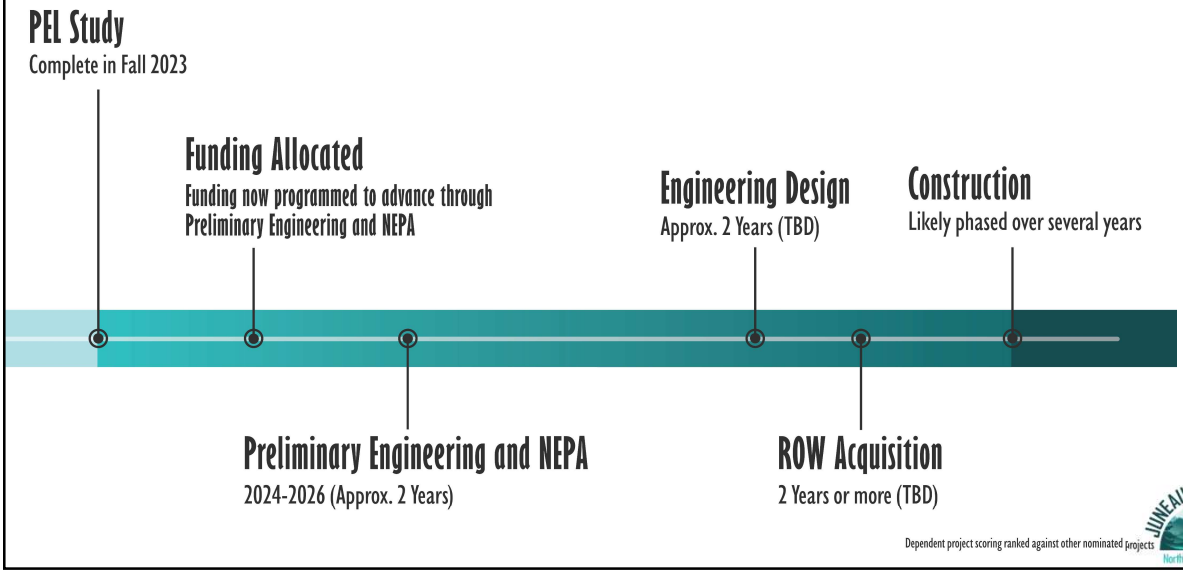
AFTER THE PEL STUDY WRAPS UP



Dependent project scoring ranked against other nominated projects

JUNEAU DOUGLAS North Crossing PEL Study

8

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
(907) 465-4477

Steve Noble, DOWL Project Manager
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

9

CBJ Assembly Public Works and Facilities Committee

Juneau North Douglas Crossing Listening Session

Thursday, May 18, 2023, 5:30 p.m.

Attendees

Steve Noble, Project Manager	DOWL
Nina Keller, Assistant Project Manager?	DOWL
Marie Heidemann	Department of Transportation and Public Facilities
Katie Koester, Director of Engineering and Public Works	City and Borough of Juneau
Wade Bryson, Assemblymember	City and Borough of Juneau
Greg Smith, Assemblymember	City and Borough of Juneau
Christine Woll, Assemblymember	City and Borough of Juneau
Carole Triem, Assemblymember	City and Borough of Juneau

Presentation Summary

Committee Chair Assemblymember Wade Bryson opened the meeting. Chair Bryson noted the roll, approved the agenda, thanked attendees, and introduced Katie Koester, Director of Engineering and Public Works for the City and Borough of Juneau (CBJ).

Director Koester introduced the study team, who would be sharing a short presentation on the PEL process. Director Koester emphasized that this meeting was called by the Assembly and by Chair Bryson to provide the public an opportunity to speak to elected officials about the alternatives and the PEL process. She explained that the meeting was not directly part of the PEL process as CBJ was one partner. She continued that the Alaska Department of Transportation and Public Facilities (DOT&PF) led the PEL study, partnering with CBJ and consultants at DOWL Engineering. Director Koester then turned the presentation over to Steve Noble, DOWL.

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Steve thanked everyone for the opportunity to provide a brief presentation, sharing an update to the study schedule, summary of Level 1 Screening, the six alternatives carried forward to Level 2 Screening, update on the Origin Destination Data Memo, and next steps. Steve expressed appreciation for ongoing communication and shared study team contact information.

Steve turned the meeting back over to Chair Bryson. Chair Bryson noted that it was public comments that returned the Mendenhall Peninsula alternative to the study, noting that public comments from the previous CBJ public meeting were shared with the study team. Director Koester said the study team would review the comments and reminded participants that this meeting is outside the PEL study. Chair Bryson thanked Director Koester and then asked the Assemblymembers for comment before turning to public comment.

Assemblymember Greg Smith began with a question regarding the 30-day public comment phase happening in the fall of this year. Steve answered that there will be a comment period for the advisory committees following their meetings prior to Public Open House No. 3. The 30-day comment period on the draft PEL Study Report will begin shortly before the Open House and conclude after. Steve committed to properly notifying the public so that the public understands when to provide feedback on the Draft PEL Study Report before it is finalized.

Chair Bryson asked for any additional questions or comments from the Committee. Given there were none, the meeting moved into public comment. Chair Bryson announced that the comments from those in the room would be first followed by comments from those on Zoom. After reviewing the number of commentors, Chair Bryson instructed that commentors would be given two minutes each.

Summary of Public Comments

Ron Somerville, Mendenhall Wetlands Study Group (MWSG), which includes staff and retired staff from United States Forest Service (USFS), United States Fish and Wildlife Service (USFWS), and Alaska Department of Fish and Game (ADF&G), have been involved in north crossing studies in the past. He reminded the Assembly that they are not opposed to a north crossing, that their objective has always been to minimize impacts to the wetlands and the Mendenhall Wetlands State Game Refuge (Refuge). He said they support the Salmon Creek alternative. MWSG have not had an in-depth discussion about the Mendenhall Peninsula route; however, in what they have identified as most important, minimizing the impacts to the wetlands and Refuge, the Mendenhall Peninsula route is outside the Refuge. He noted that this alternative was included in the first proposal for a second crossing to North Douglas. Ron encouraged the Assembly to participate in the PEL process. His hope was that the benefits from the wetlands would not be lost to benefit people who want quicker access to Eaglecrest or development on west Douglas Island, which could be 40 to 50 years in the future. He said the group has also supported the concept of the bench road, which is needed by people of Douglas before a second crossing.

Tom Williams, Fritz Cove Road resident, urged the Assembly to promote the Mendenhall Peninsula alternative. He explained the reasons for his support. It avoided the Refuge, avoiding more stringent environmental analysis, potential lawsuits. It offered a crossing without negative impacts to property owners. Largely avoided right-of-way (ROW) acquisitions and forcing property owners to relocate. It offered greater opportunity for additional housing. A road on Mendenhall Peninsula could create development on both sides. CBJ could sell

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lots, with spectacular views and add property tax income. By intersecting Douglas at the north end, traffic would be reduced. To the extent that development would happen on Douglas, people who normally head south could head north, there would be tourism opportunities and easier access to Eaglecrest. Tom stated that while cost was important, considering the marginal cost of every alternative, each would expensive.

Albert Shaw, CBJ resident, listed his order of preference: West Sunny Point, Sunny Point, and Vanderbilt Hill alternatives. He did not support the Mendenhall Peninsula alternative. He shared that the flats were changing and that there would eventually be trees there all the way down the Gastineau Channel.

Dick Farnell, 40-year Juneau resident, shared that when he first moved to Juneau, a second crossing was being discussed due to bridge congestion. He decided to informally monitor the bridge one morning, where the congestion was 12 cars at the intersection and all made it in one green light, and again at the roundabout, where the congestion was six cars, all which move through within 20 seconds. Per these results, he concluded that there was no congestion. He went on to say that a north crossing would not improve morning traffic on the bridge. Adding a north crossing near the existing bridge would increase congestion because of the diversion of traffic causing longer wait times. In terms of an emergency response solution, Dick recommended a ferry, like the airport ferry in Ketchikan. If this emergency ferry were to go unused, it could be leased to the tourist industry for tours on the Gastineau channel. He also mentioned helicopters. He suggested spending funding on something that the community would use frequently, like a hydro-powered light rail system between Downtown and the Mendenhall Valley (Valley) with electric bus transfer between Douglas, Lemon Creek, interior Valley, and the University.

Matthew Robus, resident south of the existing bridge on Douglas Highway and member and representative of the Southeast Alaska Land Trust (SEALT) Board of Directors, commented that SEALT promoted development, but any crossing over the wetlands, such as Sunny Point and the North Airport alternatives, would not be appropriate locations. SEALT urge CBJ and the PEL study team to select alternatives that ensure the protection of SEALT's conservation lands and mitigation sites as well as the Refuge. Because neither Eagle Creek nor the Downtown alternatives would be advancing beyond Level 1 Screening, SEALT believed that the Salmon Creek alternative would be the remaining most suitable option, located adjacent to the southern boundary of the Refuge. With careful design, the Mendenhall Peninsula alternative could also be constructed without adverse impacts to the Refuge.

Alex Wertheimer, resident, quoted the purpose and need statement. Wertheimer said all the alternatives met these needs in some fashion, but the Salmon Creek location best suited the needs of emergency response and transport. He talked about the importance of maintaining the Refuge by select an alternative outside of the Refuge. He said the Mendenhall Peninsula alternative could also have less impact to the Refuge.

Frank Rue, resident of Sunny Point, was pleased to see that two alternatives did not impact the Refuge, the Salmon Creek and Mendenhall Peninsula alternatives. Frank urged the Assembly to keep both of those alternatives moving forward in the process as the community analyzes the least cost with the most benefits to the community. Frank urged the Assembly to be mindful of the importance of the Mendenhall Wetlands. He urged the Assembly to take a hard look at the Hospital Drive and the Salmon Creek alternative as it could be the most affordable, easier to permit, could be built without impacting the Refuge, provide the best access to

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the hospital, divert the most traffic off the existing bridge, and provide direct access to land zoned with sewer and affordable housing.

Mike Stanley, North Douglas resident and member of the North Douglas Neighborhood Association, said the biggest issue is traffic. North Douglas Highway is dangerous with multiple driveways. He recommended a bench road as an alternative. He said the alternatives should consider how each would connect to a bench road. Now alternatives show reaching Douglas but not much information on how alternatives would tie in on the Douglas side. He hopes that the Level 2 Screening would show more detail for the intersections on the Douglas side and consider possible intersections with a bench road.

Rob Morganthaller, resident of Auke Bay and former member of the Advisory Committee with the USFS, began by discussing the cost of the Mendenhall Peninsula alternative. He noted it was considered infeasible in the draft Level 1 Screening and eliminated. The Mendenhall Peninsula alternative would be a very long crossing near the edge of the wetlands but would impact the wetlands, fisheries, bird life, and the airport. There was a concern for a high bridge needed due to the largest boat storage area in Juneau at the Mendenhall River. He preferred the Salmon Creek alternative; however, suggested a bench road should be the number one priority to address traffic issues.

Kathryn Coghill, Douglas and North Douglas resident since 2001, said she has not experienced issues with congestion or felt compromised safety due to one bridge. She suggested that a second crossing would be a luxury that could improve some emergency options but would not be a necessity. She noted the necessities now would be improving the ferry system and the hospital for homecare services. She appreciated that the Mendenhall Peninsula alternative would be outside the wetlands but would be more expensive. She expressed concern that property taxes would increase, and other priority projects need to be funding. With a bench road, she preferred the Salmon Creek alternative as having the least financial and wetlands impacts. She stated a bench road was needed before directing additional traffic to Douglas.

Nancy Waterman, downtown resident, suggested a tunnel off the existing bridge, through the mountain to Goldbelt and CBJ properties on the north and west side of Douglas, avoiding the North Douglas Highway. She stated support for the bench road. She suggested for emergency response redundancy, to combine the library and fire department with a substation for the police and a medical office. Additionally, she suggested a plan for improved water distribution and sewer system to influence where a north crossing should be located. She also discussed a masterplan for the north and west Douglas area.

Nick Matisse, North Douglas resident, commented that he commutes to the airport four to five days per week, and did not experience issues with the commute or felt unsafe being far from the Hospital. He implored that building a bench road was far more important than any of the alternatives. He said the Salmon Creek alternative was simple but a short distance from the existing bridge. He said it seems backwards that the bench road would be built last. He appreciated Nancy's idea of putting a tunnel straight across to the Goldbelt and CBJ properties.

Jim Triplet, Juneau resident living on Sunny Point, opposed the Sunny Point alternatives. He said the drive from the airport to downtown is beautiful. He said legally, the north crossing needs to be outside of the Refuge. He preferred the Salmon Creek alternative, as it would be the least expensive that would not disturb the

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Refuge. He said the bench road should be a critical part to any crossing. The North Douglas Highway is not a safe road for transportation due to the number of driveways and parking along the highway.

Frieda Westman, North Douglas resident, commented that she did not think a north crossing was necessary. She indicated protection the Refuge and the wetlands as a priority. She viewed the wetlands daily, used the land, picked berries, watched birds, and received a tremendous amount of enjoyment. She supported a sewer line on North Douglas and preferred funding be used on other projects. She stated her opposition to all the alternatives and would like the Refuge to remain undisturbed for all to enjoy.

Mary Irvine, North Douglas resident, spoke against the Mendenhall Peninsula alternative and both Sunny Point alternatives. She explained that the Mendenhall Peninsula alternative would be the furthest route to the hospital and the most expensive. She commented that much had been said about the wetlands and all CBJ residents valued wetlands. She said to remember that the wetlands were fed from places like Fish Creek, one of the most intact and wild watersheds near Juneau. It had been set aside for many years and in the comprehensive plan that Juneau recognized. Mary asked the Assembly to respect Fish Creek Park and consider placing the highway or north crossing as far away as possible. She noted that traffic studies need more detail. She described getting a speeding ticket on North Douglas Highway, a residential road with children waiting for the bus in the winter, in the rain, in dark, and in the ice. She encouraged alternatives closer to the hospital such as Salmon Creek, Vanderbilt, or Twin Lakes.

Steven Sorenson, resident of 42 years currently living on Sunny Point, commented that he preferred the Salmon Creek alternative, and his second choice would be Mendenhall Peninsula alternative to improve traffic congestion between the Valley and Downtown, especially during accidents.

Linnea Osborne, North Douglas resident since 1967, said a north crossing was needed and past due. She supported the West Sunny Point alternative for safety reasons that benefit all of Juneau. The closer proximity to the Airport Firehall would bring first responders closer to those involved in accidents or a fire, increasing chances of survival. In cases of fire, it may also reduce the severity and the spread of a fire that could be catastrophic, especially in places like Fish Creek where fire would put critical habitat at risk. Additionally, it would reduce the risk to North Douglas Highway users. In her experiences walking North Douglas Highway for 35 years, she has noted marathons, bikers, recreational users, as well drivers for scenic purposes. It would reduce the congestion in town, increase the safety for all residents, and improve access for birders and hikers to the Refuge.

Wayne Carnes, North Douglas resident, commented that he only felt unsafe walking along North Douglas Highway. He commented that people who felt unsafe due to a bridge closure could use a boat or helicopter. He suggested that emergency access was not an issue, and he said he did not believe north crossing was necessary. There would be better uses for funding elsewhere in Juneau. If a north crossing were to proceed, a bench road should be built first. The location of the north crossing would need access to the bench road because residential properties will be impacted, with people living right next to the project.

Tal Brown, Valley resident, expressed concern for the potential to impact hunter access to the wetlands. Up to half the access could be impacted. He opposed both Sunny Point alternatives. He said not only would they

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impact hunters but also youth in Juneau. He said friends who grew up in Juneau stayed out of trouble by going hunting every day.

Jackie Triplet, resident of Sunny Point, shared that she has seen many people and wildlife enjoy the wetlands.

Chair Bryson next called upon the Zoom meeting attendees to testify.

Bruce Baker, Douglas Island resident, said he was one of 112 residents that signed the Friends of Fritz Cove petition opposing the Mendenhall Peninsula alternative. First, it would not reduce congestion on the existing bridge during peak periods. Second, it would be the longest and most expensive crossing alternative. Third, it would not reduce travel time for medical and other first responders and would create the longest route to the hospital if the existing bridge were closed. For the City of Douglas, work, shopping, school, and bus travel times would be extraordinarily long if the existing bridge were closed for any reason. Fourth, it would have a significant impact on Fritz Cove marine life. And finally, hopes for development of the west side of Douglas Island was dubious because Juneau's population is not increasing significantly, and many government offices were moving to Anchorage.

Mark Johnson, Bay View North Douglas resident, said he supported the comments from Mary Irvine, Bruce Baker, and Linnea Osborne. Because he has lived there for 35 years, worked in emergency response, and recognizes that living on North Douglas, they are outside what the American Heart Association considers the chain of survival area. He said he hoped the PEL study focused on the existing population rather than potential future development. He said the Sunny Point alternative would be the fastest route to the Valley EMS station but understood the priority of the wetlands. He then suggested that if the Salmon Creek alternative were recommended, an ambulance could be co-located at the hospital. He said he opposed the Mendenhall Peninsula alternative for many of the reasons already stated. He asked that emergency response times for the people of North Douglas be taken into consideration.

Kaya Johns, North Douglas resident, said the only time she had ever felt unsafe was walking North Douglas Highway with her dog. She said she opposed the alternatives.

Prior to concluding the meeting, Chair Bryson asked the Committee if they had further comments. Assemblymember Smith thanked everyone for attending, sharing perspectives, and the diversity of opinions. Chair Bryson concluded the comment period, noting how residents made a difference, recounting that the last public testimony impacted the PEL process by bringing the Mendenhall Peninsula back.

Questions and Conclusion

An attendee asked a question about a deep-water port. Chair Bryson answered that while a deep-water port could be a potential outcome, there had not been focus or energy on location. CBJ was considering bridge location, which would then impact that site. The attendee followed up by asking if a deep-water port would support a north crossing. Chair Bryson responded affirmatively.

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Another attendee attempted to ask a question. Chair Bryson apologized, noting that this was not a question-and-answer session and Assemblymembers would be more than happy to remain to answer questions.

Director Koester concluded the public meeting and announced that a recording of the listening session and the presentation would be posted online. She reminded everyone that Chair Bryson intended to periodically host public meetings outside of the PEL process. She shared appreciation of the comments and various organizations. She noted that the Committee would read and hear these comments.

Chair Bryson thanked attendees and adjourned the meeting.

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Juneau Douglas North Crossing – Draft Level 2 screening results

March 8, 2024 – News

The Alaska Department of Transportation & Public Facilities (DOT&PF), Southcoast Region Office presented a summary of the 2023 fieldwork studies and preliminary results of the Level 2 screening process conducted as part of the Planning and Environmental Linkages (PEL) process for the Juneau Douglas North Crossing in facilitated meetings with the PEL's Joint Technical and Stakeholder Advisory Committee.

A summary presentation on the Draft Level 2 Screening results will be delivered at the City and Borough of Juneau (CBJ) Public Works and Facility Committee (PWFC) meeting on March 11 at 12:10 p.m. in Assembly Chambers or via Zoom (juneau.zoom.us/j/91849897300 or dial 1-669-900-6833 with Webinar ID 918 4989 7300).

"The Juneau Douglas North Crossing is a significant investment in the safety, resilience and economic future of our city," explained CBJ City Manager Katie Koester. "We want to be confident that any selected alternatives are vetted through a robust public and technical review process. We appreciate that the PEL study continues to allow opportunities for all community members to provide their input on this critical project."

The City and Borough of Juneau (CBJ) has partnered with the DOT&PF to study a possible transportation corridor to connect Juneau with the north end of Douglas Island using the PEL study process. A connection has been studied since the 1980s but previously had not progressed beyond the identification and recommendation of preliminary alternative alignments.

Beginning in the Spring of 2022, the PEL process used public involvement and technical input to determine the purpose, need, and goals for the project, to determine evaluation criteria, and to invite public feedback for potential crossing alternatives.

DOT&PF, Southcoast Region Office facilitated in person and virtual meetings of the Joint Technical and Stakeholder Advisory Committee as part of the next phase of the Juneau Douglas North Crossing (JDNC) Planning and Environmental Linkages (PEL) Study on March 7. The Committee reviewed and discussed results from the Level 2 screening process applied to the crossing alternatives advanced from previous phases of the PEL study. Level 2 screening provides a comparative evaluation and ranking of the crossing alternatives using a broad range of qualitative and quantitative criteria. The analyses conducted may be incorporated into a future National Environmental Policy Act (NEPA) process.

DOT&PF Southcoast Director Christopher Goins stated, "This is a community-driven project, and the Department is committed to a judicious evaluation of the potential project alternatives. In the late Spring/early Summer of 2024, the Department will issue a draft PEL report that incorporates our consultant's work and the community's feedback. There will be a public comment period and public meetings to gather feedback at that next stage."

For more information on the Juneau Douglas North Crossing PEL Study or to sign up for the project mailing list, visit the project website at jdnorthcrossing.com. Or contact DOT&PF Project Manager Greg Lockwood at greg.lockwood@alaska.gov or (907) 465-2393 or CBJ Project Manager Bridget LaPenter at bridget.lapenter@juneau.gov or (907) 586-0800 ext. 4187.

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Fax: 907.586.5385

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JOINT TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEES

Meeting No. 5 Summary

Presented to the City and Borough of Juneau
Public Works and Facilities Committee

March 11, 2024

The environmental review, consultation, 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 April 13, 2023, and executed by FHWA and DOT&PF.

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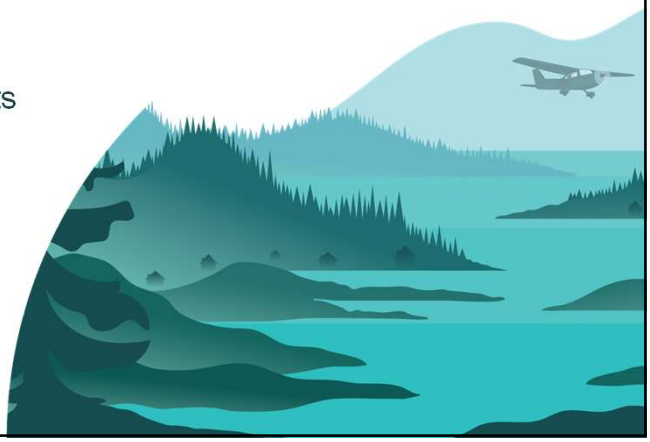
AGENDA

- PEL Study Process and Schedule Update
- Fieldwork Update
- Level 2 Screening Process
- Level 2 Screening Preliminary Results
- Next Steps



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SCHEDULE



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ADDITIONAL FIELD STUDIES

Agencies, organizations, and the public suggested Level 2 Screening would benefit from additional environmental analyses.

Additional Fieldwork Completed Included:

- Wetland delineation
- Eel grass survey
- Intertidal habitat mapping
- Migratory bird survey and upland bird habitat mapping
- Geophysical surveys
- Visual analysis



This Work Has Been Incorporated Into The Draft Level 2 Screening Results

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North Crossing PEL Study

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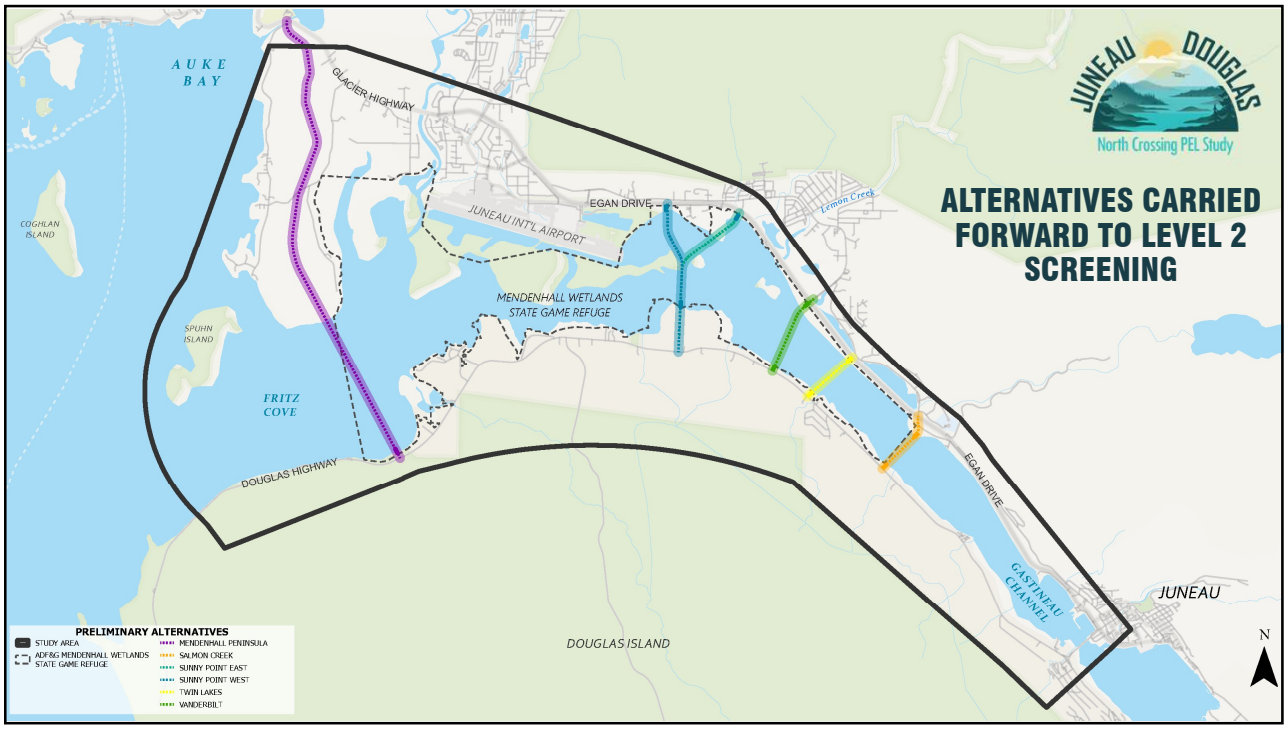

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PURPOSE & NEED STATEMENT – LEVEL 2 SCREENING

PURPOSE

The ***purpose*** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau.

The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

NEED

*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

6

LEVEL 2 SCREENING - DETAILS

Level 2 Screening quantitatively evaluates how well each alternative:

- Satisfies the proposed projects purpose and meets the transportation needs
- Satisfies adopted planning documents
- Is technically implementable and constructable from an engineering perspective
- Is financially feasible
- Is reasonable under the National Environmental Policy Act (NEPA)
- Is practicable under the Clean Water Act
- Is prudent and feasible under Section 4(f) of the Department of Transportation Act of 1966



7

SCORING CRITERIA PERFORMANCE

Score	Description
2	Alternative demonstrates strong performance against criteria
1	Alternative demonstrates moderate performance against criteria
0	Alternative demonstrates neutral performance against criteria
-1	Alternative demonstrates slightly weak performance against criteria
-2	Alternative demonstrates weak performance against criteria



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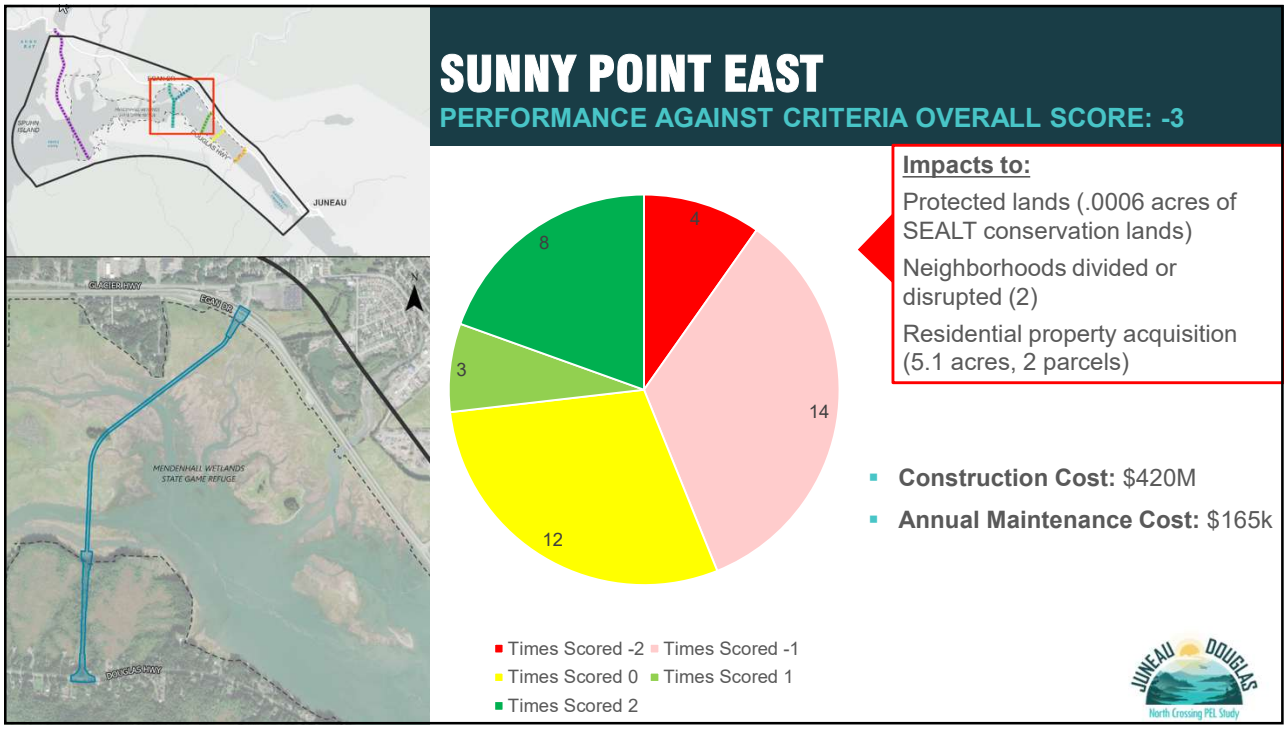
SUNNY POINT EAST
PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -3
JUNEAU
GLACIER HWY
EGAN DR
MENDENHALL WETLANDS STATE GAME REFUGE
DOUGLAS HWY
4
14
12
3
8
Times Scored -2
Times Scored -1
Times Scored 0
Times Scored 1
Times Scored 2
Impacts to:
Protected lands (.0006 acres of SEALT conservation lands)
Neighborhoods divided or disrupted (2)
Residential property acquisition (5.1 acres, 2 parcels)
Construction Cost: $420M
Annual Maintenance Cost: $165k
JUNEAU DOUGLAS
North Crossing PEL Study

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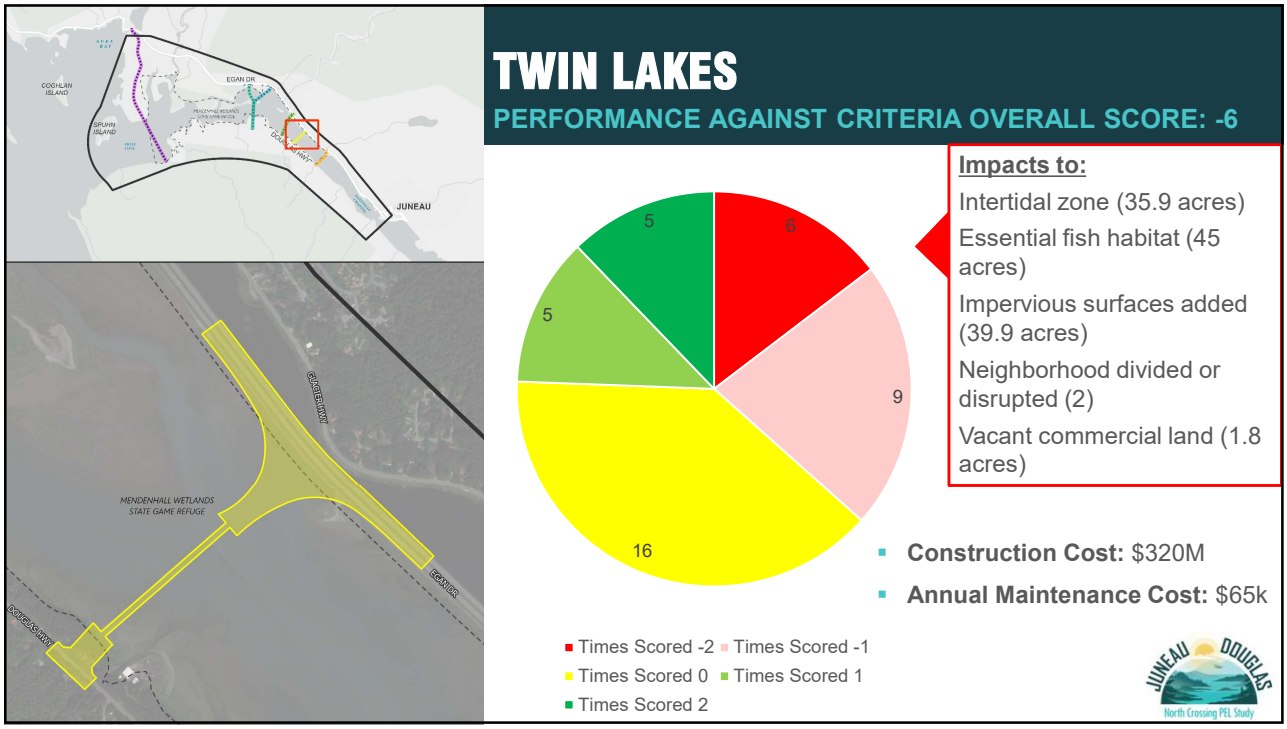
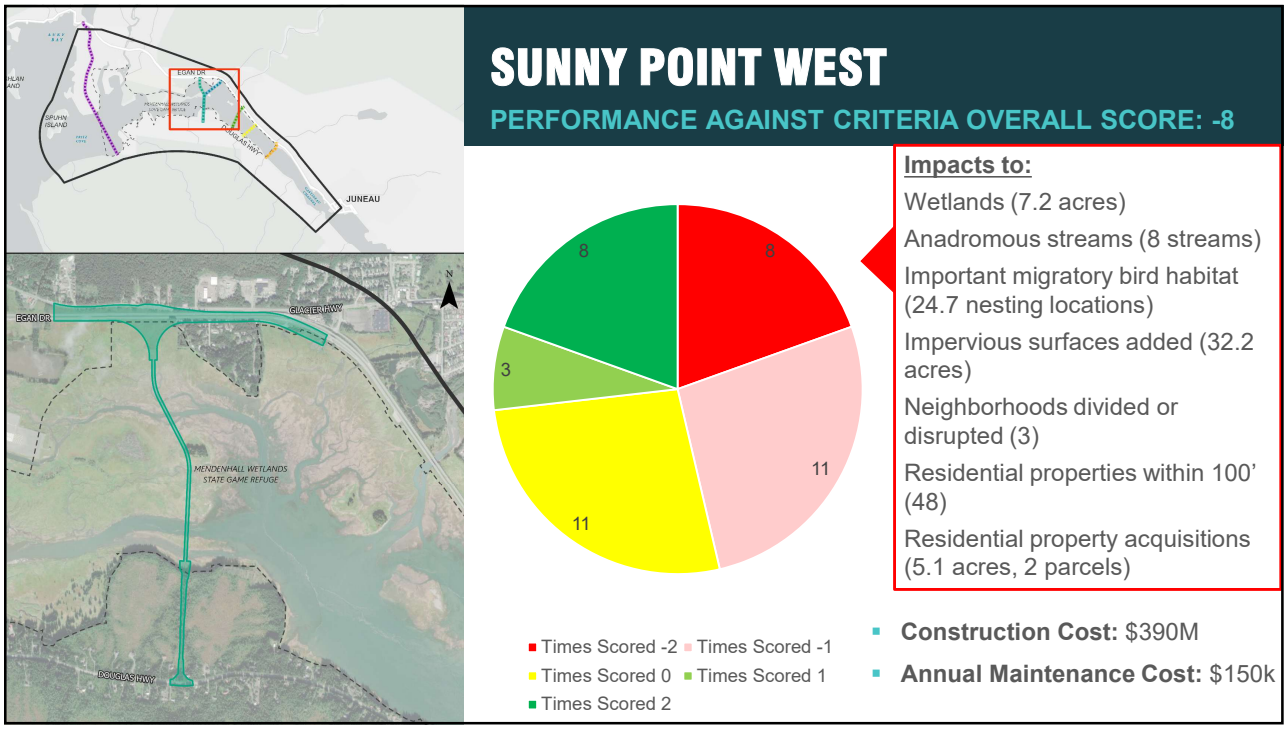
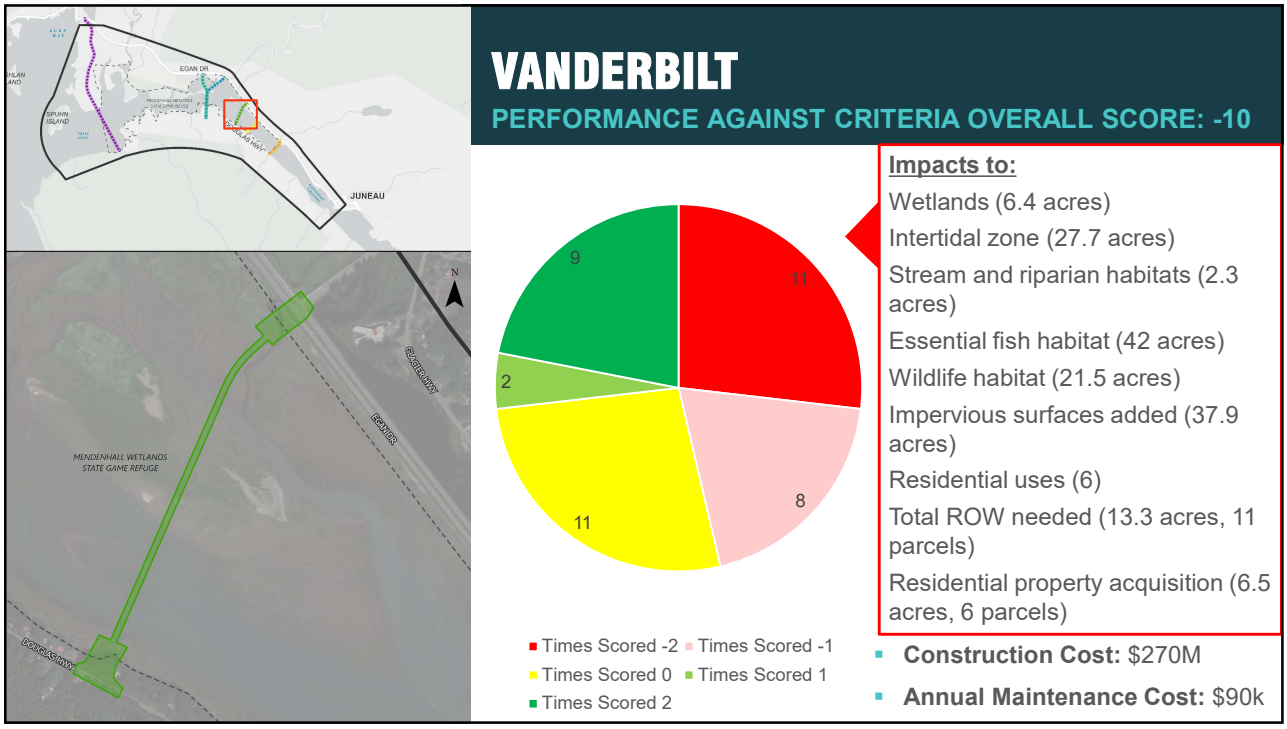

TWIN LAKES
PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -6
JUNEAU
EGAN DR
GLACIER HWY
MENDENHALL WETLANDS STATE GAME REFUGE
DOUGLAS HWY
6
9
16
5
5
Times Scored -2
Times Scored -1
Times Scored 0
Times Scored 1
Times Scored 2
Impacts to:
Intertidal zone (35.9 acres)
Essential fish habitat (45 acres)
Impervious surfaces added (39.9 acres)
Neighborhood divided or disrupted (2)
Vacant commercial land (1.8 acres)
Construction Cost: $320M
Annual Maintenance Cost: $65k
JUNEAU DOUGLAS
North Crossing PEL Study

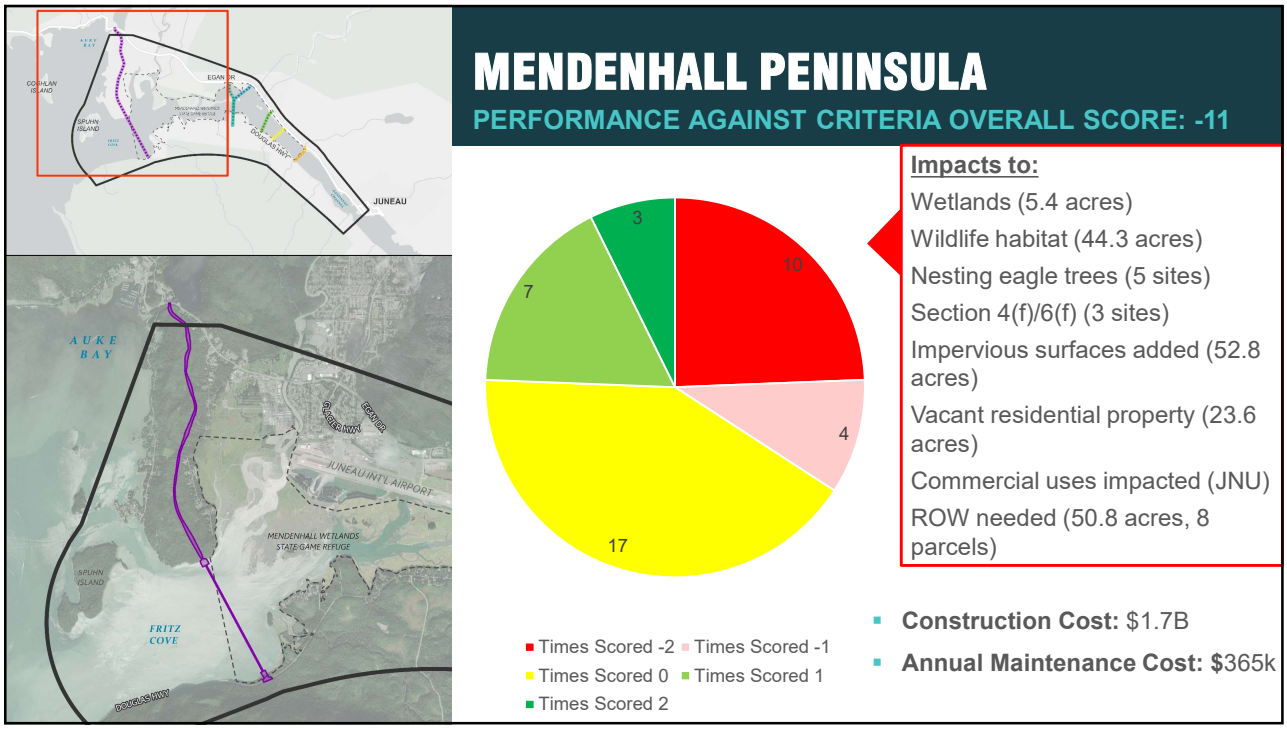
10


SUNNY POINT WEST
PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -8
JUNEAU
EGAN DR
GLACIER HWY
DOUGLAS HWY
MENDENHALL WETLANDS STATE GAME REFUGE
8
8
3
11
11
Times Scored -2
Times Scored -1
Times Scored 0
Times Scored 1
Times Scored 2
Impacts to:
Wetlands (7.2 acres)
Anadromous streams (8 streams)
Important migratory bird habitat (24.7 nesting locations)
Impervious surfaces added (32.2 acres)
Neighborhoods divided or disrupted (3)
Residential properties within 100' (48)
Residential property acquisitions (5.1 acres, 2 parcels)
Construction Cost: $390M
Annual Maintenance Cost: $150k

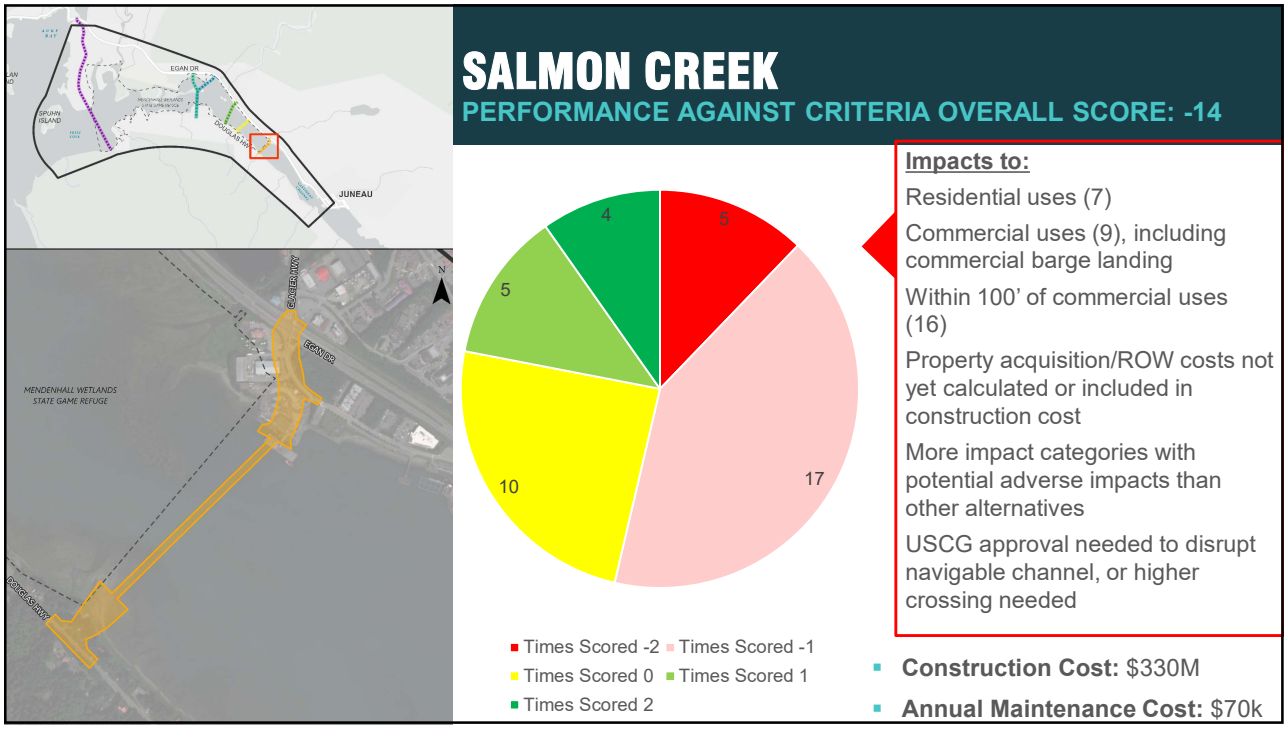
11


VANDERBILT
PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -10
JUNEAU
EGAN DR
GLACIER HWY
DOUGLAS HWY
MENDENHALL WETLANDS STATE GAME REFUGE
11
9
2
8
11
Times Scored -2
Times Scored -1
Times Scored 0
Times Scored 1
Times Scored 2
Impacts to:
Wetlands (6.4 acres)
Intertidal zone (27.7 acres)
Stream and riparian habitats (2.3 acres)
Essential fish habitat (42 acres)
Wildlife habitat (21.5 acres)
Impervious surfaces added (37.9 acres)
Residential uses (6)
Total ROW needed (13.3 acres, 11 parcels)
Residential property acquisition (6.5 acres, 6 parcels)
Construction Cost: $270M
Annual Maintenance Cost: $90k

12


MENDENHALL PENINSULA
PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -11
JUNEAU
AUKE BAY
EGAN DR
JUNEAU INT'L AIRPORT
MENDENHALL WETLANDS STATE GAME REFUGE
SPUHN ISLAND
FRITZ COVE
DOUGLAS HWY
10
4
17
7
3
Times Scored -2
Times Scored -1
Times Scored 0
Times Scored 1
Times Scored 2
Impacts to:
Wetlands (5.4 acres)
Wildlife habitat (44.3 acres)
Nesting eagle trees (5 sites)
Section 4(f)/6(f) (3 sites)
Impervious surfaces added (52.8 acres)
Vacant residential property (23.6 acres)
Commercial uses impacted (JNU)
ROW needed (50.8 acres, 8 parcels)
Construction Cost: $1.7B
Annual Maintenance Cost: $365k

13


SALMON CREEK
PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -14
JUNEAU
EGAN DR
GLACIER HWY
MENDENHALL WETLANDS STATE GAME REFUGE
DOUGLAS HWY
5
17
10
5
4
Times Scored -2
Times Scored -1
Times Scored 0
Times Scored 1
Times Scored 2
Impacts to:
Residential uses (7)
Commercial uses (9), including commercial barge landing
Within 100' of commercial uses (16)
Property acquisition/ROW costs not yet calculated or included in construction cost
More impact categories with potential adverse impacts than other alternatives
USCG approval needed to disrupt navigable channel, or higher crossing needed
Construction Cost: $330M
Annual Maintenance Cost: $70k

14

NO BUILD ALTERNATIVE

PERFORMANCE AGAINST CRITERIA OVERALL SCORE: -18



- Does not provide for any action
- Does not generate impacts
- Does not meet the purpose and need
- Will be carried forward into any future NEPA processes
- Percentage of people supporting a no build alternative versus any build alternative from the survey: 30.53%

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NEW INFORMATION: UPDATED PLANNING LEVEL COST ESTIMATES

Alternative	Construction	Annual Maintenance
Mendenhall	$1.7B	$365k
Sunny Point West	$390M	$150k
Sunny Point East	$420M	$165k
Vanderbilt	$270M	$90k
Twin Lakes	$320M	$65k
Salmon Creek	$330M	$70k

- Cost has not been yet been scored in draft Level 2 screening
- Property acquisition for ROW not yet calculated or included

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WHAT'S NEXT?

Meeting #	Focus	When
1	▪ Baseline data and existing conditions ▪ Purpose and need	Spring 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	Summer 2022
3 & 4	▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria ▪ Additional field studies	Winter 2022 - Winter 2024
5	▪ Detailed alternative screening results ▪ Recommended alternatives	Winter 2024
	▪ Draft PEL Study ▪ Final Public Open House	Spring/Summer 2024

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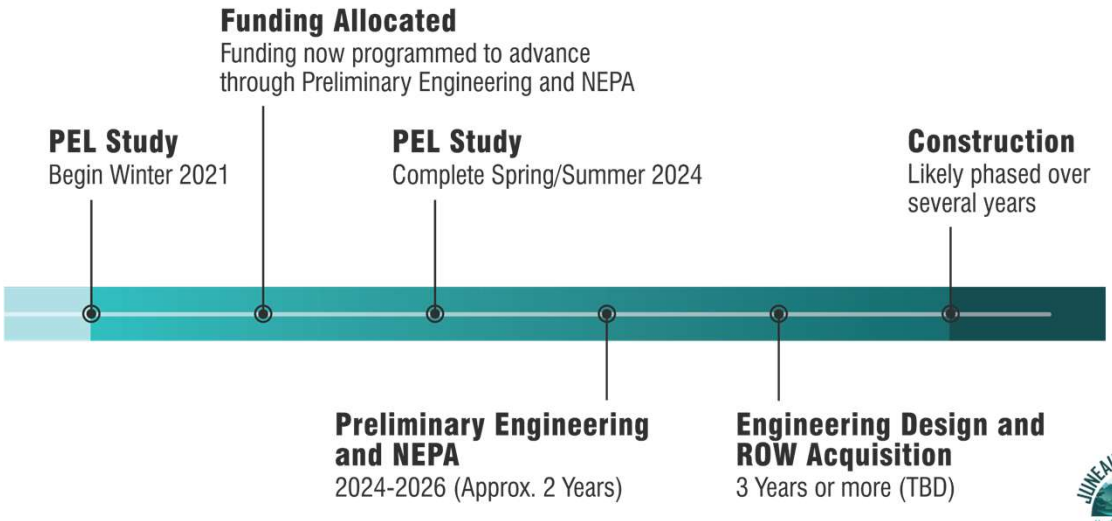
AFTER THE PEL STUDY WRAPS UP



18

PROJECT CONTACTS:

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Steve Noble, DOWL Project Manager
(907) 562-2000

Renee Whitesell, DOWL PEL Study Lead
(907) 562-2000

Theresa Dutchuk, DOWL Environmental
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

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North Crossing PEL Study

THANK YOU

19

CBJ Assembly Public Works and Facilities Committee Meeting

Monday, March 11, 2024, 12:10 p.m.

Attendees

Steve Noble, Project Manager	DOWL
Renee Whitesell, PEL Study Lead	DOWL
Morgan McCammon, Project Communications	DOWL
Bridget LaPenter, Project Manager	City and Borough of Juneau
Denise Koch, Director of Engineering and Public Works	City and Borough of Juneau
Wade Bryson, Assemblymember	City and Borough of Juneau
Paul Kelly, Assemblymember	City and Borough of Juneau
Alicia Hughes-Skandijs, Assemblymember	City and Borough of Juneau
Ella Adkison, Assemblymember	City and Borough of Juneau

Presentation Summary

Committee Chair Assemblymember Wade Bryson opened the meeting. Denise Koch, Director of Engineering and Public Works for the City and Borough of Juneau (CBJ), shared a brief introduction of the PEL study, noting the recent Advisory Committee meetings, which occurred on March 7, 2024.

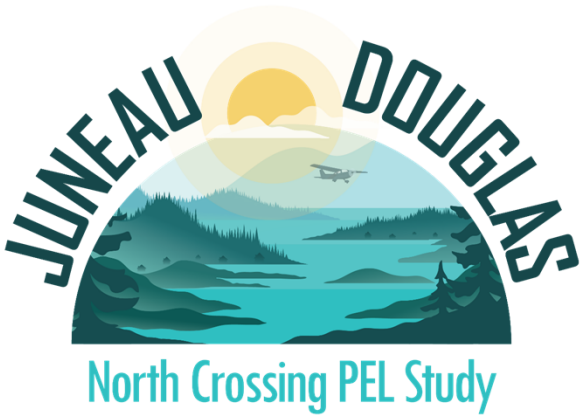
Denise introduced Steve Noble, DOWL, and Renee Whitesell, DOWL, from the study team. Steve began the presentation with an update on the study schedule and fieldwork. Renee continued the presentation discussing the purpose and need statement, additional goals, screening process, and preliminary level 2 screening results. Steve concluded the presentation by sharing the estimated costs of alternatives, funding sources for future project engineering and environmental processes, and next steps.

Questions and Comments from the Committee

Assemblymember Paul Kelly commented he appreciated the quantifiable scores associated with the level 2 screening preliminary results. He asked for clarification on how the alternatives were scored. Steve responded qualitative and quantitative criteria for scoring the alternatives was developed as a part of the PEL process, incorporating public and advisory committee feedback and receiving DOT&PF Statewide Environmental Office (SEO) concurrence. These criteria are project specific and scores alternatives against each other.

Chair Bryson shared the Public Works & Facilities Committee would host additional listening sessions for Juneau residents to share their comments with the Assemblymembers present. He asked how these listening sessions impact the project. Steve responded the study team welcomes the public comments received from the Assembly. He requested the Committee make it clear comments submitted to the Assembly would not receive a response from the study team but would be included in the study documents. Steve further requested the listening sessions be hosted outside of PEL study comment periods to avoid public confusion. Steve concluded by noting the Advisory Committees were requested to submit feedback by March 28, 2024, after which the PEL study team would incorporate that feedback into the level 2 screening and post the level 2 screening memo to the study website. The draft PEL study report would be made publicly available near the end of May, followed by a 30-day comment period and the final public open house in mid-June 2024. The PEL study report would then be finalized, and the study concluded in late July 2024. The DOT&PF and CBJ would then determine the path forward to initiate preliminary design and NEPA under a new contract.

No public comments were received on the presentation.



JNU AND FAA

UPDATE

February 26, 2024

The environmental review, consultation, 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 April 13, 2023, and executed by FHWA and DOT&PF.

PROJECT TEAM

Greg Lockwood PE Project Manager **Marie Heidemann** Project Planner **Christy Gentemann** Environmental Analyst	**Katie Koester** City Manager **Bridget LaPenter PE** Project Manager **Irene Gallion** Senior Planner	**Steve Noble, PE** Project Manager **Renee Whitesell, PTP** PEL Study Lead **Theresa Dutchuk** Environmental

AGENDA

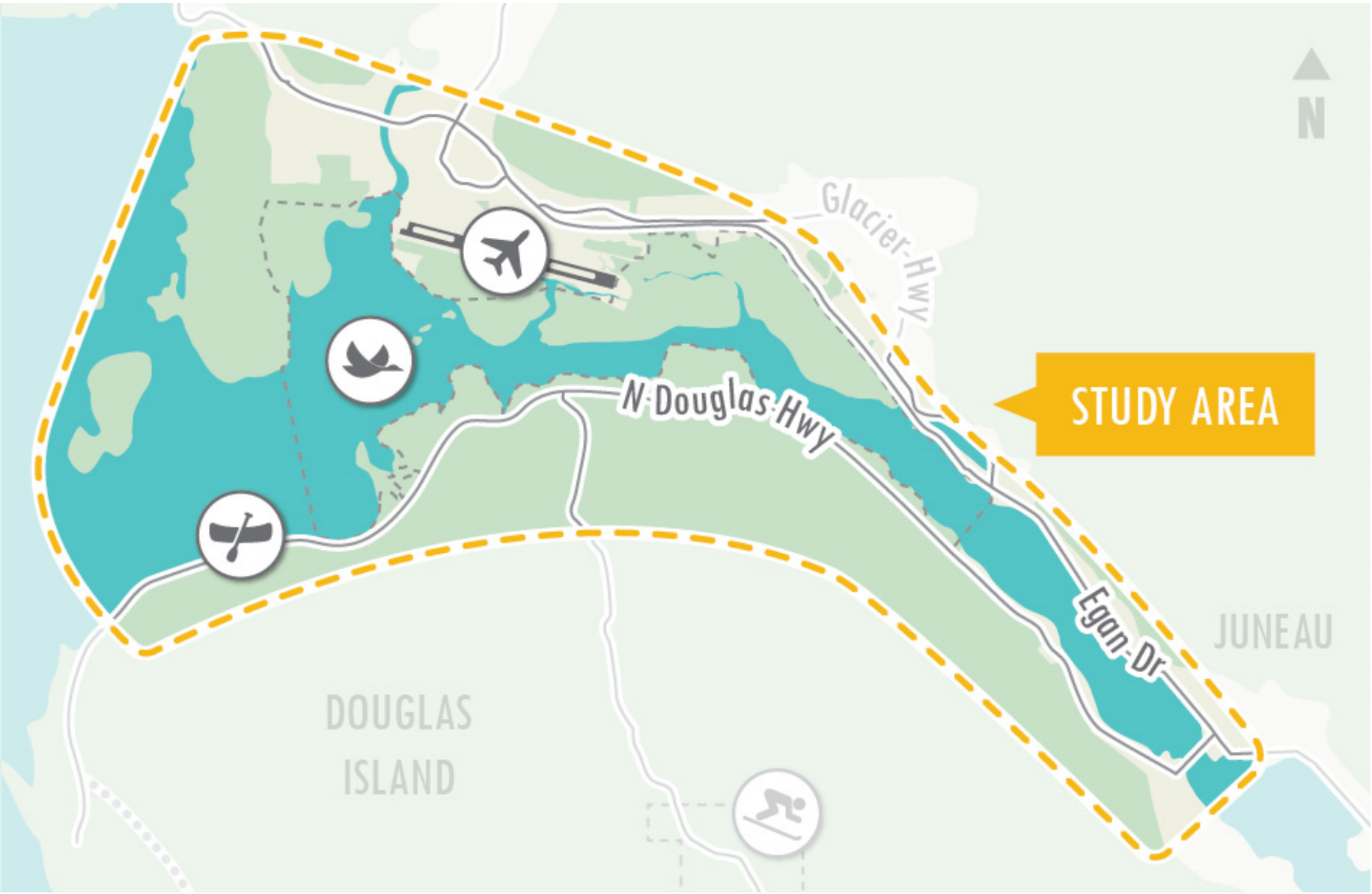
- Welcome and Introductions
- PEL Study Process and Schedule Update
- Alternatives and Screening
- Airport Specific Discussion
- Q&A



SCHEDULE & PUBLIC INVOLVEMENT SUMMARY

SPRING 2022	SUMMER / FALL 2022	WINTER 2022 / SPRING 2023	SUMMER - WINTER 2023	SPRING / SUMMER 2024
Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes	**Evaluation Criteria, Develop & Screen Alternatives**	**Evaluate & Refine Alternatives**	**Limited Environmental Fieldwork & Additional Analysis**	**Finalize Documentation**
Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes	Identify Crossing Alternatives and Develop Screening Criteria Pre-screening	Level 1 Screening	Level 2 Screening, Recommended Alternatives, Draft PEL Study	Public Comment Period *(30 days)* and Finalize PEL Study




N
Glacier Hwy
N Douglas Hwy
STUDY AREA
Egan Dr
JUNEAU
DOUGLAS
ISLAND

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) PROCESS

Planning and Environmental Linkages is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process
3. More efficient process that saves time and money

PEL BENEFITS

The benefits of stronger linkages between the transportation planning and project development processes include:

- ✓ Stronger agency and public relationships
- ✓ Improved project delivery timeframes
- ✓ Earlier identification of key environmental resources
- ✓ Better funding and project development information
- ✓ Build projects more efficiently
- ✓ Flexible approach for development of transportation improvement strategies

ALTERNATIVE DEVELOPMENT & SCREENING PROCESS

1. Develop the Purpose and Need Statement based on the existing conditions and public and advisory committee input (completed)
2. Compile alternatives* based on previous studies and input from the advisory committees and the public (completed)
3. Conduct Pre-screening (completed)
4. Define Alternatives and Apply Level 1 Screening (completed)
5. Refine and conduct preliminary engineering (completed)
6. Collect Field Data and Apply Level 2 Screening (in progress)
7. Further refine the recommended alternatives and prepare Draft PEL Study

*a “no build” alternative is carried forward through the screening process

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North Crossing PEL Study

PUBLIC AND STAKEHOLDER OUTREACH COMPLETED TO DATE

- Technical Advisory Group
- Stakeholder Advisory Group
- Public Open House Meetings
- Pop-up Open Houses
- On-line Surveys
- One-on-one Meetings
- Neighborhood Associations
- Small Group Meetings
- CBJ Assembly Presentations



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North Crossing PEL Study

PURPOSE & NEED STATEMENT

PURPOSE

The ***purpose*** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau.

The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

NEED

*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

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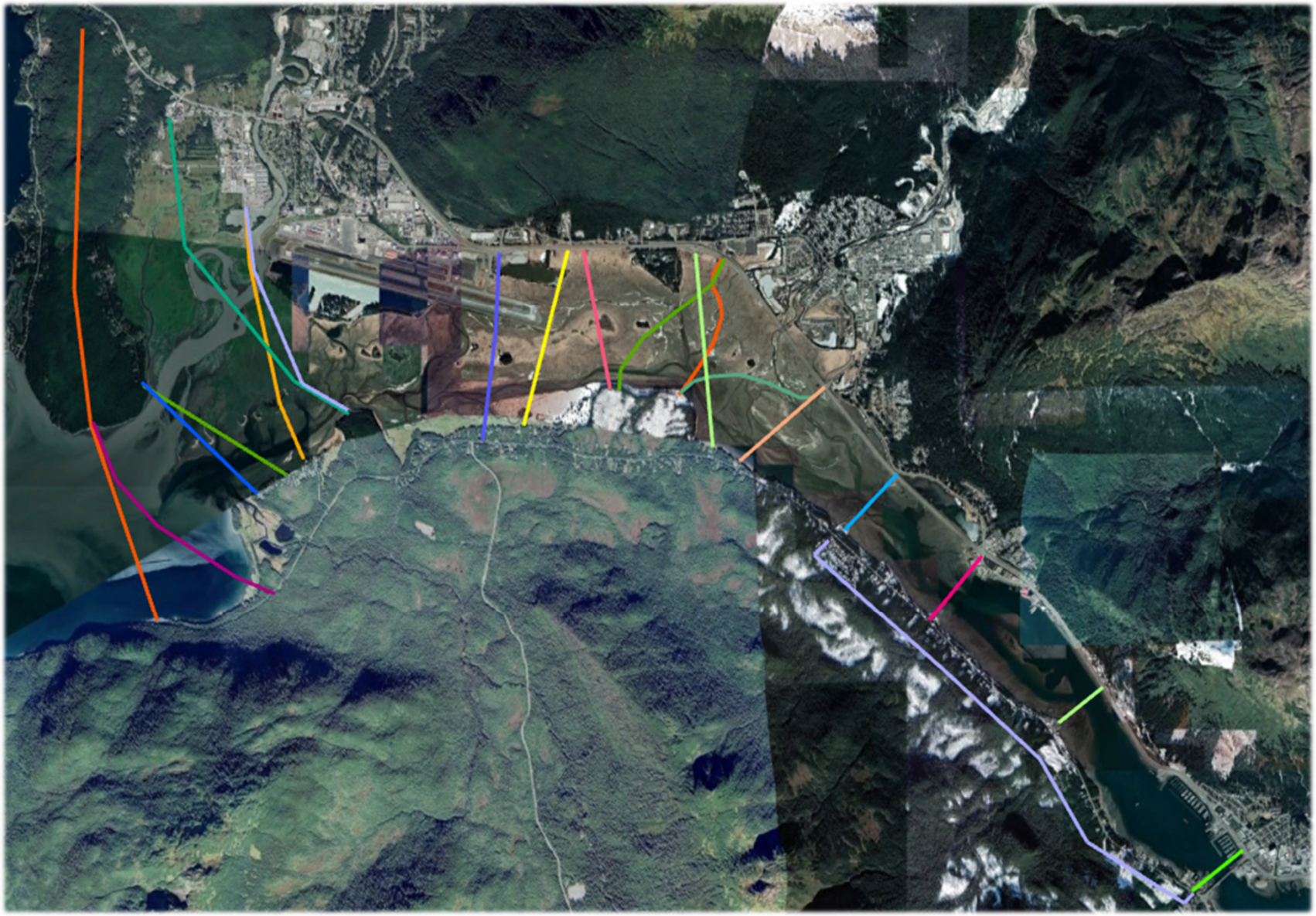

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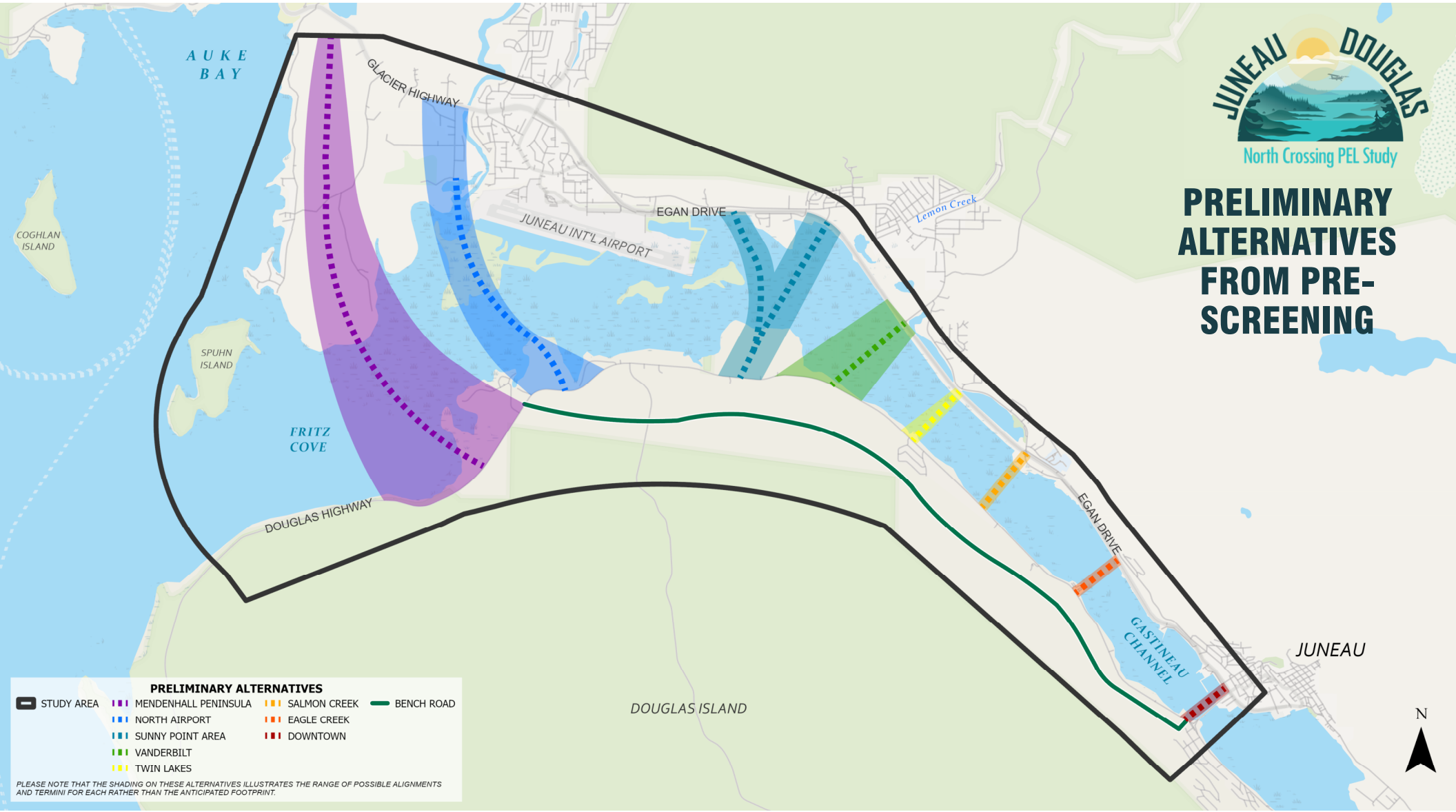
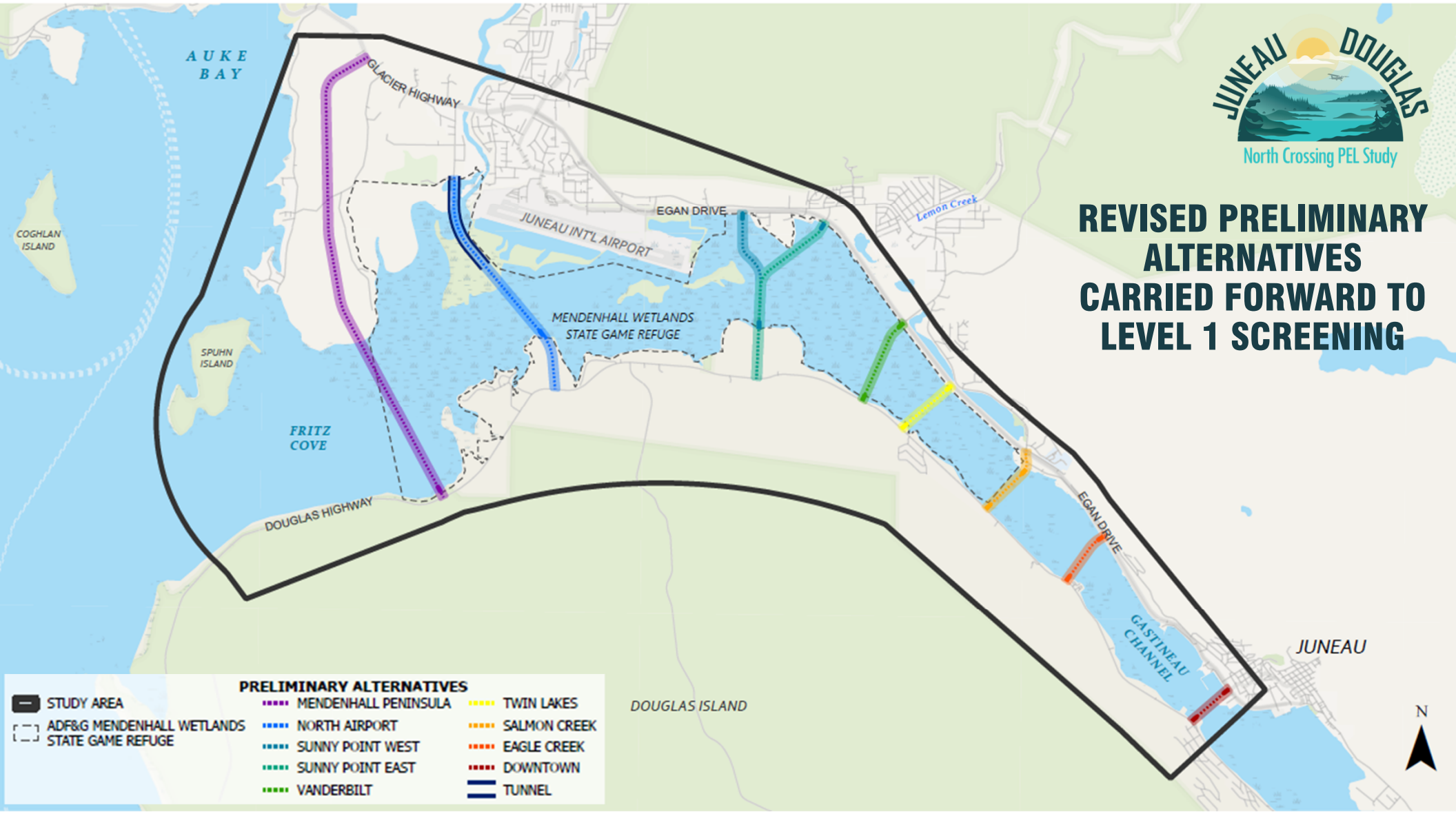
PRE-SCREENING ALTERNATIVES OBTAINED FROM PUBLIC INPUT


JUNEAU DOUGLAS
North Crossing PEL Study
PRELIMINARY ALTERNATIVES FROM PRE-SCREENING
AUKE BAY
COGHLAN ISLAND
SPUHN ISLAND
FRITZ COVE
GLACIER HIGHWAY
JUNEAU INT'L AIRPORT
EGAN DRIVE
Lemon Creek
DOUGLAS HIGHWAY
EGAN DRIVE
GASTINEAU CHANNEL
JUNEAU
DOUGLAS ISLAND
N
PRELIMINARY ALTERNATIVES
STUDY AREA
MENDENHALL PENINSULA
NORTH AIRPORT
SUNNY POINT AREA
VANDERBILT
TWIN LAKES
SALMON CREEK
EAGLE CREEK
DOWNTOWN
BENCH ROAD
PLEASE NOTE THAT THE SHADING ON THESE ALTERNATIVES ILLUSTRATES THE RANGE OF POSSIBLE ALIGNMENTS AND TERMINI FOR EACH RATHER THAN THE ANTICIPATED FOOTPRINT.


JUNEAU DOUGLAS
North Crossing PEL Study
REVISED PRELIMINARY ALTERNATIVES CARRIED FORWARD TO LEVEL 1 SCREENING
AUKE BAY
COGHLAN ISLAND
SPUHN ISLAND
FRITZ COVE
GLACIER HIGHWAY
EGAN DRIVE
JUNEAU INT'L AIRPORT
MENDENHALL WETLANDS STATE GAME REFUGE
Lemon Creek
DOUGLAS HIGHWAY
EGAN DRIVE
GASTINEAU CHANNEL
JUNEAU
DOUGLAS ISLAND
N
PRELIMINARY ALTERNATIVES
STUDY AREA
ADF&G MENDENHALL WETLANDS STATE GAME REFUGE
MENDENHALL PENINSULA
NORTH AIRPORT
SUNNY POINT WEST
SUNNY POINT EAST
VANDERBILT
TWIN LAKES
SALMON CREEK
EAGLE CREEK
DOWNTOWN
TUNNEL

LEVEL 1 – BASELINE PURPOSE AND NEED CRITERIA

ALTERNATIVE MUST SCORE POSITIVE IN ALL CRITERIA TO ADVANCE TO LEVEL 2

Need	Criteria
Redundancy & Emergency Response Time	1) Crash delay 2) Emergency response time 3) Risk due to road/bridge closures
Roadway Capacity and Utility Infrastructure	1) Infrastructure consistent with CBJs planning framework 2) Reduced Travel Time
Network Connectivity	1) Reduced transportation barriers 2) Improved motorized access to North Douglas Island 3) Improved non-motorized access to North Douglas Island

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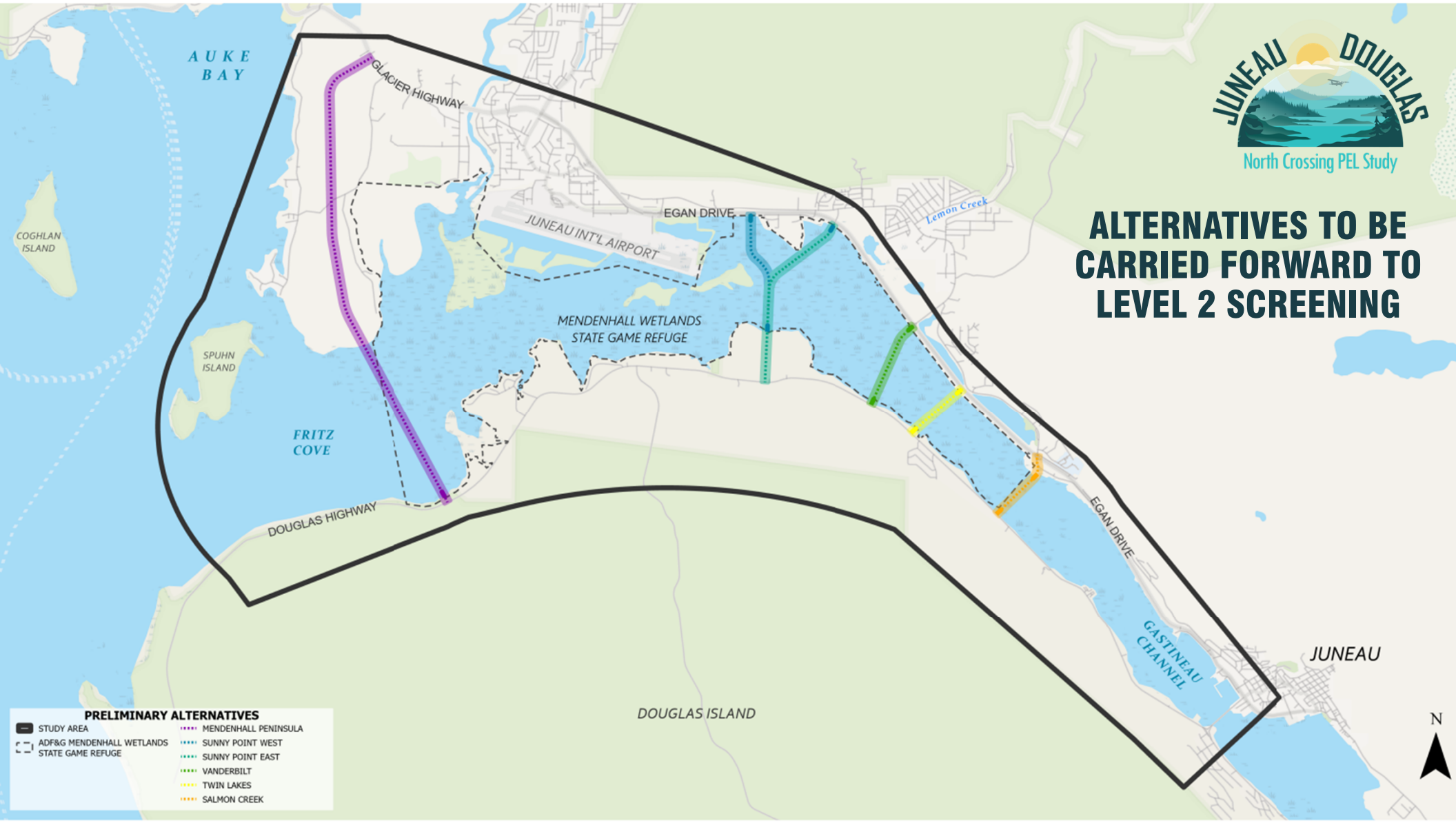
North Crossing PEL Study


JUNEAU DOUGLAS
North Crossing PEL Study
ALTERNATIVES TO BE CARRIED FORWARD TO LEVEL 2 SCREENING
AUKE BAY
COGHLAN ISLAND
SPUHN ISLAND
FRITZ COVE
GLACIER HIGHWAY
EGAN DRIVE
JUNEAU INT'L AIRPORT
Lemon Creek
MENDENHALL WETLANDS STATE GAME REFUGE
DOUGLAS HIGHWAY
EGAN DRIVE
GASTINEAU CHANNEL
JUNEAU
DOUGLAS ISLAND
N
PRELIMINARY ALTERNATIVES
STUDY AREA
ADF&G MENDENHALL WETLANDS STATE GAME REFUGE
MENDENHALL PENINSULA
SUNNY POINT WEST
SUNNY POINT EAST
VANDERBILT
TWIN LAKES
SALMON CREEK

LEVEL 2 – QUALITATIVE CRITERIA

BROAD RANGE OF CRITERIA BASED ON ADDITIONAL GOALS

Goal	Criteria
Active Transportation	1) Safety
Access to Recreational, Cultural, and Subsistence Resources	1) Access
Economic Impacts	1) Follows adopted planning documents 2) Business access
Environmental	1) Use of 4(f)/6(f) properties 2) ROW and property impacts 3) Wetland impacts 4) Habitat/Wildlife impacts
Cost	1) Cost range

LEVEL 2 SCREENING - DETAILS

LEVEL 2 SCREENING INCLUDES THE FOLLOWING STEPS:

1. **Estimate the constraints placed on the alternatives by various resources**
   - *Example: acres of commercial land uses; airport approach surface elevations*

2. **Identify if resources, and to what extent, will be potentially affected by an alternative**
   - *Example: acres of wetlands impacted, or separation from MALSRS/Part 77 Surfaces*
   - *Additional details gathered from the field studies; revise alternatives if possible*

3. **Evaluate the costs of each alternative, logistical considerations, and technical feasibility**
   - *Including maintaining/avoiding impacts to JNU operations*

4. **Determine whether any of the alternatives would have substantially greater costs without having substantially greater benefits**

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ADDITIONAL FIELD STUDIES

Agencies, organizations, and the public have suggested Level 2 Screening would benefit from additional environmental analyses.

Completed (or In-Progress) Fieldwork Includes:

- Wetland delineation
- Eel grass survey
- Intertidal habitat mapping
- Migratory bird survey and upland bird habitat mapping
- Geophysical surveys (in progress)
- Visual analysis (in progress)



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North Crossing PEL Study

JNU INVOLVEMENT AND COMMENTS

- Airport staff has been part of the Technical Advisory Committee
- Several meetings and conversations with Airport staff
- Draft alternatives sent to airport users for review and comment
- Written and verbal comments

Key issue:

- Not in favor of alternatives that will limit existing or future airport operations or that will conflict with approach surfaces

Project team commitment:

- Any alternative that conflicts with the approach surfaces or the ALP will be modified to eliminate conflicts or removed from consideration

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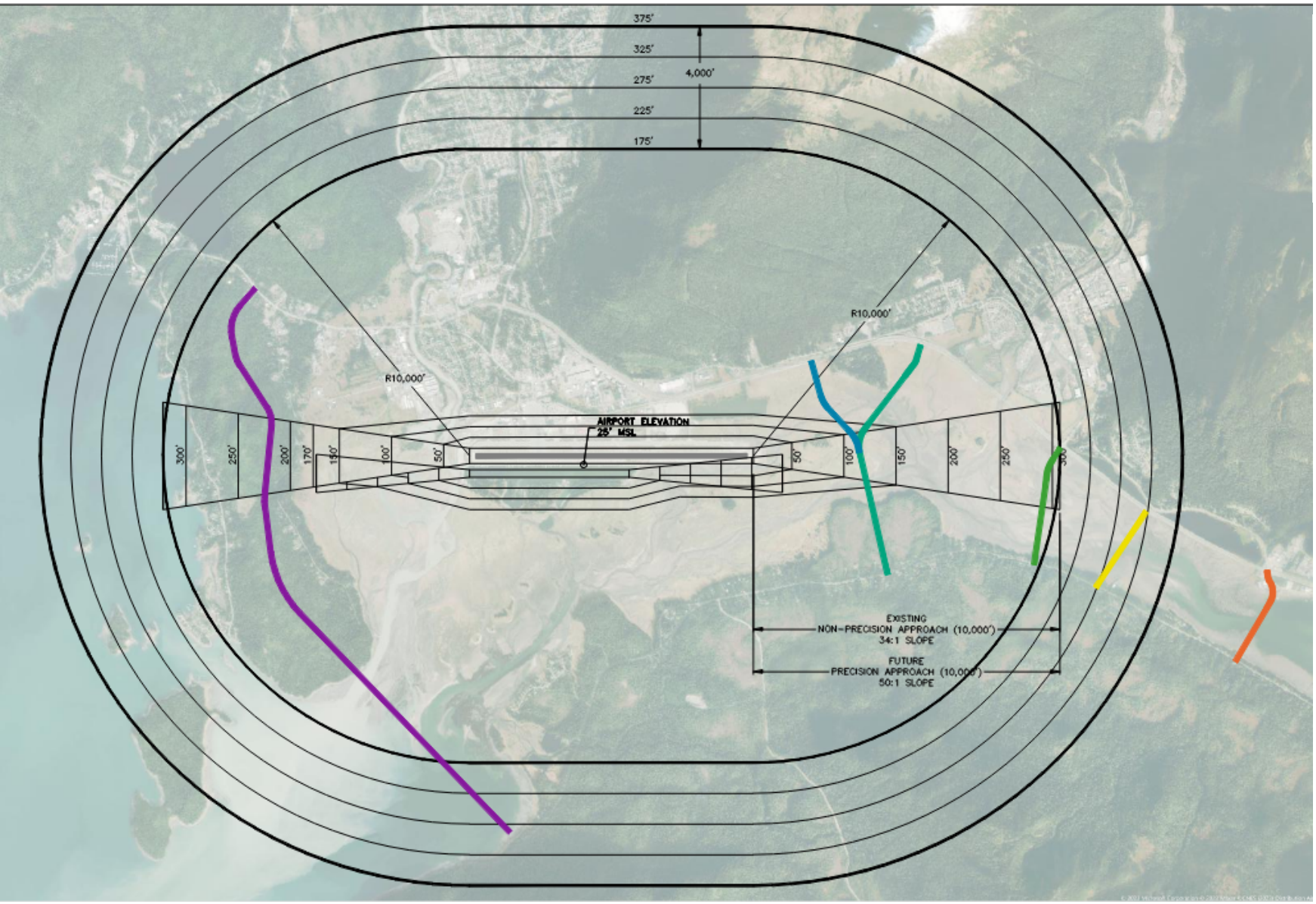
North Crossing PEL Study



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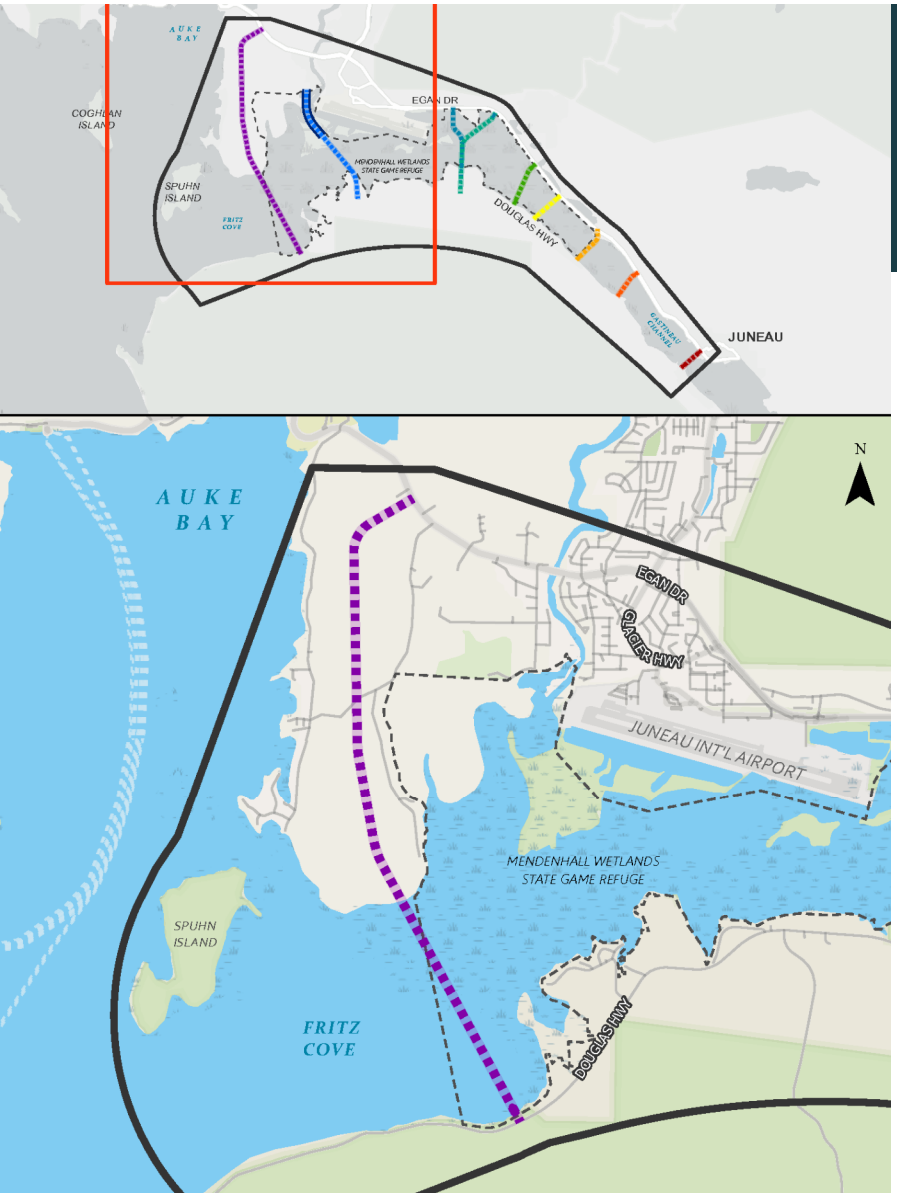
North Crossing PEL Study

ALTERNATIVES RELATIVE TO PART 77 SURFACES – MENDENHALL PENINSULA AND SUNNY POINT



MENDENHALL PENINSULA

- Originally was screened out as part of phase I but was reconsidered in response to TAC and STAC comments
- Considered feasible but may not be reasonable for the following reasons:
  - Potential for adverse impacts to residential roads and neighborhoods
  - Significant earthworks required (cuts/fills exceeding 60 feet in height)
  - Adverse visual impacts – at least 100 feet high in best case to meet profile grades
  - Costs likely to be highest of the options
  - Structure would be nearly double the length of the next longest structure
  - Potential impact to approach paths to Juneau airport, and potential impact to facilities on land owned by FAA along the ridgeline of Mendenhall Peninsula – if either of these are true then the alternative would be modified or dropped from consideration

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North Crossing PEL Study



WEST SUNNY POINT AREA

The potential **advantages** of this alternative include:

- Douglas terminus can be designed to use CBJ property, reducing impact to private property
- Avoids Southeast Alaska Land Trust conservation property
- Reduces travel times for the largest number of users
- High potential to improve the connection to North and West Douglas Island
- Potential to enhance public health and safety

The potential **disadvantages** of this alternative include:

- Crosses the Refuge and is adjacent to conservation properties
- Adds traffic to the Yandukin/Egan intersection
- Further analysis is needed to determine potential for impacts to residential areas, visual impacts, and environmental impacts
- Construction phasing would need to be completed in a manner that does not conflict with approach surfaces

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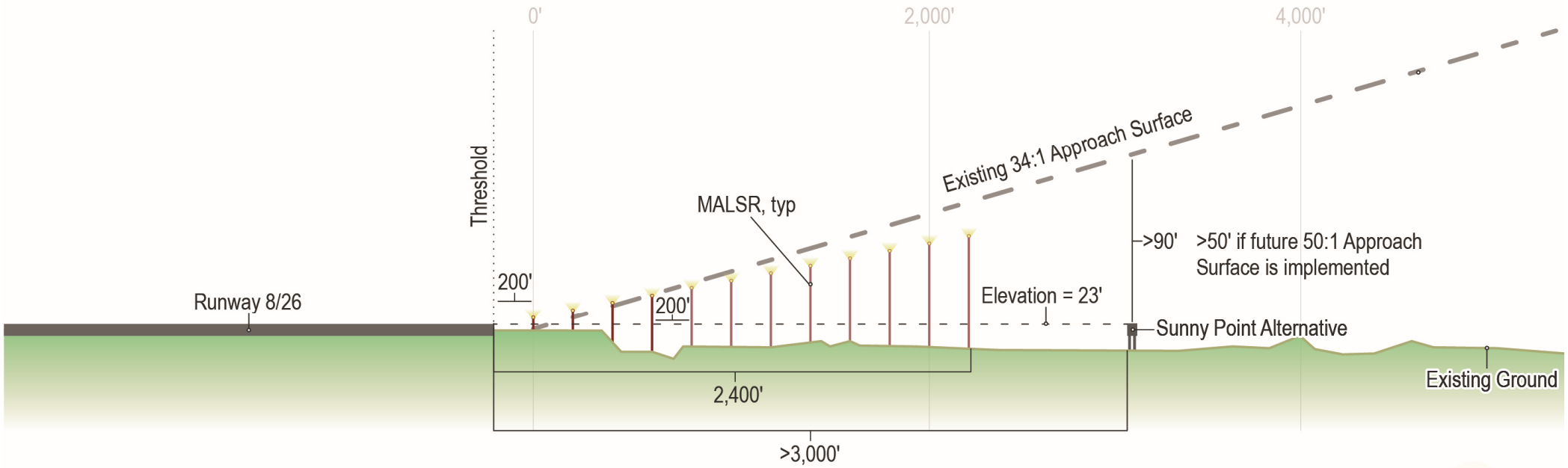
JNU RUNWAY 26 APPROACH SURFACE PROFILE AND SEPARATION FROM WEST SUNNY POINT ALTERNATIVE





SUNNY POINT AREA

The potential **advantages** of this alternative include:

- Douglas terminus can be designed to use CBJ property, reducing impact to private property
- Terminates at Egan Drive and uses the Sunny Point interchange
- Location between centers of population in downtown Juneau and the Mendenhall Valley
- Potential to enhance public health and safety

The potential **disadvantages** of this alternative include:

- Crosses the Refuge
- Will likely impact Southeast Alaska Land Trust conservation property
- Encroaches into a traditional and popular duck hunting area
- Further analysis is needed to determine potential for impacts to residential areas, visual impacts, and environmental impacts
- Construction phasing would need to be completed in a manner that does not conflict with JNU approach surfaces

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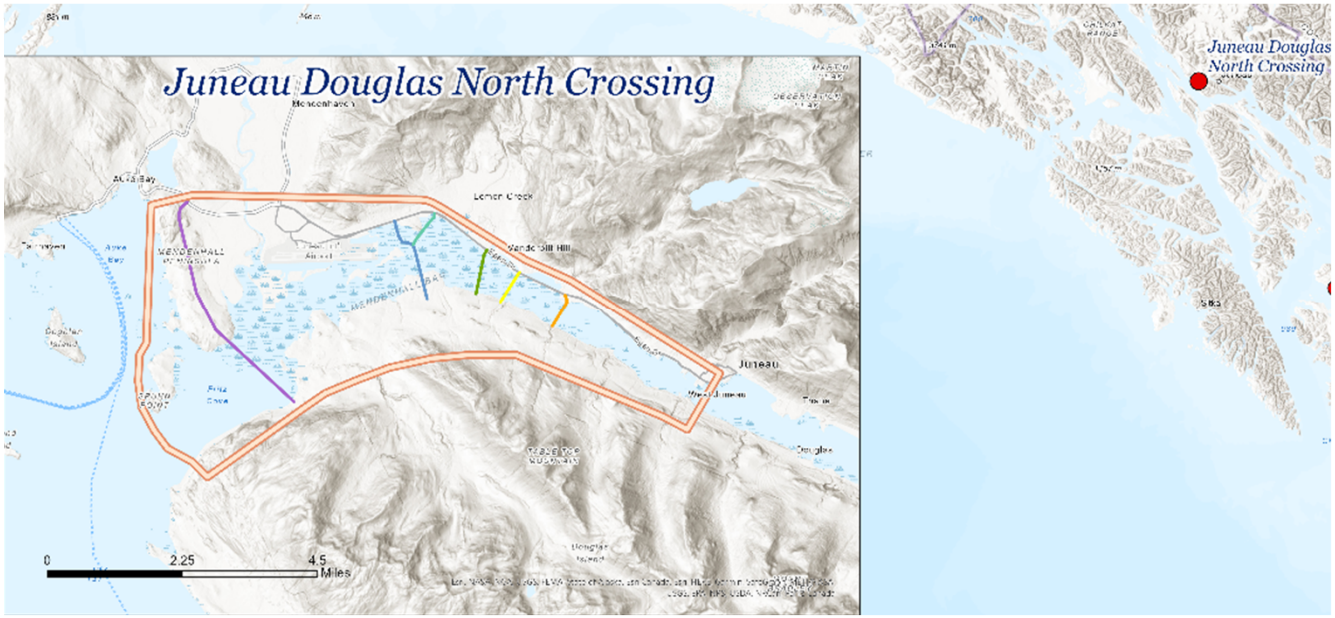
PROJECT FUNDING

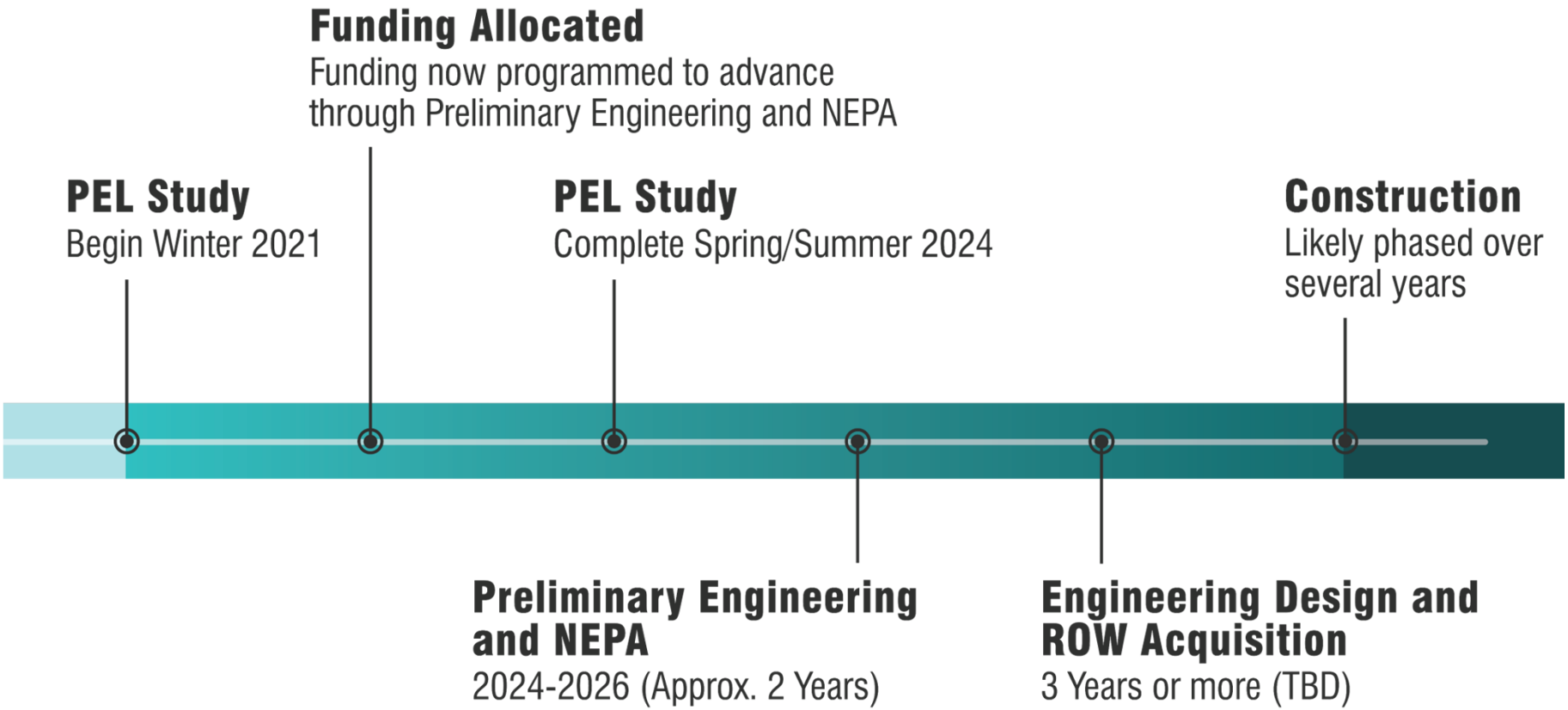
- FHWA/State/CBJ Funds to date
- $7M CDS in 2022
- RAISE Grant ($16.5M)
- STIP ID: 34146 – Still in draft stage



SCHEDULE & PUBLIC INVOLVEMENT SUMMARY



AFTER THE PEL STUDY WRAPS UP



STAYING INVOLVED

Continued Opportunities for Comment:

- Level 2 Screening will be presented to the Technical and Stakeholder Advisory Committees in February followed by formal review period
- Draft PEL Study and Public Review – April/May 2024
- Public Open House – May 2024
- Future NEPA documentation effort will have an extensive public and agency scoping and involvement effort
- Our team is available anytime to discuss the project



JUNEAU DOUGLAS
North Crossing PEL Study

PROJECT CONTACTS:

Greg Lockwood, DOT&PF Project Manager
(907) 465-2393

Steve Noble, DOWL Project Manager
(907) 562-2000

Renee Whitesell, DOWL PEL Study Lead
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

Goldbelt Inc.
Meeting Summary

Friday, February 17, 2023, 3:00 – 3:30 p.m.

Attendees

Marie Heidemann, Project Manager	Department of Transportation and Public Facilities (DOT&PF), Planning
Nina Keller, Assistant Project Manager	DOWL
Steven Sahlender, Vice President of Operations	Goldbelt Inc., Alaska Group

Summary

Meeting agenda:

- Introductions, Opening Comments
- Preliminary Alternatives
- Screening Criteria
- Resources Categories
- Discussion

The meeting began with introductions and was opened by asking if Steven Sahlender, Goldbelt Inc., was familiar with the project and had attended meetings to determine how much background information to share. Marie Heidemann, DOT&PF, and Nina Keller, DOWL, talked briefly about the purpose of the meeting and gave an update.

Steven noted that he has been involved in the process and that Goldbelt expressed interest and support for a north crossing. He mentioned that he has contacted the DOT&PF Commissioner and other decision-makers who understand Goldbelt's interests. He had no questions and will continue to be involved in the PEL study.

JUNEAU CHAMBER OF COMMERCE

Presentation

May 19, 2022

1

PROJECT TEAM

Marie Heidemann Project Manager/Planner **Christy Gentemann** Environmental Analyst **Greg Lockwood** Design Group Chief	**Alec Venechuk** Project Manager **Irene Gallion** Senior Planner	**Steve Noble, PE** Project Manager **Renee Whitesell, PTP** PEL Study Lead **Rachel Steer** Public Involvement Lead

2

PRESENTATION OVERVIEW

- Background & history
- The PEL Study process
- PEL study area & schedule
- Review of existing conditions and observations
- Purpose & Need
- Emerging themes
- What's next & feedback



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BACKGROUND & HISTORY

- An alternative crossing has been studied since the 1980s

- Reasons for a north crossing:
  - Congestion during peak periods on the existing Douglas Island Bridge
  - Concerns about safety and emergency response in the event of a bridge closure
  - Potential for residential, commercial, industrial and port development on Douglas Island

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PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

This study will:

- Evaluate existing conditions and issues
- Develop a clear purpose and need
- Identify alternatives

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PEL PROCESS

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process

2. Saves cost and time; focuses expenditures on viable options

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PEL BENEFITS

The benefits of stronger linkages between the transportation planning and project development processes can include:

- Stronger agency and public relationships
- Improved project delivery timeframes
- Earlier identification of key environmental resources
- Better funding and project development information
- Build projects with better outcomes
- Flexible approach for development of transportation improvement strategies

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STUDY AREA

8



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PRELIMINARY SCHEDULE

SPRING 2022	SUMMER / FALL 2022	WINTER 2022 / 2023	SPRING 2023
Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes	**Evaluation Criteria, Develop & Screen Alternatives**	**Evaluate, Refine, & Select Alternatives**	**Finalize Documentation**
Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes	Identify Crossing Alternatives and Develop Screening Criteria	Preferred Alternatives, Screening, Draft PEL Study	Public Comment Period *(30 days)* and Finalize PEL Study

- Public Meeting #1
- Advisory Committees Meeting #1
- Advisory Committees Workshop
- Public Meeting #2
- Advisory Committees Meeting #2
- Public Meeting #3
- Advisory Committees Meeting #3

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PRELIMINARY SCHEDULE



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PRELIMINARY SCHEDULE



12

PRELIMINARY SCHEDULE



13

PRELIMINARY SCHEDULE



14

EXISTING CONDITIONS

15



EXISTING CONDITIONS

TRAFFIC

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EXISTING CONDITIONS

DOUGLAS ISLAND BRIDGE

- No alternative access between Douglas Island and Juneau when bridge closures are needed for construction, maintenance, or emergency purposes
- Non-motorized facilities for pedestrians and bicyclists are only present on one side of the bridge



Image source: https://commons.wikimedia.org/wiki/File:Douglas_Bridge.jpg

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EXISTING CONDITIONS

LAND

- Developable land is constrained by topography and local geological conditions.
- Land on the north and west side of Douglas Island is viewed as promising areas for future development.
- Travel time to and from North Douglas has been an impediment to development.



Image source: DOWL drone

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POPULATION OBSERVATIONS

Source: Economic Forecast Discussion, Setting Pre-Forecast Parameters, April 5, 2022 (Jonathan King Advisors)

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JUNEAU POPULATION CHANGES 2000-2020

MORE SENIORS, FEWER CHILDREN

Age Group	Population 2000	Population 2020	Change
Children (under 19)	9,204	7,619	-1,585
Reproductive Age (20-44)	11,753	11,085	-668
Middle Age (45-59)	6,970	6,402	-568
Seniors (60+)	2,784	6,777	+3,993
Total Population	30,711	31,833	+1,172
Median Age	35.3	38.8	+3.5 years

Source: Economic Forecast Discussion, Setting Pre-Forecast Parameters, April 5, 2022 (Jonathan King Advisors)

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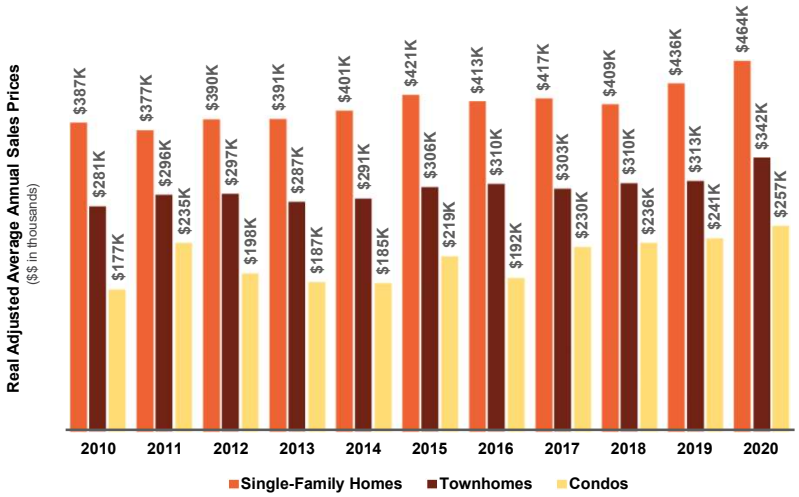
JUNEAU SINGLE-FAMILY, TOWNHOME & CONDO PRICES

UP, BUT MOSTLY IN 2019-2020



IN REAL TERMS:

- Single-family home prices rose 20%
- Townhome prices rose 22%
- Condo prices rose 45%

Source: Economic Forecast Discussion, Setting Pre-Forecast Parameters, April 5, 2022 (Jonathan King Advisors)

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ALL THESE EXISTING CONDITIONS AND OBSERVATIONS HELP INFORM THE STUDY'S

PURPOSE AND NEED

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WHAT IS THE PURPOSE AND NEED?



PURPOSE

Why the study is being proposed and the positive outcomes intended



NEED

The key problems to be addressed and explanation of underlying causes of those problems

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WHY IS PURPOSE AND NEED IMPORTANT?

- Helps identify a reasonable range of alternatives
- Creates a shared understanding of the transportation problems, objectives, and possible solutions
- Defines scope, guides development and evaluation of alternatives
- Helps streamline environmental analysis and identify solutions
- Justifies impacts and funding

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EMERGING THEMES FOR PURPOSE AND NEED

- **Economic Impact**
- **Developable Land**
- **Emergency Response**
- **Redundancy**
- **Travel Time and Congestion**
- **Population**
- **Active Transportation Facilities and Recreation**
- **Utilities**

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WHAT HAVE WE HEARD SO FAR?

- Concerns about congestion and safety on existing Douglas Island bridge
- Concerns about resiliency and emergency response during bridge closures
- Mixed views on whether a north channel crossing is needed
- Questions about future development on north and west Douglas Island – where, when, how?
- Questions about the cost of a north crossing and how it will be paid for
- Questions about environmental impacts – glacial rebound, sea level rise, soil and seabed conditions, impacts to Mendenhall Wetlands State Game Refuge, avalanches and landslides
- Questions about impacts on surrounding roadway network from a north crossing

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WHAT'S NEXT?

UPCOMING OPEN HOUSES

Meeting #	Focus	When
1	▪ Baseline data and existing conditions ▪ Purpose and need	May 11, 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	Summer 2022
3	▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria	Fall/Winter 2022
4	▪ Detailed alternative screening results ▪ Recommended alternatives	Winter/Spring 2023

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WE WANT YOUR FEEDBACK!

SCAN ME!

Scan this code with your smartphone
camera to take a short survey.
Survey will close at 5:00 PM on May 30, 2022

You can also find the survey on the PEL study website
www.JDNorthCrossing.com

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PROJECT CONTACTS:

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JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

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Juneau Chamber of Commerce Meeting Summary

Thursday, May 19, 2022, 12:00-1:00 p.m.

Study Team Attendees

Marie Heidemann, Project Manager	Department of Transportation and Public Facilities (DOT&PF), Planning
Steve Noble Project Manager	DOWL
Craig Dahl Executive Director	Juneau Chamber of Commerce

Summary

DOT&PF Project Manager Marie Heidemann and DOWL Project Manager Steve Noble met with the Juneau Chamber of Commerce on Thursday, May 19, 2022. They shared an introduction to the PEL study and process, status, existing conditions, and answered questions.

Airport Meeting Summary

Wednesday, April 25, 2023

Attendees

Marie Heidemann, Project Manager	Department of Transportation and Public Facilities (DOT&PF), Planning
Steve Noble, Project Manager	DOWL
Ben Mello, Aviation	DOWL
Nina Keller, Assistant Project Manager	DOWL
Patty Wahto, Airport Manager	Juneau Airport (JNU)
Phil Adams, Airport Deputy Manager	Juneau Airport (JNU)
Ke Mell, Airport Architect	Juneau Airport (JNU)

Meeting Objective

To discuss the Juneau Airport's concerns over the proposed locations of the north crossing alternatives.

Summary

The group held a discussion on how the meeting is public and notes will be shared.

Patty Wahto, Juneau Airport Manager, discussed new language to increase the Medium Intensity Approach Lighting System with Runway Alignment Indicator (MALSR) Lights that will help with lowering approaches-minimums. Going into the 2023 reauthorization.

MALSR re-evaluation as the Environmental Impact Statement (EIS) showed at 2400 feet (1600 feet more than the current length). The MALSR will bring approaches lower than 230 feet. The Airport is going to provide funding for the MALSR.

Patty commented that the Federal Aviation Administration (FAA) mentioned the need for a second runway. This new second runway could shift the 8-26 thresholds. She was not sure when this could be planned. Considerations on the length, which will be based on a future planning effort. Maximum takeoff weight (MTOW) and type of aircraft will be critical.

Magnetic declination or magnetic variation (MAGVAR) change is planned in 2028. Flight Procedures is aware of this change, so the Airport is trying to work on getting the MALSR in place so that the approach (plates) only needs to be changed once.

There was a discussion on the height of the bridge. In certain locations it could reach 80 feet.

There was a discussion on getting the conceptual drawings to the airlines that have required navigation performance (RNP) - Alaska, Delta, Alaska Seaplanes Island Air. Patty and Phil Adams, Airport Deputy Manager, would supply the contacts.

Nina Keller, DOWL Assistant Project Manager, showed the alternatives – Mendenhall Peninsula (furthest west), West Sunny Point and Sunny Point Area (closest to the airport on the east), Vanderbilt, Twin Lakes, and Salmon Creek.

Top of Mendenhall Peninsula has the approach lighting system – Peterson Hill

There was a discussion on how air traffic holds aircraft (float planes and Part 121 aircraft) beyond Spuhn Island.

JNU is a diversion airport since the airport is open 24 hours per day, seven days per week and is the only airport between ANC and SEA.

Action Items

- Airport will provide meeting attendees with the names of the people who are working on the RNPs so that DOWL can reach out to them with conceptual drawings.

From:	Renee Whitesell
To:	Ben Mello; Steven Noble; Stewart Osgood; Melissa Osborn; Justin Kanouse
Cc:	Morgan McCammon
Subject:	RE: Juneau Second Crossing Discussions with -Patty Wahto (JNU Airport Manager)
Date:	Thursday, November 16, 2023 10:38:16 AM

Ben,

Thanks so much for this – it's very helpful. I've copied Morgan McCammon in on this, who is our PI Specialist on the project and is keeping everything in an admin record.

For all of you who talk with Patty regularly, if you could make sure a quick note is sent to Morgan and me, we'll add it to our record so it is clear we are keeping documentation of conversations and feedback on the North Crossing project.

Thank you!
Renee.

Renee Whitesell, PTP
Senior Project Manager

DOWL
[redacted]
dowl.com

From: Ben Mello [redacted]>
Sent: Wednesday, November 15, 2023 5:35 AM
To: Renee Whitesell [redacted]>; Steven Noble <[redacted]>; Stewart Osgood [redacted]>; Melissa Osborn [redacted] Justin Kanouse [redacted]>
Subject: Juneau Second Crossing Discussions with -Patty Wahto (JNU Airport Manager)

Renee-

Per your request-

Below are the times that I have spoken with Patty Wahto about her concerns with the Juneau Second Crossing:

- April 25,2023- Onsight Visit- Meeting with Patty Wahto regarding the Juneau Second Crossing

Patty expressed concern regarding any changes which would impact the existing and future approaches. She stated that the Airport has requested Runway end 26 MALSR from their Congressional delegation. The MALSR off the 26 end would reduce visibility minimums for this approach. This information was provided to DOWL and State DOT employees present during the meeting in the form of meeting notes.

- May 30, 2023- Onsight Visit– Meeting with Patty Wahto regarding other DOWL projects- Juneau Second Crossing discussed during the end of our meeting

Patty mentioned that funding for the Runway end 26 MALSR is anticipated and she again stated that any Juneau 2nd Crossing should avoid impacting existing and future approaches. This information was provided to DOWL employees in charge of the Juneau Second Crossing project.

October 17, 2023- Onsight Visit- Meeting with Patty Wahto regarding other DOWL projects- Juneau Second Crossing discussed during the end of our meeting

Patty was concerned that the letters and outreach that the Airport had completed did not show up in the written record. She asked if I would reach out to DOWL staff to research locating the outreach that the Airport had completed. This request was sent to DOWL employees in charge of the Juneau Second Crossing project.

Ben

Ben Mello, CM
Aviation Project Manager

DOWL

[redacted]

dowl.com

AIRPORT BOARD AGENDA

January 11, 2024 at 6:00 PM

Airport Alaska Room/Zoom

[redacted]

A. CALL TO ORDER

B. ROLL CALL

C. APPROVAL OF MINUTES

1. **December 14, 2023, Minutes**

D. APPROVAL OF AGENDA

E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

F. PRESENTATION: NORTH DOUGLAS CHANNEL CROSSING - Steve Noble and Ben Mello from DOWL will be at the meeting to present the status of the project to-date and to take questions/comments.

G. UNFINISHED BUSINESS

2. **CARES Funding Update/Finance Committee (Attachment #1).** On December 20, 2023, the Airport Board Finance Committee met to discuss the CARES, CRRSAA, ARP Grant Summary Update (Attachment #1). Staff continues to gather final numbers of 'CARES' (collectively) grant use. Updates to the projects (Parking Lot, Gate K – PFAS (per- and poly-fluorinated alkyl substances)) are shown, as well as some suggested changes in use (remove fuel access control/generator). Specifically, there were some additional changes discussed at the meeting:

    a. TEMSCO Sewer Line Reimbursement $295K. In speaking with the Federal Aviation Administration (FAA) again, they stated that in order for the sewer install to be paid with CARES money, the Airport would still have to submit an application, and more importantly, complete environmental review on this prior to construction. What this means is that the Airport and TEMSCO would have needed to start the environmental/application process 1.5 years ago in order to be considered for CARES grant, and construction completed by January/February 2024. Based on this information, the Airport will be exercising 'Plan B' (motion passed at the July 13, 2023, Airport Board meeting) and the Airport will reimburse TEMSCO through rent credits. This puts $295K back into the available 'CARES' funds, as shown.

    b. Sand/Chemical Back-up Boiler. The Board approved the estimated $175K for the project. Design costs were just under $45K, and preliminary work for electrical trenching and conduit was completed at a cost of $99,700. The 100% design estimates have much higher-than-expected costs: mechanical at $334,733 and electrical at $125,971, for a total of $461K to go out for bid. Staff wanted the Board/Finance Committee to review and decide if the Airport: 1) continues this work and see what bids come in at; 2) reduce the scope to a portable boiler at an estimated $175K (still needs to be moved in/out); or 3) continue to lease a boiler unit at $40K/year. This project is being done through the operations budget and not restricted to the April 2024 deadline. This was discussed at length at the Airport Finance Committee Meeting. The Finance Committee made a two-fold suggestion to the full Board:

Board Motion: *"1) Go out for bid, see what bids come in at and bring back to the Board for consideration prior to accepting; and 2) continue to lease a boiler until (currently at $40K/year) with the idea that this may be the long-term solution if bids are too high."*

The current projected balance of 'CARES' is just under $300K, at this time. The first CARES grant will be completely used by the April 2024 deadline, the remaining funding (CRRSAA/ARP) expire in March 2025/August 2025.

3. **Aircraft Rescue and Fire Fighting (ARFF) Truck A-2 Permanently Out of Service - Update.** At the December 14, 2023, Airport Board meeting, staff briefed the Board that the back-up ARFF truck (A-2) was no longer certified for airfield use, per FAA requirements. Parts needed for mandatory chemical testing were no longer available due to the age of the truck (1993). This means that if either of the other ARFF trucks (A-1, a 3,000 gallon truck; A-3, a 1,500 gallon truck) go out of service, JNU will not meet the ARFF Index required by Alaska and Delta for the 737-800/900 (of five flights or more per day). JNU is scheduled to replace an ARFF truck this year using FAA Airport Improvement Program (AIP) funds, but delivery will take time. Capital City Fire and Rescue (CCFR) has a lead on an interim truck located in Alaska. CCFR plans to send two folks (Chief and Mechanic) to inspect the truck next week to make sure it will work for JNU. The cost breakdown for this interim truck, if it passes inspection:

   Shipping:

   Alaska Marine Highway (AMH) estimated $4,080 (cheapest but not available until April), plus trucking to Whittier $1,750

   -OR-

   Alaska Marine Lines (AML) cost is estimated $13,747

   Retro-fit e-One foam testing system $9,210

   Aqueous Film Forming Foam (AFFF) fire fighting foam fill-up $8,200, plus spare foam

   Lease of truck to be negotiated $500 to $1,000/month

   In this option, the cost to get the truck to JNU is $23,240 to $31,157 (depending on AMH or AML shipping), plus the monthly rental cost.

   A truck from a leasing company is $160,000 for the first year and $140,000 for the second year. Having a back-up ARFF means that scheduled jet service continues if one truck goes down. Airport staff will continue to work on the in-state option from another airport. However, if it does not pass inspection, the leasing company may be the only option. Staff will continue to keep the Airport Board updated but will continue moving forward to secure an interim ARFF truck based on FAA requirements.

H. NEW BUSINESS

4. **Airport Manager's Report - January 2024**
5. **Airport Projects Report - Ke Mell**
6. **Airport Projects Report - Mike Greene**

I. CORRESPONDENCE

J. COMMITTEE REPORTS

7. Finance Committee
8. Operations Committee

K. ASSEMBLY LIAISON

L. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

M. BOARD MEMBER COMMENTS

N. ANNOUNCEMENTS

O. NEXT MEETING DATE: February 8, 2024

P. EXECUTIVE SESSION

Q. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.gov.

MINUTES of
AIRPORT BOARD MEETING
December 14, 2023
6:00 p.m. Alaska Room/ZOOM

A. **CALL TO ORDER**: Chair Al Clough called the meeting to order at 6:00 p.m.

B. **ROLL CALL**:

Members Present:

Al Clough	Jodi Garza	Dan Spencer
Dennis Bedford	Chris Peloso	
Jason Custer	Eve Soutiere	

Staff/CBJ Present:

Patty Wahto, Airport Manager	Mike Greene, Airport Project Mgr.
Andres Delgado, Airport Sup't	Christopher O'Brien, Senior Equip. Op.
Angelica Lopez-Campos, Bus. Mgr.	Sherri Layne, CBJ Law
Ke Mell, Airport Architect	

Public:

Alex Wertheimer, Public	Dave Hanna, Access Alaska Coalition
Ron Sommerville, Public	Sarah Lowell, Coastal Helicopters
Tom Williams, Ward Air	

C. **APPROVAL OF MINUTES**:

1. Dan Spencer moved to approve the November 9, 2023, Airport Board minutes. The motion passed by unanimous consent.

2. Eve Soutiere moved to approve the November 30, 2023, Airport Board minutes. The motion passed by unanimous consent.

D. **APPROVAL OF AGENDA**: *Eve Soutiere moved approval of the agenda. The motion passed by unanimous consent.*

E. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**: Tom Williams, Ward Air, spoke to testify on the letter that was drafted and removed from the agenda. He applauded the Board for removing it from the agenda. He thanked the staff for participating on the Technical Advisory Committee. He said it seemed the Board was prematurely and unduly stopping two of the options that were still out for public comment. If the Airport Board has concerns, he was sure they were being expressed in the public process. He thought it was premature because there are no specifics as to whether or not the two spots were going to be adopted or any specific design. There were too many generalities to simply say don't look at it. He thought any legitimate safety hazards should be and will be raised, regardless of which selection of the five DOT (Department of Transportation)

recommends. He is a proponent of the second crossing. His preferred route is the Mendenhall Peninsula because he did not think it should cross the wetlands if they don't have to. He was confident that DOT will take concerns into consideration. He was glad the Board did not proceed with shortcutting the public process. Board Member Dan Spencer asked at what point should the Board note their concerns. Mr. Williams thought the Board was weighing in on the public process. He thought the technical committee was there to meet those needs. He said the process needs to work out. There is a lot more to the whole process than just the Airport's concerns. Mr. Spencer said if the Board doesn't communicate their concerns now, then why would they wait until a decision is made before raising a concern.

Chair Clough said the Airport has been involved in this since the beginning. The information exchange that has come back to the Board and staff has been underwhelming to say the least. The Board remains very concerned that alternatives are moving forward and that the best the Board can tell with the information provided could very well conflict with Runway 26 RNP (required navigations performance). This is an extremely important issue, and the Board needs to get some higher attention to it. He understood letting the public process operate, but he also thought that as an airport user, Mr. Williams would share their concerns on anything that would compromise the Runway 26 RNP. Mr. Williams said they are all concerned about safety. He did not think the Board had enough information to say that any of the alternatives and the actual design cannot mitigate any concerns. Ward Air, as an operator, would definitely weigh in on anything they thought was a safety issue. There could be and he thought that was what the public process is, and it is very important to follow and raise the concerns. Chair Clough said that if the process would state that an alternative will not compromise an instrument approach into the airport, then the Airport is happy. That has not been stated and it gives the Board grave concern. He said Mr. Williams was well aware of the effort that was put forth to put in the RNP approach and the benefit that has been given to aviation throughout Alaska. This project does not take note of that, and it gives the Board an incredible amount of pause for what is going on. Comments have been given and the Board believes the concerns are starting to be heard. It has not been an easy road to get where we are now. The second crossing is not what the Airport is worried about. The Airport is worried about compromising the instrument approach. Mr. Williams said he would find it amazing that the DOT would not consider that. Chair Clough said he would agree but that is where the Board is concerned. They have not transmitted that line back to the Board.

Airport Manager Patty Wahto said she understood where Mr. Williams came from. The problem that the Airport has had is that numerous comments have been made and they are not in the summary at all. There have been a number of meetings where comments were made through the Technical Advisory Committee, and it has not shown up anywhere. That is where the concern has come from. Mr. Williams said he cannot tell why the comments were not put in there. It was possible that they were not considered a game changer. That is what he surmised. He found it amazing that DOT would just say they did

not care about the RNP. Ms. Wahto said the comments were very generalized comments that were submitted no less than six different times, and nothing shows up in the summary. Mr. Williams suggested any specific concerns are dealt with through the process. He said this town is all about process. Board Member Dennis Bedford said short and simple, the Board is very concerned that the process has been circumvented. They are not taking the Airport's comments seriously, if at all. It's like the comments just went away.

Dave Hanna said he is wearing two hats: a member of the Access Alaska Coalition, which helps foster transportation around the area. They are strong proponents of the second Douglas crossing. Their preferred alternative is the Mendenhall Peninsula route. He was also glad the letter was pulled for pretty much the same reason as Mr. Williams. He said let the process take place. He was concerned that the Airport's concerns have not been addressed. He said he would talk to Commissioner Anderson tomorrow and let him know that there has been a breakdown in communication. It is not acceptable. He thought the Airport's concerns could be addressed very soon in this process. He has talked to people in various agencies. He believed that even the Sunny Point crossing could be done without compromising the approach. He knows the Mendenhall Peninsula could be done without compromising the approaches. There are some really valid reasons for doing the Mendenhall Peninsula route. Not the least of which is if you went down the center of the peninsula and you needed all that rock to build the road all the way through, you take it out of the cut and straighten out the approach to the runway. With all of that aside, he hoped that the Airport could let the process play out and he will do his best to help the Airport – to see why the Airport's concerns are not put in the summary documents, because they certainly should be.

Mr. Hanna said the other hat is that he is a founding member of the Mendenhall Watershed Partnership, which turned into the Juneau Watershed Partnership, which actually works for the Southeast Alaska Watershed Coalition now. He has been very involved either orchestrating or actually constructing a plethora of mitigation projects, mostly in the Mendenhall Watershed, but outside, too. Over the last 20 to 30 years, he has compiled a big laundry list of mitigation projects, some of which have been accomplished. Most of them are waiting for funding. He said he had spoken to a couple of people he has worked with in the past and they are beginning to realize that the North Douglas crossing is an incredible environmental opportunity. A project like this comes up with mitigation funding and a lot of it. They could fix so many problems with this money. He encouraged the Board to keep in mind that this could be turned into a restoration opportunity, with a net benefit to the watershed.

Ms. Wahto said she had held a meeting with the FAA (Federal Aviation Administration) Airports Division Manager Kristi Warden who had talked to Commissioner Binder at the time and then sent out an email requesting that he contact the Airport about issues, specifically Sunny Point, but in general about the approaches. She never heard back and then it changed hands. This was started already by the FAA. She did not know if

Commissioner Anderson was brought up to speed. Mr. Hanna said he thought he could do that and make sure Mr. Noble was brought up to speed, too. He will do what he can. Chair Clough said he wanted it made clear – the Airport is not against bridge access to Douglas Island. What the Airport is concerned about is preserving the instrument approaches to the runways. We feel strongly that this current process is not paying proper attention to preserving those approaches, especially the RNP on Runway 26. It's very demonstrable of what geometry has to be that is a clear path for that approach. This is not being given its due deference in this process. The access to Douglas Island is not the Airport's issue. The Airport's issue is preserving the instrument approaches. He appreciated Mr. Hanna's efforts and understanding. Thus far the Airport has been very underwhelmed in how the process is dealing with that.

Ron Somerville, Mendenhall Wetlands Study Group (26 professional people who have dealt with the Refuge) and Territorial Sportsman, got the idea that they would participate in the process because they knew it was coming. They appeared at the last Airport Board meeting for some of the things that were going on. One was that something was submitted by DOWL to DOT, and it never appeared anywhere. They had other people who told them the exact same thing. Whether or not the Board feels appropriate for them to participate is up to the Board. He said they were not comfortable anymore. When they started this thing, they said it is all above board. They were not opposed to having a second crossing, but they wanted to make sure that the things that they were concerned about were included in the process. They have had to fight tooth and toenail. For instance, the Refuge is important to them, which was never shown on their maps until after they had a public voting process to determine which routes to be selected. People didn't even realize that the Refuge was there. They feel that the Refuge deserves special attention. They are adamantly opposed to the Sunny Point crossing. They have been in support of the crossing at Salmon Creek. If the Board waits much longer, you will be participating in the EIS process. Once DOWL gets done with this process, they will determine which routes they will continue with. If the Board has concerns about any route, they should make it known now. They received information that DOT is locked in on Sunny Point, that's why a lot of the stuff doesn't appear anymore. It is troubling to them because they were told from the beginning that this would be an open process. Everybody will be able to participate, and everything will be included. This is not true. Now they are fighting this behind the scenes. He encouraged the Board not to wait very long and say something, to at least express their concerns.

Alex Wertheimer, Mendenhall Wetlands Study Group, said he questioned the Board process. He was confused, having been at the November meeting and having a motion passed by unanimous consent by the Board to go forward with these comments and he understood that the comments were not going forward and being withdrawn. He said nothing about that has been reflected in the minutes at that meeting, this meeting or in the agenda packet. He asked if the Board would take action to reverse the unanimous decision. Chair Clough said the Board remains acutely involved and concerned about this

whole issue specific to the instrument approaches and the safety of aircraft transiting in and out of the airport area. Specific to these current comments, the Board was requested by the Mayor and Assembly to hold fast for a period of time so that more discussion can take place. The Board feels that their issues have risen to the top. The Board is an instrument of the City & Borough of Juneau and does work for the Mayor and the Assembly. The Board wants to get along with them and have them understand the Airport's issues and the Board likewise needs to understand their issues. Based on recent discussions with the Mayor and Assembly, it appears that the best course of action is to hold pat at the moment, continue the discussions and as Tom Williams and others have pointed out, there is a process that is moving forward. It should be clear to him and others that the sanctity of the instrument approaches remains the primary concern of the Airport and the Board will continue to raise the flag as necessary. The Board is an instrument of the City and when the City leaders ask the Board to hold still a little bit, it is probably the right thing to do to give them due deference.

Mr. Wertheimer said that there should be some sort of motion to take action to put this on hold, rather than determining it outside of the public process. Along that line is that within the existing process, there could still be a directive to the Manager who participates in the Technical Advisory Committee, which in their experience the group has not been particularly collaborative or cooperative with the Technical Advisory Committee, but still participates at that level and they are still open for comments from the Technical Advisory Committee to express the Board's concerns. Perhaps not to take it to the level of the previous motion, but to express the Board's concerns within the existing process. He knew that it had been done before, but it needs to be done again because they seem to ignore what has been done before.

Board Member Jodi Garza said the letter the Airport Manager put together that was published and removed included very general statements. Like Mr. Williams said, a lot of the stuff is unknown and undetermined because it is still in the feasibility sort-of stage. There was not anything specific, but very general. There is more information that needs to be gathered before a letter can be written with specific risks and specific concerns from the Airport. It is not known if the approaches are going to be troubling just based on what is known now from the committee. The Board decided to take a step back and communicate directly with DOWL and the Assembly and figure out the specific concerns from the process. If there are concerns, she hoped that the Airport would go on record.

F. **UNFINISHED BUSINESS**:

3. **Parking Lot Improvements Update:** Ms. Wahto said staff has kept the Board updated on change orders that have occurred throughout the project. The final numbers are now available. *Jodi Garza moved to approve an increase to Secon's construction contract for the JNU Parking Lot project at an amount not-to-exceed $600,000. Funding provided by Airport CARES funding. The motion passed by unanimous consent.* Ms.

Wahto said the final numbers total is well under the $600K. The change orders final total is $460,745.

G. **NEW BUSINESS**:

4. **Aircraft Rescue and Fire Fighting (ARFF) Truck A-2 Permanently Out of Service:** Ms. Wahto said that during the FAA certification inspection, the ARFF trucks were inspected. A-1 is the 3,000 gal. chemical truck; A-2 is a 1993 1,500 gal. truck; and A-3 is a 1,500 gal. truck that is a little newer. A-2 is so old that parts are no longer available to test the chemicals. It flows water and has chemicals, but it cannot be tested. Therefore, this vehicle has to be removed for ARFF as it cannot be tested. This leaves the bare minimum between the remaining vehicles. If either one of those goes down, the ARFF Index, which is what airlines require to fly into JNU, will go down. This means that Alaska Airlines would have to close down their flights until the Airport ups the index or they use smaller planes, which would be the 700s. The 800s and 900s aircraft frequency puts the Airport into the next ARFF Index requiring two vehicles. The Airport is scheduled to get a new truck, but it will take one year to make. The Airport is looking for a rental ARFF truck, which is available. Ms. Garza asked the ages of A-1 and A-3. Ms. Wahto replied A-1 is seven to eight years old. A-3 is 20 years old.

5. **Airport Manager's Report**:

a. Federal Aviation Administration (FAA) Annual Certification Inspection. Two inspectors were in town from November 28 to November 30. Overall, Ms. Wahto does not worry about the inspections. There is a great group of people between the Airfield crew and the ARFF station. This is a safe airport. A lot of the time it is administrative items – making sure records are properly documented or are in the right place. The biggest thing this year was the ARFF truck that had been in use. It is a huge item, but it has to be removed from the records and in the certification manual. Everything else went very well.

b. Coastal Helicopters Light Flights Fundraiser. Coastal Helicopters does the fundraiser every year. These flights were scheduled December 15 from 4:30 p.m. to 7:30 p.m. It benefits the Mendenhall Flying Lion's Club and Cancer Connection. They will be doing a food drive downstairs. Coastal Helicopters and the Airfield crew are working to make sure it is cleaned up on the ramp. It is hoped that the weather will allow the flights.

c. Transportation Security Administration (TSA) Mandate for Employee Screening Going into Secured and Sterile Areas. The Airport has filed with other airports against the mandate. Comments are due from the TSA on December 7. The Airport will receive an update soon and nothing further will happen with this until sometime in January.

d. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Project Reports:

- *Alaska Department of Natural Resource (ADNR) Land Conveyance Closeout.* Ms. Wahto spoke with DNR earlier in the week. They have all the mylars and are ready to do things but because the Airport has an avigation easement ready for the continuation of the MALSR (Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights), they want to wait to transfer the final conveyance and do it at the same time as the avigation easement. The land is the Airports, it has not been recorded yet.

6. **Airport Projects Report – Mike Greene**. Mike Greene, Project Manager, reported the *Terminal Reconstruction Project* has four remaining issues that need to be addressed. 1) The glass guardrail replacement has moved forward to the point where a revised RFP (Request for Proposal) can be given to Dawson Construction for pricing. This will introduce full-height glass at the through-floor opening and get rid of the lower guard-rail glass that there is a disagreement about code compliance. Pricing should be received shortly.

2) The ground source loop field glycol replacement is basically a deferred maintenance item that must be addressed before the final terminal air balancing can occur. Dawson issued a proposal that was considered the Cadillac proposal that was a very thorough cleansing of the entire loop field and terminal heat pump system. After going back to the drawing board, it is thought that there is a simpler way to do the same process that is less labor intensive but would still result with a clean existing methanol system and give the Airport a brand-new system with new filters, strainers and everything up to speed so that after the system is balanced, it will be as good as it can be made for the next iteration. Hopefully this will come in somewhere lower than the $480K from the Cadillac version to somewhere around $150K.

3) The lighting control replacement is a deferred maintenance item discovered during construction. The existing lighting control for the older portion of the terminal had failing components and the components were not replaceable. The system that was selected did not survive its first 15 years of production and went out of production. The replacement components are being looked at to see if it will really cost upwards of $160K and is there a better way to do it.

4) The terminal air balancing is the last piece that Dawson is contractually obligated to continue with and complete. It cannot be done until everything is up and running.

Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron. Staff has been working with Secon on project scheduling. The initial project scheduling has been included. It is a very lineal approach and was used to provide the project duration.

Another project schedule that Secon submitted is very aggressive, they have missed a few key points of the CSPP (Construction Safety and Phasing Plan) wanted to be done in relation to what areas you could work on and the impacts to tenants, airfield operations and safety concerns. Staff has met with Secon, and they have already changed the schedule, but they still missed some of the key points. From a meeting held earlier in the day, Secon will pull together another schedule, which will be more in tune with what has to happen on the airfield getting aircraft in and around work areas, into work areas, what gates will be available when, getting pedestrians in and out of ground loading areas, getting ground traffic in and around the work areas, minimizing impacts to Taxilane Hotel, etc. The process and meetings have been very productive and Secon is very willing to work on this.

Yesterday it was found that Alaska Airlines wants to replace Gates 3 and 4 passenger boarding bridges, which had been assumed to be pushed off. In a conversation with Alaska Airlines earlier in the day, Alaska Airlines was sure they would want to get them replaced this summer. Staff is waiting for confirmation from Alaska Airlines. Secon can work with that in trying to work that into the schedule, but this throws a huge wrench into everything they thought of so far. With the positive attitude from Secon, Mr. Greene thought those projects could be meshed together. Alaska Seaplanes and FAA Air Traffic Control Tower had meetings earlier in the day. This was meant to show them Secon's aggressive schedule and let them know that it was expected but would not be allowed without tenant input. The Airport will not allow Secon to do things that would jeopardize tenant's operations on the airfield or airfield safety. There are a few months before the work begins, so there will be another round of tenant conversations once the revised schedule is received.

Mendenhall River Armor Rock Repair Work. A good quantity of Class 2 armor rock has been lost from a portion of the riverbank. Staff is working with a few different folks to get a description to allow the Airport to go out for quotes. There is an area that is approximately 110' long x 50' wide x 4' deep, which is what was originally installed. That is 22,000 cubic feet of rocks, 1,000 cubic yards of rock that is gone. It washed away. In conversations with Gene Cheeseman, he was amazed that the rock washed away. His advice was that it wasn't thick or deep enough. Staff is working with ProHNS to verify that. You cannot get much heavier than Class C rock which is an average of 700 pounds per stone or more. Staff is thinking it may be a thickness issue. This will be squared away and sent out for quote. There are two contractors that are standing by and ready to work immediately as soon as the scope of work is provided, and a price is quoted. The Alaska Department of Fish and Game has no problem with repair work. Since it was already installed and we are putting rock back, they have approved the project. This leaves the Department of Natural Resources. Basically, the information was a generic statement issued after the flood, but staff will verify specifically that the Airport's repairs will not require any extensive permitting. The Emergency Vehicle

Access Road will have to be closed for the duration of the construction. This is not anticipated to be very long, but every closure gets some people riled up, but this is a safety issue.

Safety Area Grading at Runway Shoulder and NAVAIDS Project. Mr. Greene is working on getting a scope of work together for the RFP project. As soon as it is finished and reviewed, it will be given to CBJ Contracts for release.

East / West General Aviation (GA) Taxilanes and Apron. The FAA has determined that the majority of the taxilane and apron areas that were identified are not eligible for AIP (Airport Improvement Program) funding. Out of the projected $10M in construction costs, $7M was deemed ineligible. That would result in a project that was a cookie cutter approach of what needs to be done. Therefore, this project has been put on hold.

Land Acquisition of Loken Property. DOWL is pulling together the scope of work specification that needs to go into the RFP. That will be released by CBJ Contracting to get a consultant that is completely versed in the FAA's airport land acquisition process.

Gate K Culvert at Jordan Creek. The project is essentially complete, with one last punch item that Secon needs to complete, which is readjusting the streambank material that was placed within the culvert per Alaska Department of Fish and Game direction. When it was initially put in there, the water was so high that it had to be stuffed in from both ends. It is hoped for colder weather and lower creek levels that that can be straightened out and finalized. Secon is standing by and willing to do this as soon as possible.

7. **Airport Projects Report – Ke Mell.** Ke Mell, Airport Architect, reported the *terminal furnishings funding* has a small amount of money ($25K) left from what the Board approved. The Airport is working with a local contractor under a term contract who will provide electricity through the floor from the bagwell to allow the airport to install charging receptacles in the seating. This will take most of the remaining money. Staff plans to purchase additional charging units over time. The problem with purchasing additional charging units at this time is there is a Buy American requirement for made in America components as a percentage of the work. In this case, the work is the furnishings and the charging units do not meet Buy American so the Airport cannot buy very many of them and meet the requirements. The Airport has elected to buy a few at a time to increase the number of charging units in the departure lounge. Discussions were held regarding Buy American requirements.

A quote was received from the design engineers of $461K (excluding architectural which is estimated at $10K to $30K) for the Snow Removal Equipment Building and the Sand Chemical Building for the *Backup Electric Boiler and the electrical work*. Ms. Mell contacted Harri Plumbing to find out what it would cost for a portable electric boiler.

The lead time for the boiler will be about four months. Harri's Plumbing believed that $165K would cover the procurement and assembly of a portable heating trailer, fuel tank and hose similar to what we are using now but with approximately 300 billion BTUs per hour capacity, which is the capacity of the boiler the engineers specified. This will go before the Finance Committee at the next meeting.

H. **CORRESPONDENCE**: None.

I. **COMMITTEE REPORTS**:

8. **Finance Committee**: None. There is a meeting scheduled next week.

9. **Operations Committee**: None.

J. **ASSEMBLY LIAISON COMMENTS**: None.

K. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**: None.

L. **BOARD MEMBER COMMENTS**:

10. Jason Custer wished everyone a happy holiday season and a great new year.

11. Jodi Garza said regarding the public testimony from earlier, she felt this needs to be kept at the top of mind before the EIS phase of the project begins. Whether that is meeting with DOWL and inviting them, or meeting with the Assembly. She wanted to make sure that the Airport Board was staying on top of that and not dropping that completely.

12. Chris Peloso apologized for missing the last meeting.

13. Dan Spencer agreed that the Board needs to not lose sight of the ball on comments. The problem from his perspective is that sometimes things get done when you are not expecting it and the time for comment is over. He noted a project in Fairbanks and noted people wished they had commented. He wanted the Board to stay engaged.

14. Eve Soutiere said the phone calls say that the Board has their attention now, but the point is well taken. Their attention could be lost very quickly.

15. Chair Clough concurred with everybody's comments specific to the Douglas Island access and the Airport issues. He has talked with Patty, and he knows she is involved in trying to orchestrate meetings sooner rather than later with the CBJ leadership and to the extent practicable, work within their constraints to make sure that the Airport issues are dealt with properly and in a timely fashion. There is more to come. This is a primary concern by this Board and remains such. Their job is to continue to advocate properly for

the Airport and not get high centered around other individuals and groups issues. It is the Airport issue, and the other things are up to somebody else to resolve.

M. **ANNOUNCEMENTS**: None.

N. **NEXT MEETING DATE**: The next regular Airport Board meeting will be held on January 11, 2024, at 6:00 p.m. in the Alaska Room and via Zoom.

O. **EXECUTIVE SESSION**: None.

P. **ADJOURN**: *Dan Spencer moved to adjourn. The motion passed by unanimous consent and the meeting adjourned at 7:23 p.m.*

ATTACHMENT # 1

CARES/CRRSAA/ARPA Grant Funding Use/Availability

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	CARES grant Award (#82, 94, 95 & 99)	21,736,343	21,736,343	
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	ARPA grant Award (#87)	5,430,992	5,430,992	
	TOTAL GRANTS:	**30,491,786**	**30,491,786**	
Ops Deficit	FY20 Operational Expenses	(724,664)	(724,664)	Final
Ops Deficit	FY21 Operational Exp incl tenant relief; yearend	(3,693,321)	(3,693,321)	Final
Ops Deficit	FY22 Operational Exp incl tenant relief+ 107.9K int hit	(2,456,528)	(2,456,528)	Final
Debt Service	FY21 Airport GO Bond debt service	(602,375)	(602,375)	Final
Debt Service	FY22 Airport GO Bond debt service	(662,600)	(662,600)	Final
Debt Service	FY23 Airport GO Bond debt service	(660,300)	(660,300)	Final
Project	TWY Regulator Upgrade (appropriated)	(118,814)	(118,814)	Final
Project	Terminal Suspended Ceiling Tile Replac	(350,000)	(213,506)	Final
Project	Terminal Seating portion in FY23	(145,000)	(145,000)	Final
Project	SREB Circulation Pump Upgrade	(165,000)	(183,949)	Final
Project	SREB Wash Bay Protection	(49,925)	(49,925)	Final
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Project	Bagwell Gas Detect $43k desgn, CA+construct 195.4k pend	(238,400)	(217,043)	Final
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Ops Deficit	FY23 Operational Expenses	(950,900)	(3,342,716)	Final
	Exp thru FY23	**(12,306,542)**	**(13,275,804)**	
Ops Deficit	FY24 Tenant Rent Relief (est)	(1,600,000)	(1,600,000)	In Progress
Ops Deficit	FY24 Operational Expenses (est)	(118,700)	(118,700)	In Progress
Debt Service	FY24 Airport GO Bond debt service	(657,125)	(657,125)	In Progress
Project - Match	Ramp Project Match	(312,500)	(312,500)	Final
Project	Terminal Seating portion in FY24	(305,000)	(305,000)	Final
Project	NWDA Electrical Upgrades	(296,400)	(296,400)	In Progress
Project	Temsco Sewer hookup	(295,000)	0	NOT eligible
Project	Bag Belt Replace - Est; + $50K design (10/21)	(1,469,716)	(1,469,716)	In Progress
Project	Parking Lot Design & Construction	(10,454,010)	(10,454,010)	Final
Project	Gate K Culvert Replace (Design + Constr estimate)	(670,426)	(670,426)	In Progress
PENDING	Gate K culvert Replace PFAS/Dewatering & remediation	(600,000)	(123,000)	In Progress
Project	Parking Lot Construction - Quantity Amendment	(600,000)	(460,745)	In Progress
Project	Sand/Chem bldg Back-up Electric Boiler Design&Trenching	(175,000)	(175,000)	In Progress
	Sand/Chem bldg Portable oil-fired Boiler		0	In Progress
Project	Fuel Station Access Control & Generator	(35,000)	0	Abandoned
Project	Buried Tank Removal & Replacmt (Old Shop UST remove/replace/cleanup)	(254,950)	(254,950)	In Progress
Project	Man Lift	(20,000)	(19,210)	Final
	FY24 Expenses	**(17,863,827)**	**(16,916,782)**	
	Available CARES:	**321,417**	**299,200**	

Actuals Lower than expected

AIRPORT MANAGER'S REPORT – January 11, 2024

a. Deputy Airport Manager Recruitment. The Airport has been recruiting for the Deputy position for almost two months through two separate recruitments. In discussions with Human Resources the Airport will either be recruiting again with defined airport requirements and/or use of a Recruiter to assist in hiring for this position.

b. Transportation Security Administration (TSA) Mandate for Employee Screening Going into Secured and Sterile Areas. Staff completed the first trial of the aviation workers screening (AWS) plan. This trial is part of the AWS implementation plan for the first quarter of the informed compliance period, which started September 25, 2023. Trial runs will continue once a week during the second quarter (Jan. – Mar.). This plan is presuming that the lawsuit filed in the D.C. Circuit Court of Appeals would be unsuccessful. JNU and approximately ten other airports filed a Joint Petition for Judicial Review of TSA's worker screening amendment. The Court's order also gave TSA a deadline of December 7th to submit a Certified Index to the Record, and December 7th is also the deadline for any dispositive motions. The Court will enter a schedule for briefing on the merits after these initial deadlines have passed, which would be in January at the earliest (and later if any preliminary motions are filed).

c. Airport Fund Balance (AFB) and Capital Revolving Account Balance (CRAB) (Attachment #2). **NO CHANGE** The Airport Fund Balance page reflects updates to the FY23/24 budgets and reflects what has been submitted to the Assembly and approved by the Board.

d. CARES/CRRSAA/ARG Fund Balance (Attachment #1). See Unfinished Business.

e. Hot Topics. The following is a list of on-going topics that staff is working on in addition to the regular Airport Project Reports:

- **UPDATE –** *Juneau Douglas North Crossing Project*. Alaska Department of Transportation (ADOT) continues with the second channel crossing project between Juneau and Douglas. The Airport participates in the Technical Advisory Committee due to protection of aircraft approach corridors coming down the channel. JNU Airport will continue to voice concerns with any bridge option that will impact airport approaches, departures or future development. Please visit the ADOT website for the project **www.jdnorthcrossing.com** or make comment to the project email **JDNorthCrossing@dowl.com**. DOWL will be presenting at this Board meeting. In the quarterly meeting with the FAA Alaska Airports Division Administration on January 4, 2024, the FAA echoed their concerns with JNU airspace with a crossing near the airport or in the adjacent approach corridors. Based on the merits of these concerns, FAA Alaska Airports Division is standing by to involve FAA Regional Administrator O'Hare.

- **UPDATE** - *Title 49 (Jordan Creek) Variance Request.* Staff is still looking to work with the CBJ on Title 49 language for limbing after the Planning Commission denied the Development Department (CDD) during their rewrite of Title 49 for inclusion of safety or other ways to allow limbing in this area. With that said, by request of former City Manager Rorie Watt, the Assembly approved $150,000 in their FY24 Capital Improvement Project plan for: *the Jordan Creek Greenbelt Improvements, for installation of lighting, improve pathway and improve sightlines for Jordan Creek Greenbelt.*

- **NO CHANGE**– *Alaska Department of Natural Resource (ADNR) Land Conveyance Close-out.* During the Runway Safety Area (RSA) project, the Airport through the Environmental Impact Statement (EIS) public process and mitigation, acquired wetlands parcels from the State for the extension of the RSA on both the RWY 8 and RWY 26 ends, and to accommodate portions of the approach lighting systems. The Airport is still working with ADNR to convey these parcels to the Airport's property. Once this is completed and recorded, the Airport Layout Plan and 'Exhibit A' will need to be updated to reflect the airport boundaries.

- **NO CHANGE**– Mendenhall River Flooding Damage to Airport. On August 25, 2023, CBJ Engineering and Airport Airfield Maintenance staff assessed the downstream end of the existing riprap that was damaged in the recent flood event. Approximately 110 linear feet of riverbank has lost riprap, exposing the original geotextile that was beneath the rock. The loss of riprap has left the top of bank undermined in places. Estimated repair costs for the damage (i.e., replacing riprap) is $110,000 (based on 110 LF @ $1K/LF). Staff is working with emergency services (CBJ/State) to document the repairs needed. See Project Manager Greene report.

- **NO CHANGE –** *Runway 26 Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights* (MALSR) *approach lighting*. After introduction by Senator Sullivan, the language that would include the MALSR in the FY23 Reauthorization Bill (that would allow the transfer, ownership and maintenance of approach lighting systems to the FAA upon completion) has gained support from the House. The language would add MALSR equipment to the list of allowable lighting equipment and allow the transfer of this to the FAA even if paid for through Airport Improvement Program (AIP) funding. This is now pending final approval within the Reauthorization Bill. A new five-year Corps of Engineers wetlands permit has been issued.

- **NO CHANGE –** *Encampments on Airport Property*. Airfield crew continues to clean up the illegal campsites and trash in the greenbelt areas around the creeks. They perform weekly clean-outs of these sites and belongings. Of safety concern are the number of drug needles they are finding in the greenbelt. Ongoing.

- **NO CHANGE** – *PFAS Testing and Monitoring*. Cox Environmental continues with their quarterly testing of groundwater, surveying the test wells to determine flow direction, including two private wells within the test radius.

- **NO CHANGE –** *Egan/Yandukin Intersection Improvements Project*. ADOT has narrowed down design alternatives for the project. Please visit ADOT website for the project at http://dot.alaska.gov/eganyandukin.

- **NO CHANGE –** *FAA Compliance Land Use/Financial Letter (January 2019)*. Staff continues to work on the remaining compliance items. Staff is looking to acquire the Loken/Channel Flying property due to through-the-fence operations. See Greene Report.

- **NO CHANGE –** *Passenger Facility Charge (PFC) cap increase* JNU continues to discuss PFC increases with our DC Lobbyist and Congressional Delegation.

- **NO CHANGE –** *Capital Improvement Program (CIP) and Passenger Facility Charge (PFC) 10*. With FFY20 FAA AIP terminal grants covering the entire amount of FAA-eligible terminal construction, PFC (PFC9) collections may be abbreviated with less match required. Staff is monitoring the amount needed for the terminal project to assess when to start PFC10 application process.

- **NO CHANGE –** *Maintenance Programs* (roofs, heat pump equipment, baggage systems, etc.). Staff continues to develop maintenance contracts for specialized systems similar to what we do with airfield lighting and controls.

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Debt Service	FY24 Airport GO Bond debt service	(657,125)	(657,125)	In Progress
Project - Match	Ramp Project Match	(312,500)	(312,500)	Final
Project	Terminal Seating portion in FY24	(305,000)	(305,000)	Final
Project	NWDA Electrical Upgrades	(296,400)	(296,400)	In Progress
Project	Temsco Sewer hookup	(295,000)	0	NOT eligible
Project	Bag Belt Replace - Est; + $50K design (10/21)	(1,469,716)	(1,469,716)	In Progress
Project	Parking Lot Design & Construction	(10,454,010)	(10,454,010)	Final
Project	Gate K Culvert Replace (Design + Constr estimate)	(670,426)	(670,426)	In Progress
PENDING	Gate K culvert Replace PFAS/Dewatering & remediation	(600,000)	(123,000)	In Progress
Project	Parking Lot Construction - Quantity Amendment	(600,000)	(460,745)	In Progress
Project	Sand/Chem bldg Back-up Electric Boiler Design&Trenching	(175,000)	(175,000)	In Progress
	Sand/Chem bldg Portable oil-fired Boiler		0	In Progress
Project	Fuel Station Access Control & Generator	(35,000)	0	Abandoned
Project	Buried Tank Removal & Replacmt (Old Shop UST remove/replace/cleanup)	(254,950)	(254,950)	In Progress
Project	Man Lift	(20,000)	(19,210)	Final
	FY24 Expenses	**(17,863,827)**	**(16,916,782)**	
	Available CARES:	**321,417**	**299,200**	

Actuals Lower than expected

Date	CIP Revolving Balance*	Reimbursed Amount (+)	Forward Fund Amount (-) anticipate reimbursement	Encumbered Amount (-) permanent/**no** reimbursement	Description
	$819,246	-	-	-	**BUDGET**
Aug-18		$23,438	($23,438)		PFC9 reimburse Master Plan match (portion)
Feb-16		$3,000	($3,000)		SREF Geothermal remaining encumbrance
Jan-14		$39,063	($39,063)		RWY Rehab match (portion) anticipate 2019 reimbur
Apr-15		$32,849	($32,849)		RWY Rehab match (portion) anticipate 2019 reimbur
Jul-18		$310,000	($310,000)		Sand/Chem/Fuel Design.
Nov-18		$21,988	($21,988)		Sand/Chem/Fuel Construct match antic 2019 reimb (org $106,250)
Apr-19			($477,000)	**	*NO LONGER REQ.Termnl Recon -less Float Pond Design ($40k and $108K) / Property Acq ($50k)*
Jan-21			*($50,000)*		Property Acquisition Frwd Fund Specialist
Jan-21			*($40,000)*		Float Pond Frwd Fund Design
May-21			($108,000)		Float Pond Frwd Fund Design
	$144,246				**AVAILABLE BUDGET**

*Represents all three Capital Accounts: Airport Revolving Captial Reservce Acct (ARCRA), Airport Construction Contingency Reserve, Project Design

***Terminal bonds have been sold; all funding is in place; temp forward funded $675K to be credited once Controller's completes transfer back to acct*

NET REVENUES v EXPENSES
Juneau International Airport
For Fiscal Years ending June 30

	Revised 2022	Actual 2022	Revised 2023	Projected 2023	Adopted 2024	Revised 2024	- -
Operations Revenues (a)	**$6,103,600**	**$5,922,987**	**$7,260,000**	**$7,591,900**	**$7,498,000**	**$9,592,400**	**$0**
O&M Expenses (b)	**($7,941,600)**	**($8,376,776)**	**($9,045,200)**	**($9,203,100)**	**($8,919,500)**	**($9,711,100)**	**$0**
Operations Surplus (Deficit)	**($1,838,000)**	**($2,453,789)**	**($1,785,200)**	**($1,611,200)**	**($1,421,500)**	**($118,700)**	**$0**
Non-Operational Expenses							
Other (c)	$0	$0	$0	($2,340,400)	$0	$0	$0
GO Bond debt service--Expense	(662,625)	(662,600)	-	(660,375)	-	(657,125)	-
Total	**($662,625)**	**($662,600)**	**$0**	**($3,000,775)**	**$0**	**($657,125)**	**$0**
Non-Operational Revenues							
Airport fund balance applied	$0	$0	$0	$0	$0	$0	$0
COVID-19 relief grants drawn							
CARES	$0	$0	$0	$0	$0	$775,825	$0
CRRSA	-	1,559,564	-	1,764,887	-	-	-
ARPA	-	1,559,564	-	2,847,088	-	-	-
Total (d)	$0	$3,119,128	$0	$4,611,975	$0	$775,825	$0
Net Surplus (Deficit)	**($2,500,625)**	**$2,739**	**($1,785,200)**	**$0**	**($1,421,500)**	**$0**	**$0**
3-month Operating Reserve:	**($1,985,400)**	**($2,094,194)**	**($2,261,300)**	**($2,300,775)**	**($2,229,875)**	**($2,427,775)**	**$0**

Note 1: **Rent Abatements:** Revenue not collected due to Abatements (approx. $1.25m) is not factored into the Budget Revenue line (a) for Adopted, Revised, Projected budgets, but is reflected in Actuals for FY22. i.e. budget lines for FY23 & FY24 are shown "whole" so that rates and fees can be accurately derived.

Note 2: **Board-Approved CARES Expenditures:** $2,340,400 of Board-approved, grant-funded, expenditures are projected for FY23. These expenses are not included in the O&M expense line (b), so that they do not inflate the FY23 deficit for Rates and Fees calculations. The grant-funded expenses are shown on the Non-Operational Expenses line, Other (c).

Note 3: **Non-Operational Revenues, Total (d):** The CARES/CRSSA/ARPA grant draw for FY23 is projected at $4.6M; this includes the operational deficit $1.6M, GO Bond debt service $660K, and Board-approved projects $2.3M.

(a) See Attachment 1 for summary and Attachment 4 for detail by account.
(b) See Attachment 1 for summary and Attachment 3 for detail by account.
(c) Other includes: capital expenditures, transfer of sales tax to Airport fund, and transfers between Airport operations and CIP projects, and other changes in restrictions of fund balance. At year end, the audited financial statements are not on a cash basis but on accrual--The Airport budgets/reports are revenues & expenditures – which are cash basis.

MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Ke Mell, Airport Architect

DATE: January 3, 2024

RE: Airport Architect's Report

*Updates since last report in italics. Look ahead in **bold italics.***

Parking Lots Improvements: In early October, Contractual Substantial Completion was extended from October 15 to December 1. Substantial Completion was reached on November 14, 2023. *One light fixture remains to be installed, most of the other loose ends are wrapped up. In early December Contractual **Final Completion was extended** from December 30 (30 days after Substantial Completion) **to January 30**, on account of closeout paperwork and one light fixture that has not arrived. Postponement of Final Completion will not adversely affect project closeout or use of CARES funds.*

At the December 14 meeting the Board approved an increase to Secon's construction contract for the JNU Parking Lot project at an amount not-to-exceed $600,000, funding provided by Airport CARES funding. The final total of all change orders is $460,745.

Republic is operating both long- and short-term parking with payment kiosks in front of the terminal.

Additional security cameras for the parking lots will be a future project.

During the course of this project, it has become increasingly clear that there are design, utility, and paving issues that will need to be addressed in a future reconstruction of Shell Simmons and Yandukin.

Outgoing Baggage Belt Repair/Replacement: *Due to scheduling issues with their electrical subcontractor, Robson revised their installation schedule from mid to late January to **mid to late February.** The container with the equipment has been delivered to the airport.* JNU staff will coordinate the installation schedule with Transportation Security Administration (TSA) and Alaska Airlines. A future project will work with TSA through their planning and design process to upgrade the system as a whole.

Gate 5 Passenger Boarding Bridge (PBB) Replacement: Dawson's most recent schedule shows the PBB arriving in Juneau on May 21 and the installation being Substantially Complete by June 7, 2024. The work will take place in close coordination with TSA, Alaska Airlines, Delta Air Lines, and the Main Ramp project.

JNU Buried Tank Removal & Replacement (formerly Old Shop UST)**:** *On Decembe*r 19*, Alaska Fuel Systems Inc. received Notice to Proceed.* Substantial Completion is scheduled for February 29, 2024.

On April 6, under Nortech's supervision, "Three test pits were excavated to the north, east and west of the buried tank, within approximately five to ten feet of the tank. The test pits were dug to the water level, which was 4.5-5.5 feet below the ground surface at the time. No signs of an oil release from the buried tank were noted through field screening and visual observations, and laboratory samples will be sent to confirm." The reduced uncertainty re potential contamination will favorably affect the cost estimate, which we have not yet received.

JNU's Old Shop Building (constructed in 1962) has a buried fuel tank feeding the oil-fired boiler which heats the building. Both the buried tank and the boiler were shown in the original drawings, and there is no evidence that the tank was ever replaced.

Terminal Furnishings: *Alaska Electric has received a Notice to Proceed with running additional power from the bagwell to the Departure Lounge so that charging stations can be installed. Work is expected to be complete by the end of January. Funds remaining from the furnishing budget will pay for a few charging stations.*

Because the charging units do not qualify under Buy American, JNU will continue to buy them in small quantities as funds allow. There are a total of 376 seats in the Departure Lounge. To fully power the Lounge per the seating layout would require 208 power stations costing approximately $1000 each.

Alaska Seaplanes Building: *Alaska Seaplanes Building is Substantially Complete, and Seaplanes is using it. T*he buildings are separated by grilles in the terminal wall and fire doors in Seaplanes' wall. Landscaping on JNU property along Shell Simmons and installation of the Service Animal Relief Area fence at the north end of the terminal will be completed in spring 2024.

Alaska Seaplanes submitted an Airfield Tenant Improvement Request (ATIR) for Lease Lot 2, just north of their building. Staff responded with comments but have not yet received a response.

NorthStar Trekking Addition: *The Contractor is finishing exterior siding and trim and sheet rocking the interior.* The building is structurally separate from NorthStar's hangar building on Lot 6A and occupies a portion of their former parking area.

Sand/Chemical Back-up Electric Boiler: *At the December 20Finance Committee meeting, the Committee instructed staff to* ***proceed with advertising the project for bid*** *as designed by Morris Engineering and Modern Mechanical, estimated cost of approximately $490,000, based on the 95%*

documents. The mechanical estimate is $334,733; the electrical estimate is $125,971, and minor architectural work is estimated at $10-30K. When bids are received, the Board may decide to 1) accept the bid; 2) reduce the scope to a portable boiler at an estimated $175K; or 3) continue to lease a boiler unit at $40K/year. See Unfinished Business.

The Board approved total project budget is $175,000, of which $44,835 has already been contracted for design, and $99,700 to Secon to trench and lay conduit between the buildings. The current available budget after design and trenching is $30,463.

JNU staff investigated the purchase of a new, temporary oil-fired boiler comparable to the one we have been renting for the past several years. Harri Plumbing, from whom JNU is currently renting a portable boiler, said that the lead time would be about four months. Harri's believes that "a budget of $165,000 would cover the procurement and assembly of a portable heating trailer, fuel tank and hoses similar to what we are using now but with approximately 300 MBH capacity."

In October, Secon and Chatham trenched between the Snow Removal Equipment Building (SREB) and the Sand/Chemical building in order to provide sufficient electrical capacity for the new boiler. The trench was paved and the conduit terminated at each end of the trench. Spare power and data conduits--for any future purpose--were laid in the completed trench.

JNU is again renting Harri Plumbing's temporary boiler, pending completion of this project.

Bagwell Mechanical Repairs: *A couple of minor closeout items remain, including the paper copy of the Operations & Maintenance manual and the consultant's (RESPEC's) final invoice.* RESPEC's work was time and materials, and there will be $5K-10K that they won't use under their contract.

MEMORANDUM

TO: Patty Wahto, Airport Manager

FROM: Mike Greene, JNU Airport Project Manager

DATE: January 4, 2024

RE: Projects Office Monthly Report

Project specific summaries of project status and activity are presented below.

Terminal Reconstruction: JNU continues to work on finalizing the following outstanding work items:

Glass Guardrail: The finalized version of Request for Proposal (RFP) 188 has been released by JNU to Dawson Construction for pricing. This RFP is asking for a lump sum proposal to introduce a full height (floor-to-ceiling) glass wall assembly to replace the glass guardrail assembly around the second floor through-floor opening. JNU has not yet reviewed Dawson Construction's proposal for RFP 188.

Ground Source Loop Field Glycol Replacement: The revised version of RFP 190 - Loop Field Glycol Replacement has been released by JNU to Dawson Construction for pricing. This RFP is asking for a lump sum proposal to filter the contaminates out of the loop field / terminal heat pump system without removing and replacing the existing methanol. This revised scope of work will still replace the failing braided stainless-steel supply / return hoses at each of the older heat pumps and will also replace the strainer / filter assemblies on the affected heat pumps. Rust inhibitors will be added to the existing methanol and a permanent filtration by-pass system will be introduced using side stream filters. JNU has not yet reviewed Dawson Construction's proposal for RFP 190.

Lighting Control Replacement: Dawson Construction's proposal for RFP 183 – Lighting Control Replacement, in the amount of $163,215.25, has been reviewed by RESPEC and has been returned for revision. The RESPEC review identified work items within the Dawson proposal that were not required and that will need to be removed from the proposal. JNU is standing by to receive the revised proposal. The work to be addressed includes the replacement of the failing lighting control equipment within the older portion of the terminal. The interior lighting in this portion of the terminal is either being controlled manually or is being left on due to the failure of the old lighting control equipment.

Terminal Air Balancing (TAB): The final balancing of the new and old mechanical heating, ventilating and air conditioning (HVAC) systems remains incomplete. This is the last large work component to be completed, and it has been delayed as work to repair more of the existing heating and cooling systems components are identified and completed. The balancing work cannot (should not) proceed until all of the heat pumps and fan units are operating and under building automation system (BAS) control. As of the writing of this report, there are still HVAC equipment items that are non-operational. JNU continues to work with the Terminal project engineers (RESPEC) and with JNU Building Maintenance staff to address these continuing problems.

Terminal Fire Alarm Upgrade: No change since last report. This project is now substantially complete, and the Contractor's remaining work items include Owner training and the submission of the project as-built documents and the Operating & Maintenance (O&M) manuals.

RESPEC (formerly Haight & Associates), electrical engineer and designer of record, remains under contract and is providing construction administration (CA) services for this project.

Rehabilitate Part 121/135 Apron & Remain Overnight (RON) Parking Apron. JNU staff continues to work with DOWL and SECON to develop a revised project schedule / work phasing plan. SECON has been advised that the revised plan must clearly identify how airport operations are to continue throughout the course of construction. Aircraft movement in and out of the 121 and 135 aprons must not be unnecessarily restricted and safe pedestrian routing must be developed and maintained as long as ground loading is taking place.

The work to develop a revised project schedule / work phasing plan has been slowed by the recent announcement by Alaska Airlines that they would now like to proceed with the replacement of the Gate 3 and Gate 4 passenger boarding bridges in the summer of 2024. (Alaska Airlines had previously advised JNU that they wanted to replace these boarding bridges but had not made a decision to proceed with this work prior to the finalization of the Part 121/135 Apron rehabilitation design documents. This left JNU with little choice but to proceed with bidding the project without including the Alaska Airlines work.)

Following the Alaska Airlines announcement, the project Contractor (SECON) has advised that the introduction of the Alaska Airlines work will create delays to the Part 121 Apron work. JNU does not dispute this and has advised Alaska Airlines that any additional project costs incurred as a result of the integration of their work into the JNU project will be passed on to Alaska Airlines.

At this time, JNU and DOWL are looking at whether the Alaska Airlines work could, or should, be integrated into the Part 121 Apron work. Alaska Airlines has been asked to provide the delivery dates for the new jet bridges and an outline of the scope of work that they will be asking their Contractor to complete.

JNU / DOWL has scheduled a coordination meeting for January 17 in which SECON, Alaska Airlines, DOWL and JNU will be present. In this meeting, the primary topic will be whether the two projects are to be run independently of one another, or if there is any way to coordinate the two project schedules.

JNU staff and DOWL also continue to work with Coastal Helicopters and have been reviewing their proposed operations / lease layout site plan to identify any potential conflicts with the RON / Part 121 work, and any long-term operational conflicts with the use of the RON by commercial aircraft.

SECON's asphalt batch plant remains staged within the Northeast Development Area (NEDA). They do not plan on assembling this plant until spring. Secon has also staged other materials and equipment items within the NEDA.

JNU / DOWL has issued RFP 01 Ramp Lighting Modifications to SECON. This RFP is asking for a deductive proposal to reduce the height of the six (6) new ramp light poles from 60 feet to 57 feet and to remove the obstruction lights from the contract scope of work. The engineers estimate for this work is a deduct of $15,325. JNU has not yet received SECON's proposal for this RFP.

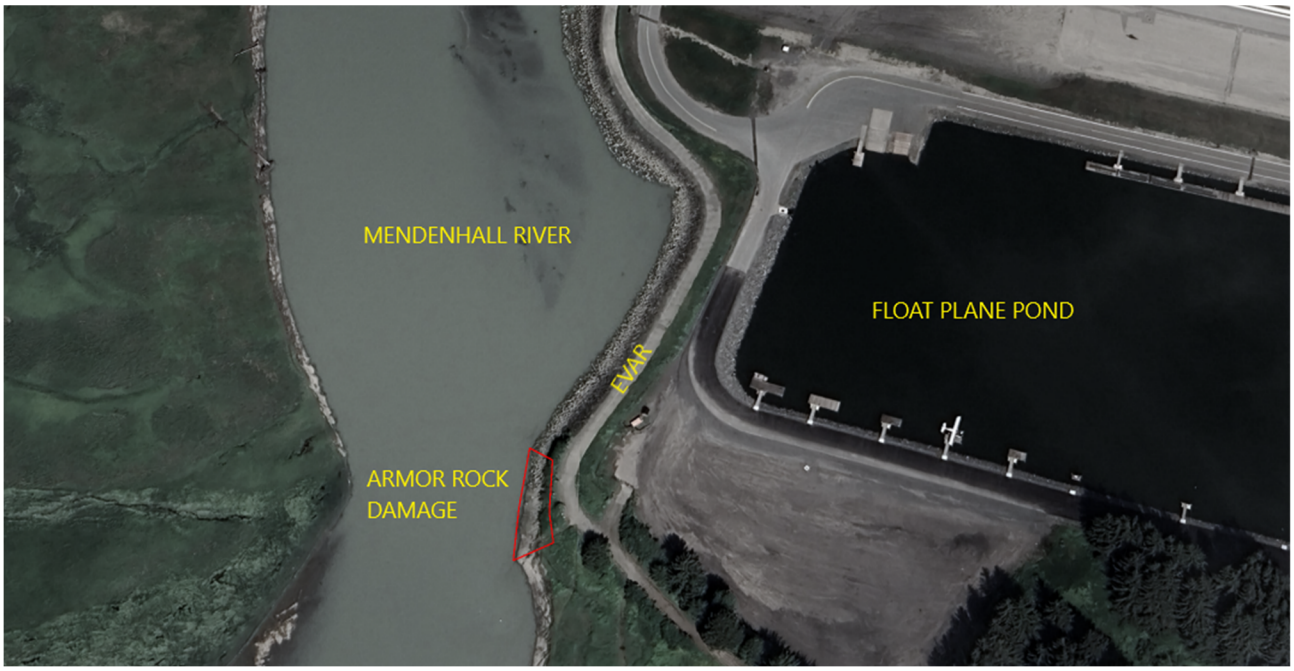
JNU / DOWL has issued RFP 02 Remove Low Strength Concrete to SECON. This RFP is asking for a deductive proposal to delete the contract requirement to slurry 67 feet of 24-inch culvert in the Phase 2A work area. This culvert was to have been filled with grout and abandoned in place but must remain in use following changes made to the adjacent Parking Lot Improvement project. The engineers estimate for this work is a deduct of $6,200. JNU has not yet received SECON's proposal for this RFP.

JNU / DOWL is working on the development of RFP 03 – Ramp Marking Reductions, which will address the elimination of some of the project asphalt markings because Additive Alternate 1 was awarded. This deductive RFP will be issued to SECON as soon as it has been finalized by DOWL.

Mendenhall River Armor Rock Repairs: JNU continues to work with proHNS Engineering, the State of Alaska / Emergency Management and the City and Borough of Juneau (CBJ) to address armor rock repairs through the State's Disaster Recovery Program. This rock was lost during the August 2023 high water event, and JNU is seeking funding to replace it.

proHNS Engineers is now under contract to develop a scope of work document for the repairs to the armor rock. proHNS will determine the size of rock that is to be placed and provide construction documents to be used to obtain contractor quotes and for permitting purposes if necessary. JNU has not yet received the final report from proHNS.

The rock was lost along a portion of the east bank of the Mendenhall River, where the Emergency Vehicle Access Road (EVAR) turns away from the river and extends towards the south side of the float plane pond. The damaged area measures approximately 110 feet long (parallel to the river) x 50 feet wide. This area is shown in red in the image below.



This rock had been placed as part of the 2010 Runway Safety Area (RSA) construction project to prevent erosion of the riverbank material and to address concerns about the potential loss of a portion of the EVAR. The EVAR represents a mandated emergency accessway around the west end of Runway 8-26 and around the south side of the float plane pond.

JNU staff has contacted the Alaska Department of Fish and Game (ADF&G) and has been advised that ADF&G has no objection to this repair work. JNU will be submitting a fish permit application and a scope of work description shortly.

At this time, the construction start and end dates are unknown. It is assumed that the construction period will be approximately one week. It is also assumed that the EVAR will be closed to public access during this work period.

Culvert Condition Survey – Jordan Creek @ Runway 8-26: JNU has contracted with proHNS Engineering to perform a condition survey of the large half-arch culvert which allows Jordan Creek to pass beneath Runway 8-26. This culvert was installed in 2014-2015 as part of the Runway 8-26 Rehabilitation project (E14-259 / AIP 3-02-0133-60-2014). The survey was deemed necessary based on the continued concern that stray electrical current from the airfield lighting system is damaging in-ground metal assemblies through electrolysis. proHNS has completed the initial field work, and has reported that they did observe damage to the culvert and that the damage closely resembled what had been observed on the Jordan Creek culvert that had failed at Gate K. JNU has not yet received the final inspection report from proHNS.



Photo 01: Heavy pitting and holes as observed on a portion of the half-arch culvert sidewalls.

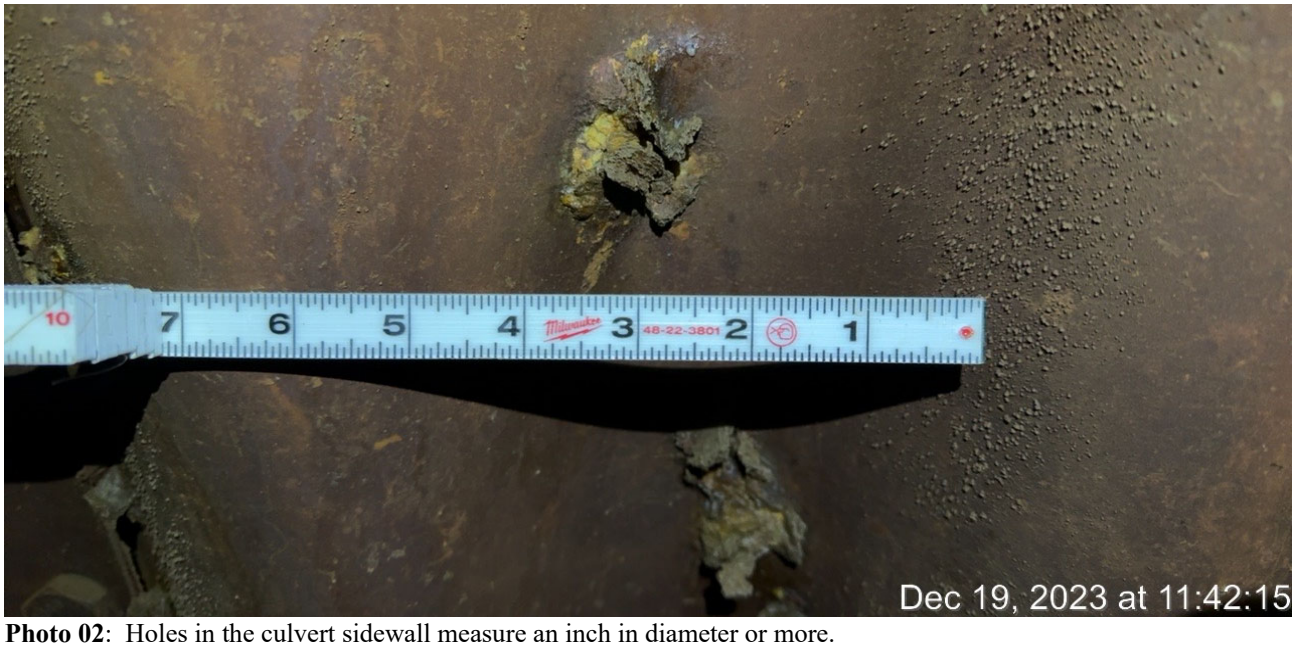


Photo 02: Holes in the culvert sidewall measure an inch in diameter or more.

JNU staff has advised the Federal Aviation Administration (FAA) of the damage to this culvert, and of the very real possibility that it will need to be repaired or replaced. JNU has also advised the FAA of the stray current issues and has requested advice as to how this problem may have been addressed / resolved at other airfields.

Safety Area Grading at Runway Shoulder and NAVAIDS: **No change since last report.** JNU is currently working on finalizing the RFP document that will be used to obtain proposals from interested design consultants. When complete, the RFP will be submitted to CBJ Contracting for release / publication. The current schedule calls for consultant proposals to be submitted by the end of January 2024.

Land Acquisition – Loken Property: JNU staff continues to work with DOWL to finalize the scope of work specification document that will be used to obtain the services of an airport land acquisition specialist. The specialist will be obtained through the formal RFP process and will assist JNU and CBJ Lands in navigating through the FAA's airport land acquisition process.

JNU staff is also coordinating with the Alaska Department of Environmental Conservation (ADEC) which has identified the Loken property as an active contaminated site.

Snow Removal Equipment Building (SREB) Mechanical Commissioning: JNU staff met with the mechanical engineering team from RESPEC this week to review the current status of the SREB HVAC systems and the next steps to be taken by RESPECT to complete the commissioning work. This work was started at the tail-end of the initial SREB construction project and was subsequently halted because of operating issues with one or more of the HVAC components. Following the recent completion of the ground source loop field pump replacement, the building systems are now all up and running and the system is ready for commissioning.

This commissioning work was to have included the Sand/Chemical Building but cannot proceed because Ground Source Heat Pump GSHP-1 is out of service. JNU staff has asked RESPEC to evaluate the following:

- Is GSHP-1 the right equipment item to provide the primary heat source for the Sand-Chem Building?
- If GSHP-1 is the right equipment item, why does it keep burning up compressors? To date, GSHP-1 has gone through three sets of compressors.

Sand/Chemical Building – Roof Warranty: No change since last report. Dawson Construction returned during the week of September 25–29 to address the additional work items that had been identified in the September 30, 2022, inspection by Carlisle SynTec Systems. Per this inspection, the Carlisle representative did not accept the installation and advised Dawson Construction that the heat-welded membrane seams within the two large roof valleys required additional attention. This work has not yet been completed and is being done at no cost to JNU. Carlisle/Dawson Construction has not yet furnished JNU with the manufacturer's roof warranty for this new installation.

Gate K (Crest Street) Culvert at Jordan Creek: SECON has been unable to resume work on the redistribution of the streambank material and stream substrate material within the new culvert due to continued high water levels in Jordan Creek. This work is necessary to bring this installation into compliance with the contract requirements. This work remains incomplete as a punch-list item to the construction contract. Final payment has not yet been made to SECON and will be held pending the completion of the redistribution of the streambank material and stream substrate material within the new culvert.

proHNS Engineers continue to provide limited CA&I services for this project. They are currently working on finalizing the project Close-Out (Engineer's) Report and continue to stand by to help JNU with the project close-out process.

Fuel Station Access Control/Fuel Monitoring/Tracking: **No change since last report.** In July 2022 JNU, working through CBJ Engineering - Contracts, released an RFP for design services under CBJ's term contract for design consultant services to develop design and construction documents for the introduction of an access control system for the airfield fuel station. The RFP had identified a scope of work that included the introduction of an access control / fuel theft-prevention system, fuel monitoring and usage tracking, and the introduction of a back-up generator to provide emergency stand-by power for the fuel station.

On September 1, 2022, CBJ Engineering - Contracts advised JNU that no responses to the RFP had been received. This indicated that, at that time, there was no interest (or availability) within the design community to work on this project. JNU is currently soliciting interest from local electrical engineers to provide a fee proposal for this project. This funding was approved for CARES funding by the Board earlier this year.

End of Report

JUNEAU INTERNATIONAL AIRPORT BOARD

UPDATE

January 11, 2024

The environmental review, consultation, 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 April 13, 2023, and executed by FHWA and DOT&PF.

1

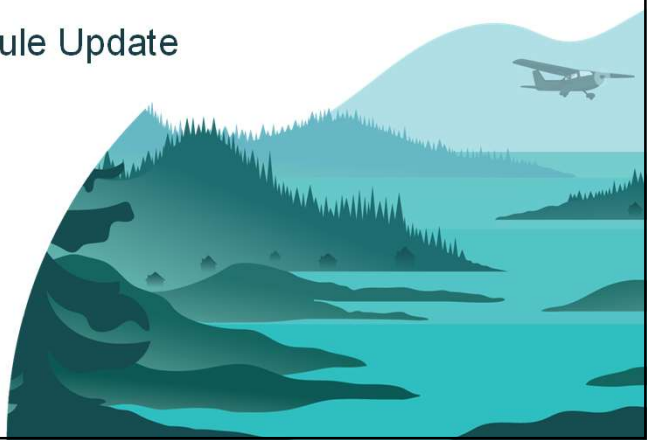
PROJECT TEAM

Greg Lockwood PE Project Manager	**Katie Koester** City Manager	**Steve Noble, PE** Project Manager
Marie Heidemann Project Planner	**Bridget LaPenter PE** Project Manager	**Renee Whitesell, PTP** PEL Study Lead
Christy Gentemann Environmental Analyst	**Irene Gallion** Senior Planner	**Theresa Dutchuk** Environmental

2

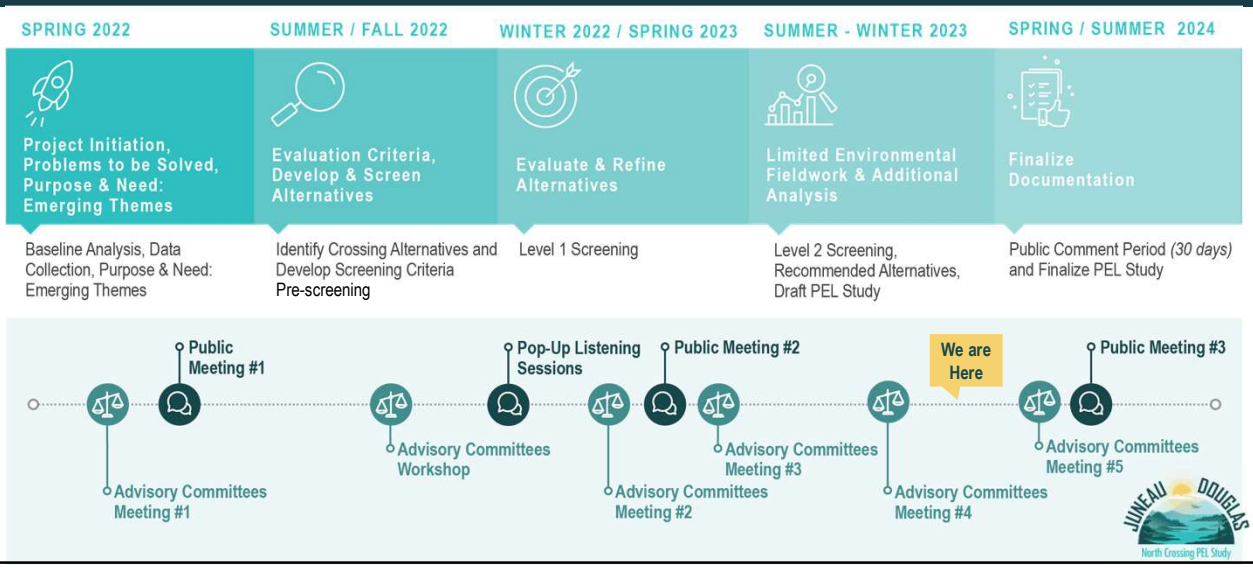
AGENDA

- Welcome and Introductions
- PEL Study Process and Schedule Update
- Alternatives and Screening
- Airport Specific Discussion
- Q&A



3

SCHEDULE & PUBLIC INVOLVEMENT SUMMARY



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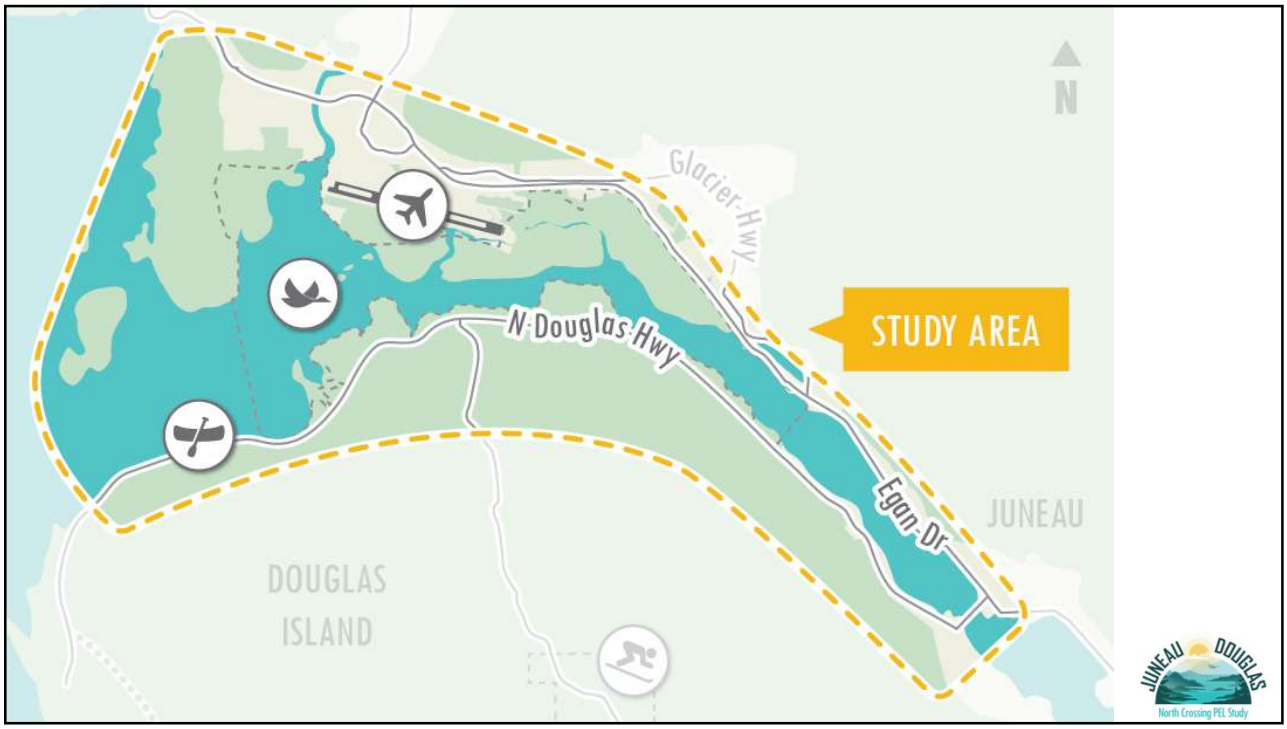

5

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) PROCESS

Planning and Environmental Linkages is a collaborative and integrated approach to transportation decision-making that:

1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process
3. More efficient process that saves time and money

JUNEAU DOUGLAS
North Crossing PEL Study

6

PEL BENEFITS

The benefits of stronger linkages between the transportation planning and project development processes include:

- ✓ Stronger agency and public relationships
- ✓ Improved project delivery timeframes
- ✓ Earlier identification of key environmental resources
- ✓ Better funding and project development information
- ✓ Build projects more efficiently
- ✓ Flexible approach for development of transportation improvement strategies

7

ALTERNATIVE DEVELOPMENT & SCREENING PROCESS

1. Develop the Purpose and Need Statement based on the existing conditions and public and advisory committee input (completed)
2. Compile alternatives* based on previous studies and input from the advisory committees and the public (completed)
3. Conduct Pre-screening (completed)
4. Define Alternatives and Apply Level 1 Screening (completed)
5. Refine and conduct preliminary engineering (completed)
6. Collect Field Data and Apply Level 2 Screening (in progress)
7. Further refine the recommended alternatives and prepare Draft PEL Study

*a "no build" alternative is carried forward through the screening process

8

PUBLIC AND STAKEHOLDER OUTREACH COMPLETED TO DATE

- Technical Advisory Group
- Stakeholder Advisory Group
- Public Open House Meetings
- Pop-up Open Houses
- On-line Surveys
- One-on-one Meetings
- Neighborhood Associations
- Small Group Meetings
- CBJ Assembly Presentations



9

PURPOSE & NEED STATEMENT

PURPOSE

The ***purpose*** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau.

The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

NEED

*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

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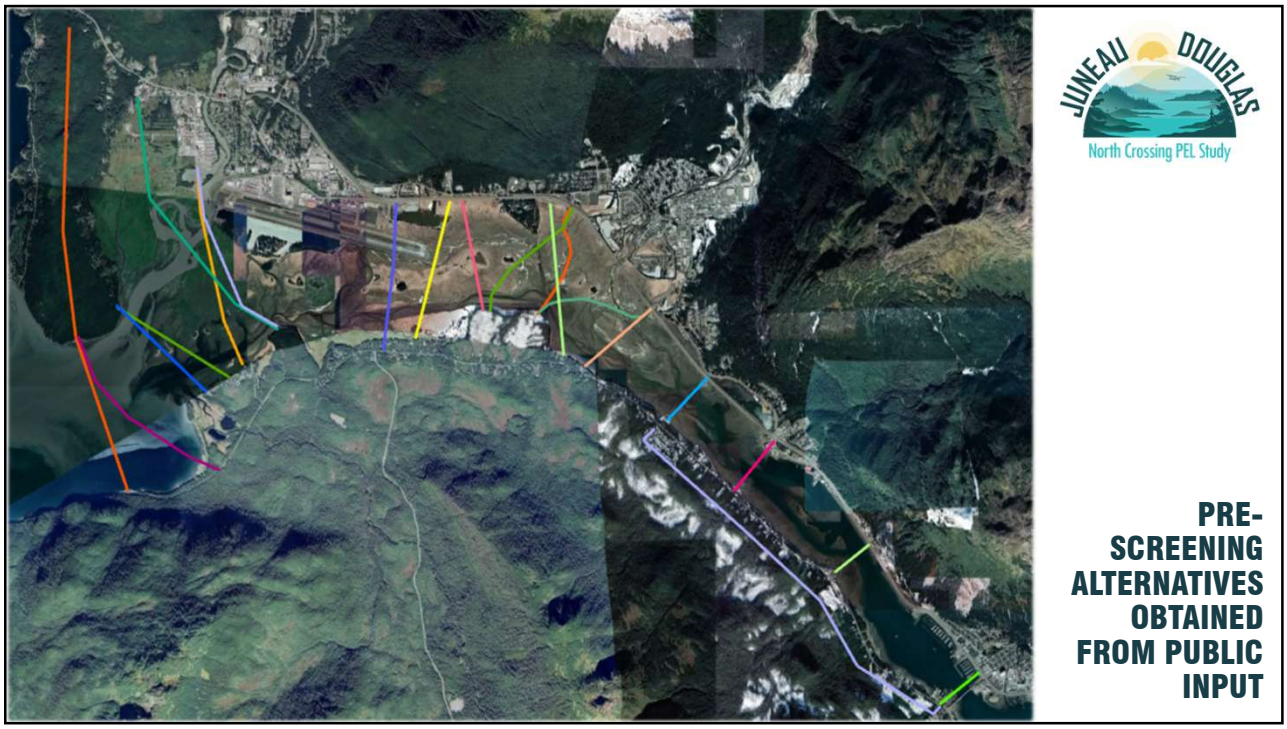
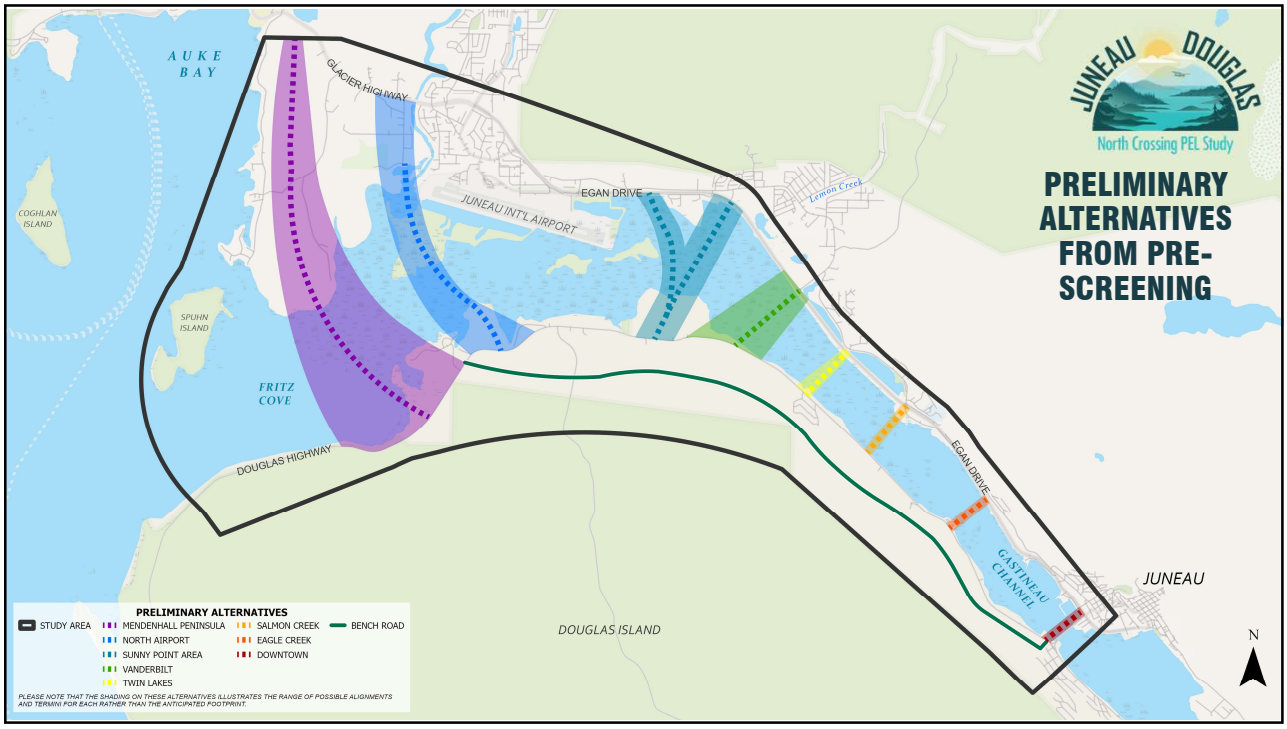
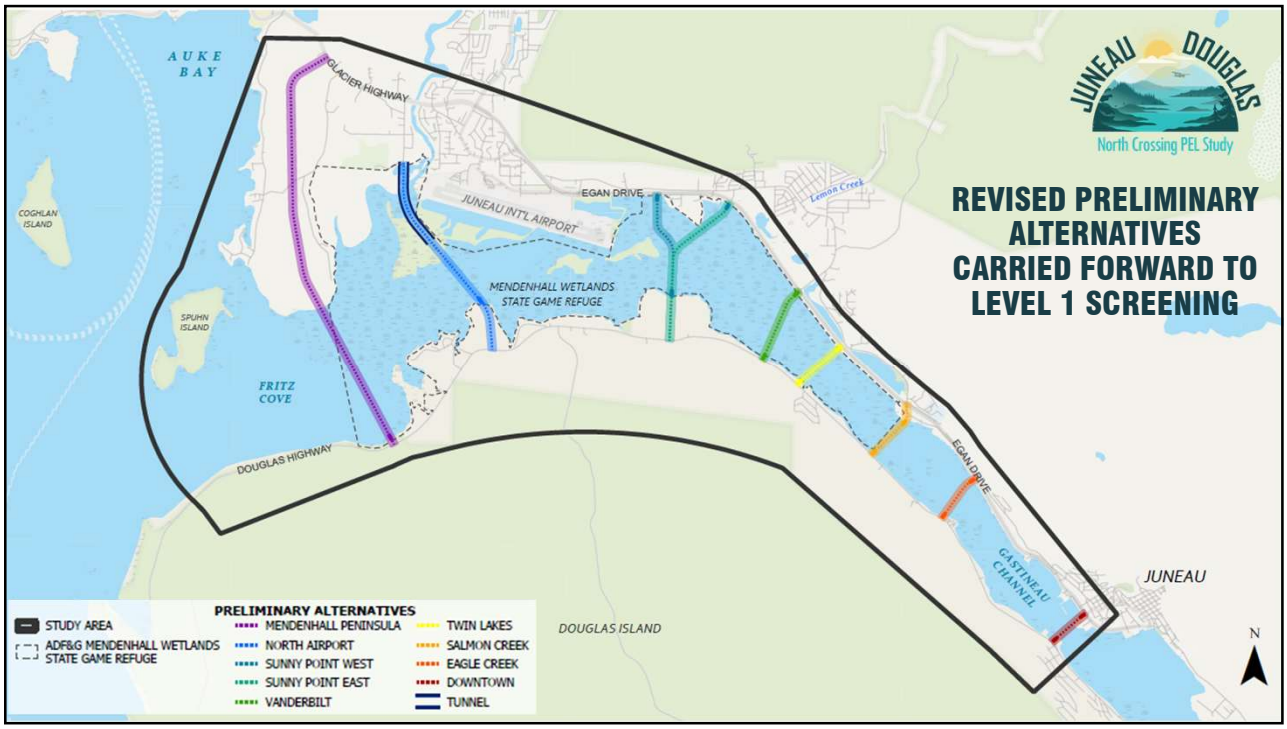

JUNEAU DOUGLAS
North Crossing PEL Study
PRE-SCREENING ALTERNATIVES OBTAINED FROM PUBLIC INPUT

11


JUNEAU DOUGLAS
North Crossing PEL Study
PRELIMINARY ALTERNATIVES FROM PRE-SCREENING
AUKE BAY
GLACIER HIGHWAY
JUNEAU INT'L AIRPORT
EGAN DRIVE
Lemon Creek
COGHLAN ISLAND
SPUHN ISLAND
FRITZ COVE
DOUGLAS HIGHWAY
EGAN DRIVE
GASTINEAU CHANNEL
JUNEAU
DOUGLAS ISLAND
N
PRELIMINARY ALTERNATIVES
STUDY AREA
MENDENHALL PENINSULA
NORTH AIRPORT
SUNNY POINT AREA
VANDERBILT
TWIN LAKES
SALMON CREEK
EAGLE CREEK
DOWNTOWN
BENCH ROAD
PLEASE NOTE THAT THE SHADING ON THESE ALTERNATIVES ILLUSTRATES THE RANGE OF POSSIBLE ALIGNMENTS AND TERMINI FOR EACH RATHER THAN THE ANTICIPATED FOOTPRINT.

12



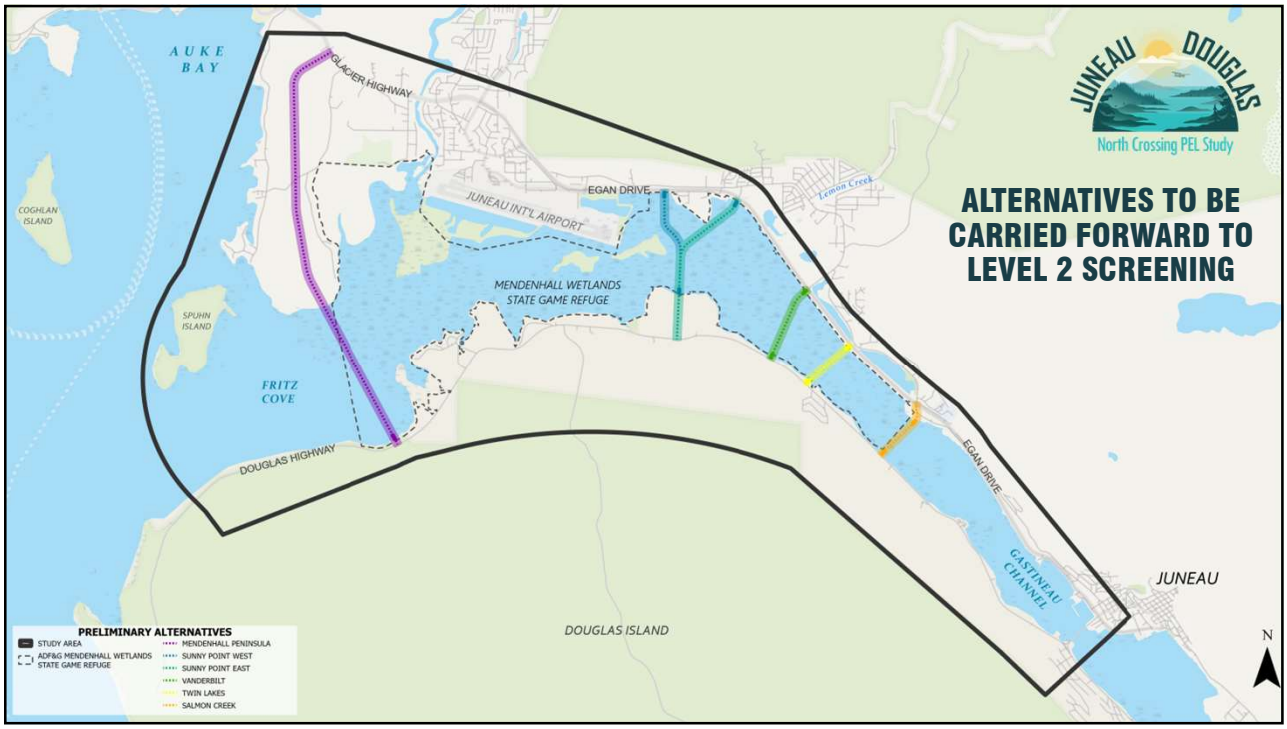
13

LEVEL 1 - BASELINE PURPOSE AND NEED CRITERIA

ALTERNATIVE MUST SCORE POSITIVE IN ALL CRITERIA TO ADVANCE TO LEVEL 2

Need	Criteria
Redundancy & Emergency Response Time	1) Crash delay 2) Emergency response time 3) Risk due to road/bridge closures
Roadway Capacity and Utility Infrastructure	1) Infrastructure consistent with CBJs planning framework 2) Reduced Travel Time
Network Connectivity	1) Reduced transportation barriers 2) Improved motorized access to North Douglas Island 3) Improved non-motorized access to North Douglas Island

14



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LEVEL 2 – QUALITATIVE CRITERIA

BROAD RANGE OF CRITERIA BASED ON ADDITIONAL GOALS

Goal	Criteria
Active Transportation	1) Safety
Access to Recreational, Cultural, and Subsistence Resources	1) Access
Economic Impacts	1) Follows adopted planning documents 2) Business access
Environmental	1) Use of 4(f)/6(f) properties 2) ROW and property impacts 3) Wetland impacts 4) Habitat/Wildlife impacts
Cost	1) Cost range

JUNEAU DOUGLAS North Crossing PEL Study

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LEVEL 2 SCREENING - DETAILS

LEVEL 2 SCREENING INCLUDES THE FOLLOWING STEPS:

1. **Estimate the constraints placed on the alternatives by various resources**
   - *Example: acres of commercial land uses; airport approach surface elevations*
2. **Identify if resources, and to what extent, will be potentially affected by an alternative**
   - *Example: acres of wetlands impacted, or separation from MALSRS/Part 77 Surfaces*
   - *Additional details gathered from the field studies; revise alternatives if possible*
3. **Evaluate the costs of each alternative, logistical considerations, and technical feasibility**
   - *Including maintaining/avoiding impacts to JNU operations*
4. **Determine whether any of the alternatives would have substantially greater costs without having substantially greater benefits**

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ADDITIONAL FIELD STUDIES

Agencies, organizations, and the public have suggested Level 2 Screening would benefit from additional environmental analyses.

Completed (or In-Progress) Fieldwork Includes:

- Wetland delineation
- Eel grass survey
- Intertidal habitat mapping
- Migratory bird survey and upland bird habitat mapping
- Geophysical surveys (in progress)
- Visual analysis (in progress)



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JNU INVOLVEMENT AND COMMENTS

- Airport staff has been part of the Technical Advisory Committee
- Several meetings and conversations with Airport staff
- Draft alternatives sent to airport users for review and comment
- Written and verbal comments

Key issue:

- Not in favor of alternatives that will limit existing or future airport operations or that will conflict with approach surfaces

Project team commitment:

- Any alternative that conflicts with the approach surfaces or the ALP will be modified to eliminate conflicts or removed from consideration

JUNEAU DOUGLAS North Crossing PEL Study

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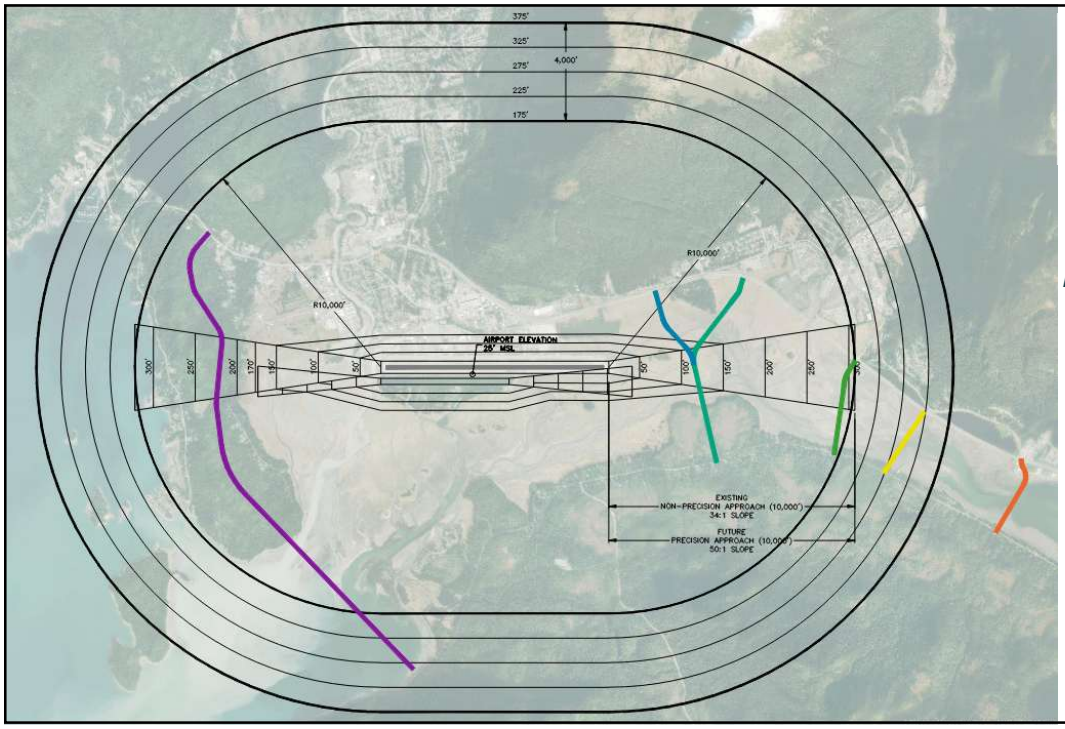

JUNEAU DOUGLAS North Crossing PEL Study

ALTERNATIVES RELATIVE TO PART 77 SURFACES – MENDENHALL PENINSULA AND SUNNY POINT

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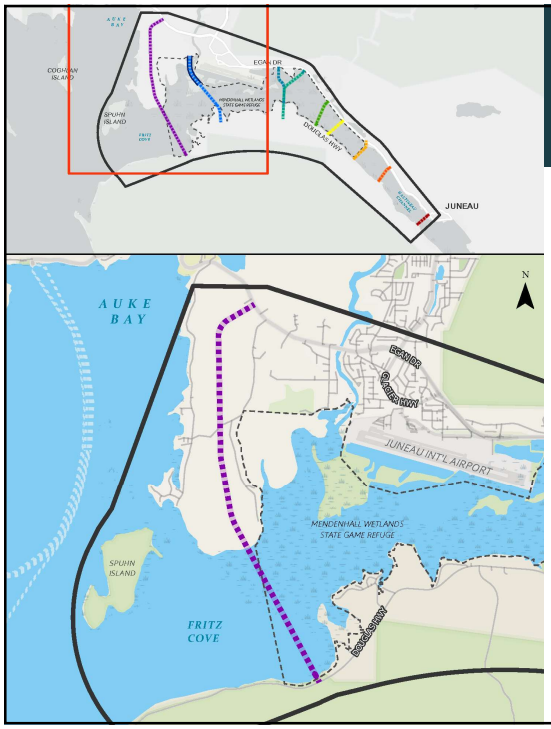

MENDENHALL PENINSULA

- Originally was screened out as part of phase I but was reconsidered in response to TAC and STAC comments
- Considered feasible but may not be reasonable for the following reasons:
  - Potential for adverse impacts to residential roads and neighborhoods
  - Significant earthworks required (cuts/fills exceeding 60 feet in height)
  - Adverse visual impacts – at least 100 feet high in best case to meet profile grades
  - Costs likely to be highest of the options
  - Structure would be nearly double the length of the next longest structure
  - Potential impact to approach paths to Juneau airport, and potential impact to facilities on land owned by FAA along the ridgeline of Mendenhall Peninsula – if either of these are true then the alternative would be modified or dropped from consideration

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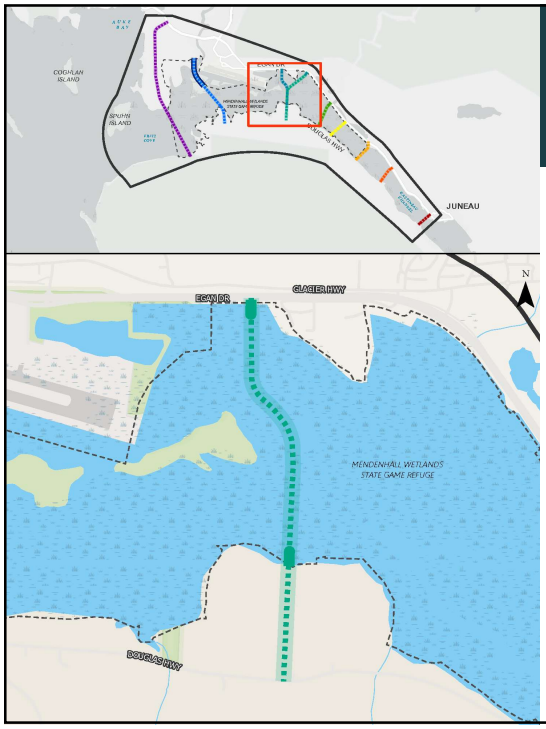

WEST SUNNY POINT AREA

The potential **advantages** of this alternative include:

- Douglas terminus can be designed to use CBJ property, reducing impact to private property
- Avoids Southeast Alaska Land Trust conservation property
- Reduces travel times for the largest number of users
- High potential to improve the connection to North and West Douglas Island
- Potential to enhance public health and safety

The potential **disadvantages** of this alternative include:

- Crosses the Refuge and is adjacent to conservation properties
- Adds traffic to the Yandukin/Egan intersection
- Further analysis is needed to determine potential for impacts to residential areas, visual impacts, and environmental impacts
- Construction phasing would need to be completed in a manner that does not conflict with approach surfaces

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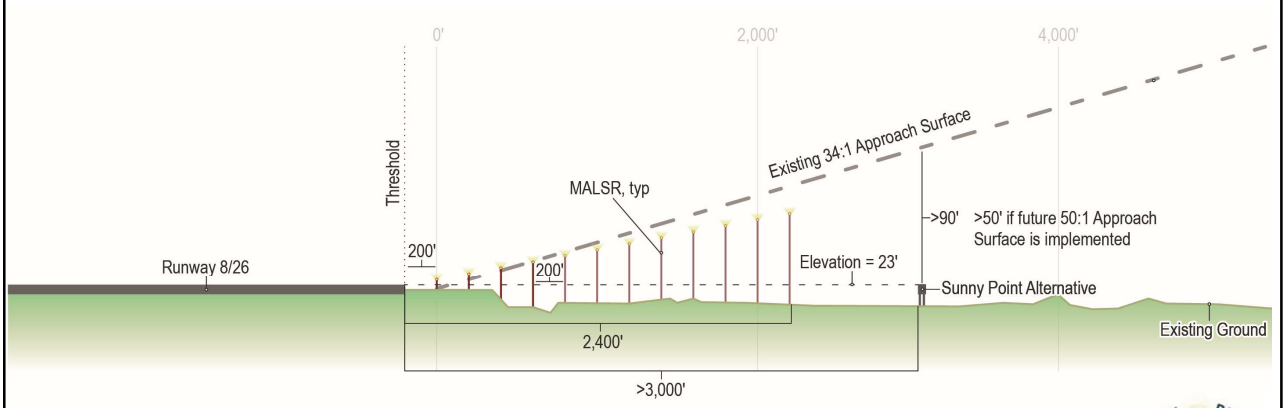
JNU RUNWAY 26 APPROACH SURFACE PROFILE AND SEPARATION FROM WEST SUNNY POINT ALTERNATIVE



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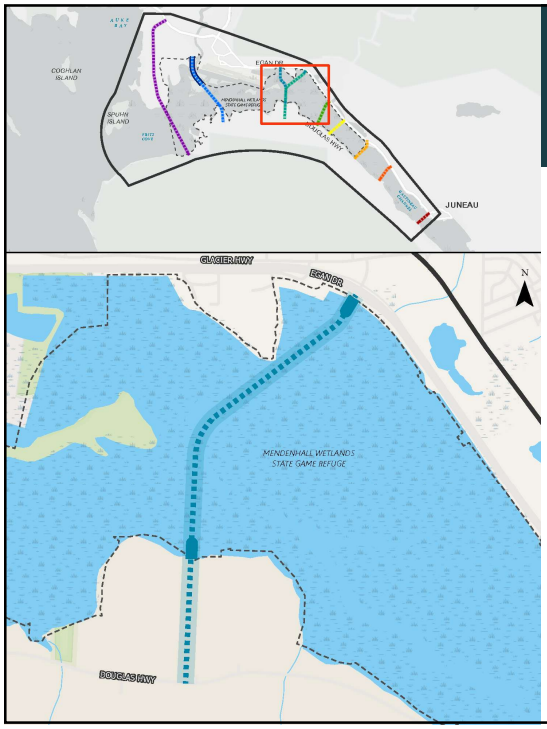

SUNNY POINT AREA

The potential **advantages** of this alternative include:

- Douglas terminus can be designed to use CBJ property, reducing impact to private property
- Terminates at Egan Drive and uses the Sunny Point interchange
- Location between centers of population in downtown Juneau and the Mendenhall Valley
- Potential to enhance public health and safety

The potential **disadvantages** of this alternative include:

- Crosses the Refuge
- Will likely impact Southeast Alaska Land Trust conservation property
- Encroaches into a traditional and popular duck hunting area
- Further analysis is needed to determine potential for impacts to residential areas, visual impacts, and environmental impacts
- Construction phasing would need to be completed in a manner that does not conflict with JNU approach surfaces

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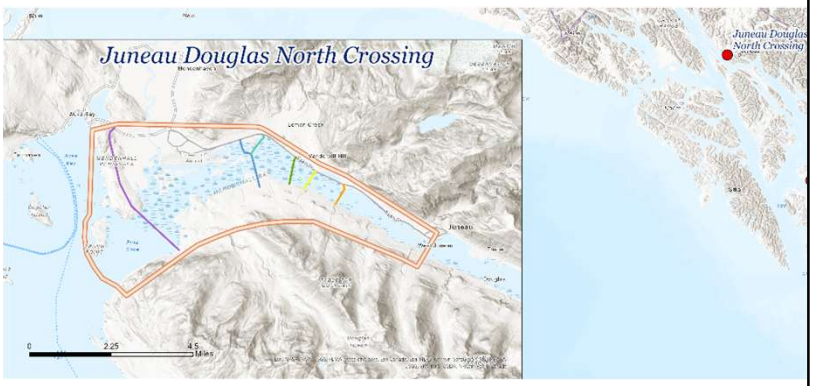
PROJECT FUNDING

- FHWA/State/CBJ Funds to date
- $7M CDS in 2022
- RAISE Grant ($16.5M)
- STIP ID: 34146 – Still in draft stage



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SCHEDULE & PUBLIC INVOLVEMENT SUMMARY



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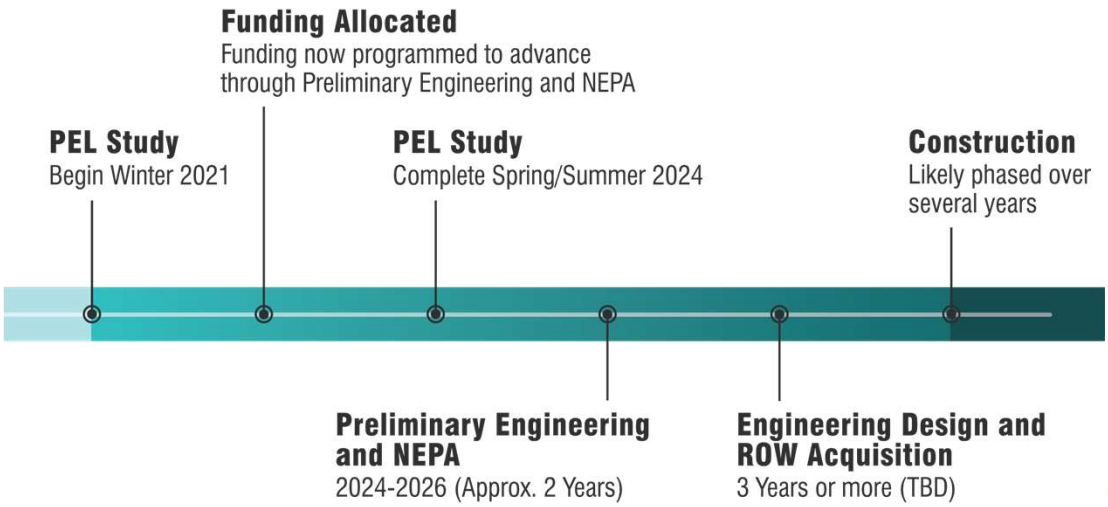
AFTER THE PEL STUDY WRAPS UP



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STAYING INVOLVED

Continued Opportunities for Comment:

- Level 2 Screening will be presented to the Technical and Stakeholder Advisory Committees in February followed by formal review period
- Draft PEL Study and Public Review – April/May 2024
- Public Open House – May 2024
- Future NEPA documentation effort will have an extensive public and agency scoping and involvement effort
- Our team is available anytime to discuss the project



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PROJECT CONTACTS:

Greg Lockwood, DOT&PF Project Manager
(907) 465-2393

Steve Noble, DOWL Project Manager
(907) 562-2000

Renee Whitesell, DOWL PEL Study Lead
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

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Airport Board Meeting Summary

Thursday, January 11, 2024

Attendees

Greg Lockwood, Project Manager	Department of Transportation and Public Facilities
Steve Noble, Project Manager	DOWL
Chris Goins, Southcoast Region Director	Department of Transportation and Public Facilities
Bridget LaPenter, Project Manager	City and Borough of Juneau Project Manager
Ben Mello, Aviation	DOWL
Morgan McCammon, Public Involvement	DOWL
Patty Wahto, Airport Manager	Juneau Airport
Al Clough	Juneau Airport Board Chair
Dennis Bedford	Juneau Airport Board Member
Jason Custer	Juneau Airport Board Member
Jodi Garza	Juneau Airport Board Secretary
Chris Peloso	Juneau Airport Board Member
Eve Soutiere	Juneau Airport Board Member
Dan Spencer	Juneau Airport Board Vice Chair
Members of the Public	

Meeting Objective

To discuss the Juneau Airport Board's concerns with the proposed locations of the north crossing alternatives, specifically the Mendenhall Peninsula and West Sunny Point alternatives.

Presentation Summary

Steve Noble, DOWL Project Manager, shared an overview of the PEL Study, schedule, alternatives development, screening processes, additional fieldwork, summary of comments received from Juneau Airport (JNU) and users, alternatives in relation to Part 77 surfaces, details on Mendenhall Peninsula, West Sunny Point, and Sunny Point alternatives, JNU runway 26 in relation to the West Sunny Point alternative, summary of activities following the PEL study completion, future opportunities for involvement in the PEL study, and project contacts. Steve concluded the presentation by offering to further meet with the JNU Board members or airport users and asking if there were any questions or comments.

Greg Lockwood, Department of Transportation and Public Facilities (DOT&PF) Project Manager, clarified that the PEL Study will not likely conclude with a single alternative, rather it will likely conclude with two or more alternatives to be further evaluated in the National Environmental Policy Act (NEPA) phase.

JNU Board Comments and Discussion

A board member expressed appreciation for the assurances that aircraft approaches are considered as alternatives progress through the screening process.

A board member noted that potential impacts related to construction are crucial. Construction needs to be accounted for to avoid impacts to airport operations.

A board member expressed concern that the Federal Aviation Administration (FAA) be involved in the process. Airlines have proprietary procedures that they do not want public, but FAA must account for all regulations. Steve shared that Patty Wahto had shared similar concerns, and DOWL has received some feedback from FAA and will work with the Airport to continue that conversation.

A board member shared that the Required Navigation Performance (RNP) is considered a precision approach. Steve commented that, while the study team does not have access to the airlines' surfaces, they will coordinate with the air carriers to account for the vertical separation between the crossing structure and the airport surfaces. Additionally, the design will be for a 75-year design life rather than a 15- to 20-year situation.

A board member noted that the approaches required by the FAA to meet the airport layout plan. He suggested a feasibility analysis regarding the medium-intensity approach lighting systems (MALSRs) locations. Steve mentioned that the north crossing alternatives will be aligned to avoid conflicts with the existing airport layout plan (ALP), and if the ALP is updated, we will revise the alignments accordingly. He also mentioned that any impacts to existing or future approaches based on the existing or future runway length would be considered fatal flaws in the location of the north crossing alternatives. Ben Mello mentioned that once a runway length was determined, it would be a good idea to complete a feasibility study that includes the new MALSR locations and future RNPs approaches. This would be completed with the help of Delta, Alaska Airlines, and Alaska Seaplanes as well as the FAA through the airspace analysis tools.

A board member commented that the airport users are operating in confined space with unique conditions.

Public Comment

No public comment was received at the meeting.

Action Items

- Steve sent the presentation to Patty Wahto to circulate with the Board.

Juneau Audubon Society Meeting Summary

Wednesday, March 20, 2024, 3:00 p.m. – 4:00 p.m.

Attendees

Greg Lockwood, Project Manager	Department of Transportation and Public Facilities
Christy Genteman	Department of Transportation and Public Facilities
Theresa Dutchuk	DOWL
Adam Morrill	DOWL
Tim Jameson	DOWL
Morgan McCammon	DOWL
Mike Hall	Parametrix
Winston Smith	Juneau Audubon Society
Gwen Baluss	Juneau Audubon Society
Brenda Wright	Juneau Audubon Society

Introduction

Theresa Dutchuk, DOWL, opened the meeting by welcoming participants and introducing project team members. She then asked meeting participants to introduce themselves. Theresa explained that the meeting format would be free form and opened the meeting for comments and questions.

Summary of Questions and Comments

Winston Smith, Juneau Audubon Society, began by expressing his concerns with the Bird and Habitat Surveys Report, completed January 2024, and fieldwork, completed September 2023. He commented the habitat information gathered seemed valuable in terms of understanding the region, particularly in areas near north crossing alternatives. He expressed serious concern with the limited timeframe of the bird surveys and the information obtained. He noted the global population of birds has declined dramatically over the last few decades, and the Mendenhall Wetlands State Game Refuge (Refuge) is an important resource for migrating birds, waterfowl, shorebirds, and pelagic birds migrating north to their breeding grounds. His concern is primarily the limited picture of what bird species were present in September 2023 would not adequately represent potential impacts.

Theresa thanked Winston for his observations and shared these surveys were supplemental to the 15 or more desktop resources used for baseline mapping, including the Audubon Society eBird, hotspots from the Armstrong 2004, and the resources from the 2005 draft Environmental Impact Statement (EIS). Many of these

resources are 20 or more years old, and the study team conducted limited surveys to verify some information within the limited budget. Additional data quantifying bird populations would be required and occur during the National Environmental Policy Act (NEPA) phase of a potential future project, including a cumulative analysis of past, present, and reasonably foreseeable future impacts to birds.

Winston shared further concerns with the scoring criterion of public support leading to alternatives with little public support being eliminated prior to the NEPA phase. Theresa responded that none of the six alternatives evaluated in level 2 screening have been dismissed or promised to move forward into the NEPA phase at this time. The PEL study report will make those recommendations.

Winston commented there is one alternative remaining, Salmon Creek, located on the edge of or outside of the Refuge and has the highest negative value and lowest public support. Eliminating that alternative could be significant and increase potential impacts on conservation wetlands. Theresa noted the Salmon Creek alternative has received comments from several groups. She shared while the Refuge and conservation wetlands are important, the evaluation criteria consider many environmental resources, including birds, fish, and intertidal habitat, as well as social and economic impacts. The scoring for the alternatives includes acreage of potential impacts.

Mike Hall, Parametrix, shared the additional bird survey conducted in September 2023 is one data point to supplement the existing research, not replace it. Winston shared further concerns the public perception would view the bird survey as a complete data set. Theresa added the messaging on the purpose of the additional fieldwork could have been conveyed better to clarify this fieldwork is supplemental and limited, with future fieldwork necessary to determine a preferred alternative under the NEPA process.

Winston disagreed with a statement a study team member made at the Advisory Committees meeting, on March 7, 2024, that he could not determine with confidence the Salmon Creek alternative, located on the edge or outside of the Refuge had less potential to impact wetlands. Theresa asked Tim Jameson, DOWL, to bring up the GIS mapping with the wetland layers. Theresa noted some alternatives would need large interchanges built while others tie into existing interchanges. Alternatives needed new interchange facilities end up increasing impacts to wetlands. Theresa highlighted the differences between the Sunny Point East and Sunny Point West alternatives as one needing an interchange built versus the other tying into an existing interchange. She also clarified the potential wetlands impacts of the Salmon Creek alternative due to the abutment within the intertidal area, which is the least impact on wetlands of the alternatives. Theresa apologized for the misstatement.

Winston requested additional clarification on why the Salmon Creek alternative, one of the shortest crossings, would not be the least expensive and potentially one of the most expensive. Theresa noted this would be a question for engineers.

Gwen Baluss, Juneau Audubon Society, requested additional clarification on the process. Theresa noted the study team is collecting advisory committee comments through April 11, 2024. The study team would review those comments to incorporate into the level 2 screening memo followed by the draft PEL study report, available in spring/summer 2024. There will be an opportunity for public comment after the draft PEL study report is released, with a public meeting in summer 2024. The draft PEL study report and public meeting logistics will be made available as soon as ready.

Gwen asked if the study team had considered updating the existing bridge. Theresa shared this alternative had been considered and dismissed in level 1 screening as it did not meet the purpose and need.

Gwen commented the study team should evaluate impacts beyond the actual land disturbances of the bridge, abutment, and interchanges. Additional considerations should include light pollution, noise pollution, hydrocarbons entering the wetlands, bridge length and locations, air quality, habitat quality, and impacts to public use of the Refuge. Theresa shared that the Alaska Department of Fish & Game commented impacts to bird flight paths is a statutorily required consideration, and additional fieldwork would be completed as part of the NEPA process.

Brenda Wright, Juneau Audubon Society, asked if the PEL study was considering improvements to Douglas Highway. Theresa noted the preliminary engineering shows the tie in of each alternative to the Douglas Highway. Brenda further asked for clarification in the amount of traffic needed to build a new road on Douglas. Therea noted this would be a question for traffic engineers.

Brenda asked about the structures being evaluated, whether they would be on piles or if causeways would be considered. Theresa responded the Refuge Management Plan required structures on piles, and consistent comments have requested alternatives considered be on piles. Additional engineering would take place during the NEPA process.

Brenda asked for clarification regarding the North Airport alternative. Theresa noted this alternative was eliminated in level 1 screening.

Winston noted an advisory committee member expressed concern about maintaining the barge harbor near the Salmon Creek alternative at the March 7, 2024, meeting. His concern was impacts to the barge harbor would increase shipping costs. Winston commented a harbor could be constructed elsewhere. He also recalled concern with the Salmon Creek dam. Theresa noted the Salmon Creek dam issue in under consideration by the study team.

Gwen requested the GIS mapping be available to the public. Theresa noted the study team is actively working to get a public facing GIS mapper available on the study website.

Theresa concluded the meeting by requesting written feedback on the level 2 screening preliminary results by April 11, 2024, and thanking participants for their time.

Question Log

Participant	Question	Response
Winston Smith	The limited timeframe of the Bird and Habitat Surveys conducted in September 2023 provide a limited information. How will this information be used?	These surveys conducted to supplement the 15 or more desktop resources used for baseline mapping, including the Audubon Society eBird, hotspots from the Armstrong 2004, and the resources from the 2005 draft Environmental Impact Statement (EIS). Additional data quantifying bird populations would be required and occur during the National Environmental Policy Act (NEPA) phase of a potential future project, during the cumulative analysis.
Winston Smith	Will lack of public support for alternatives lead to elimination in level 2 screening?	None of the six alternatives evaluated in level 2 screening have been dismissed or promised to move forward into the NEPA phase at this time. The PEL study report will make those recommendations.
Winston Smith	How will public perception that bird surveys are complete be managed?	This fieldwork is supplemental and limited, and future fieldwork necessary to determine a preferred alternative under the NEPA process.
Winston Smith	Why would the Salmon Creek alternative, one of the shortest crossings, not be the least expensive and potentially one of the most expensive?	This question requires engineers to answer.
Gwen Baluss	What happens next?	The study team is collecting advisory committee comments through April 11, 2024, based on expertise and environmental knowledge. The draft PEL study report would be available later in May 2024 and provide an opportunity for public comment, with a public meeting in June 2024.
Gwen Baluss	Have improvements to the existing bridge been considered?	This alternative had been considered and dismissed in level 1 screening as it did not meet the purpose and need.
Brenda Wright	Have improvements to the Douglas Highway or a new road to handle additional traffic been considered?	The preliminary engineering shows the tie in of each alternative to the Douglas Highway. Douglas Highway improvements and additional roads not directly related to a crossing are not covered by this PEL study.
Brenda Wright	Would structures under consideration be piles or levies?	The Refuge Management Plan required structures on piles, and consistent comments have requested alternatives considered be on piles. Additional engineering would take place during the NEPA process.

Participant	Question	Response
Brenda Wright	Is the North Airport alternative still being considered?	This alternative was eliminated in level 1 screening.
Gwen Baluss	Will the GIS mapping be made publicly available?	The study team is actively working to get a public facing GIS mapper available on the study website. (Completed 4/2/2024).

JUNEAU INNOVATORS ROTARY CLUB

PEL Study Overview

February 16, 2023

The environmental review, consultation, 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.

1

PROJECT TEAM

Marie Heidemann Project Manager/Planner	**Alec Venechuk** Project Manager	**Steve Noble, PE** Project Manager
Christy Gentemann Environmental Analyst	**Irene Gallion** Senior Planner	**Nina Keller** Assistant Project Manager
Greg Lockwood Design Group Chief		**Renee Whitesell, PTP** PEL Study Lead

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Glacier Hwy
N Douglas Hwy
STUDY AREA
Egan Dr
JUNEAU
DOUGLAS
ISLAND

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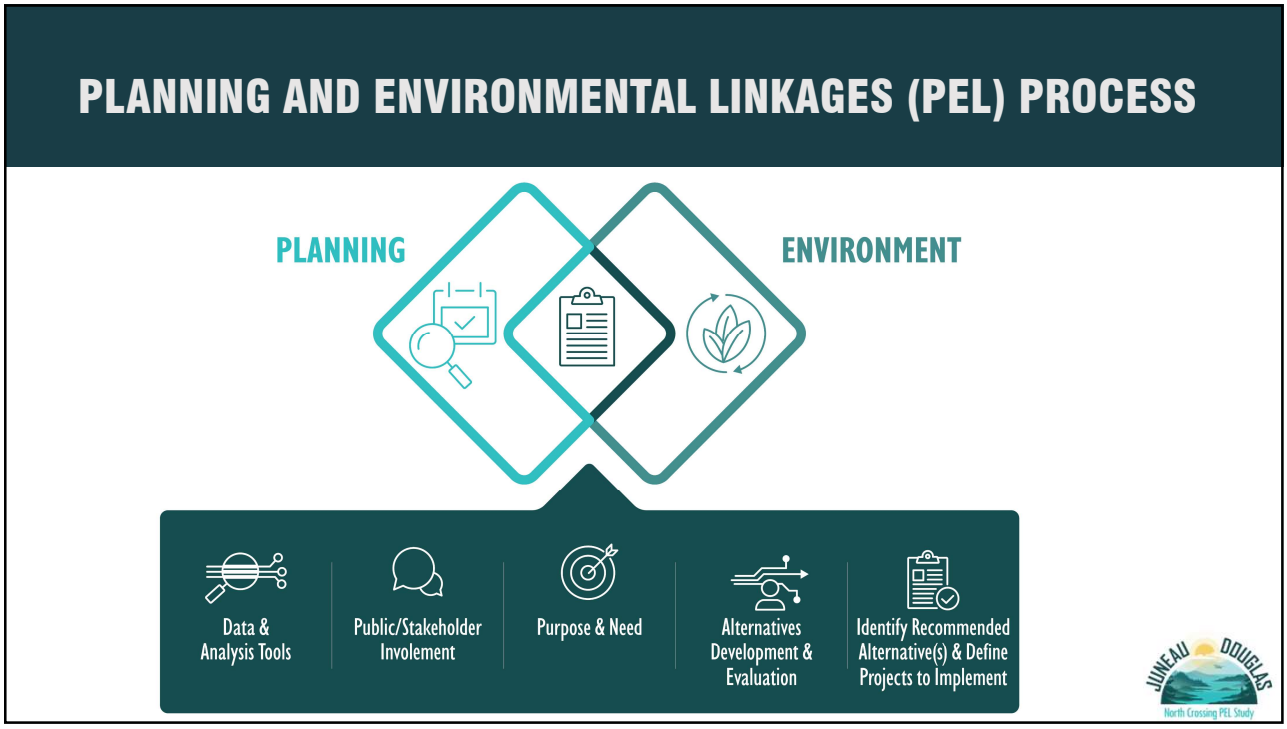
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) PROCESS
PLANNING
ENVIRONMENT
Data & Analysis Tools
Public/Stakeholder Involement
Purpose & Need
Alternatives Development & Evaluation
Identify Recommended Alternative(s) & Define Projects to Implement
JUNEAU DOUGLAS
North Crossing PEL Study

4

SCHEDULE



5

PUBLIC INPUT SUMMARY

- Technical and Stakeholder Advisory Committees – 2 meetings each (2 more planned)
- Stakeholder/Agency Alternatives Workshop
- Public Meetings
  - Virtual Public Open House No. 1 – May 11, 2022
  - Listening Sessions at Eaglecrest and Safeway – September 17, 2022
  - In-Person Public Open House No. 2 – December 12, 2022
  - In-Person Public Open House No. 3 – Spring 2023
- Small Group Meetings
  - North Douglas Neighborhood Association
  - Bonnie Brae Neighborhood Association
  - Juneau Chamber of Commerce
  - Mendenhall Wetlands Study Group
  - State and Local Representatives
  - Juneau Audubon Society
  - Residents
  - Agency Meetings
- Over 200 verbal and written comments to date (email, phone, and handwritten) – not including the on-line survey
- 1012 responses to the Public Open House No. 2 survey

Image source: DOWL drone

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ALTERNATIVE DEVELOPMENT & SCREENING PROCESS

1. Develop the Purpose and Need Statement based on the existing conditions and public and advisory committee input.
2. Compile alternatives* based on previous studies and input from the advisory committees and the public
3. Pre-screening
4. Apply Level 1 Screening
5. Refine and conduct preliminary engineering
6. Apply Level 2 Screening
7. Further refine the recommended alternatives

*a "no build" alternative is carried forward through the screening process

7

PURPOSE & NEED STATEMENT

Purpose

The **purpose** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau. The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

Need

*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

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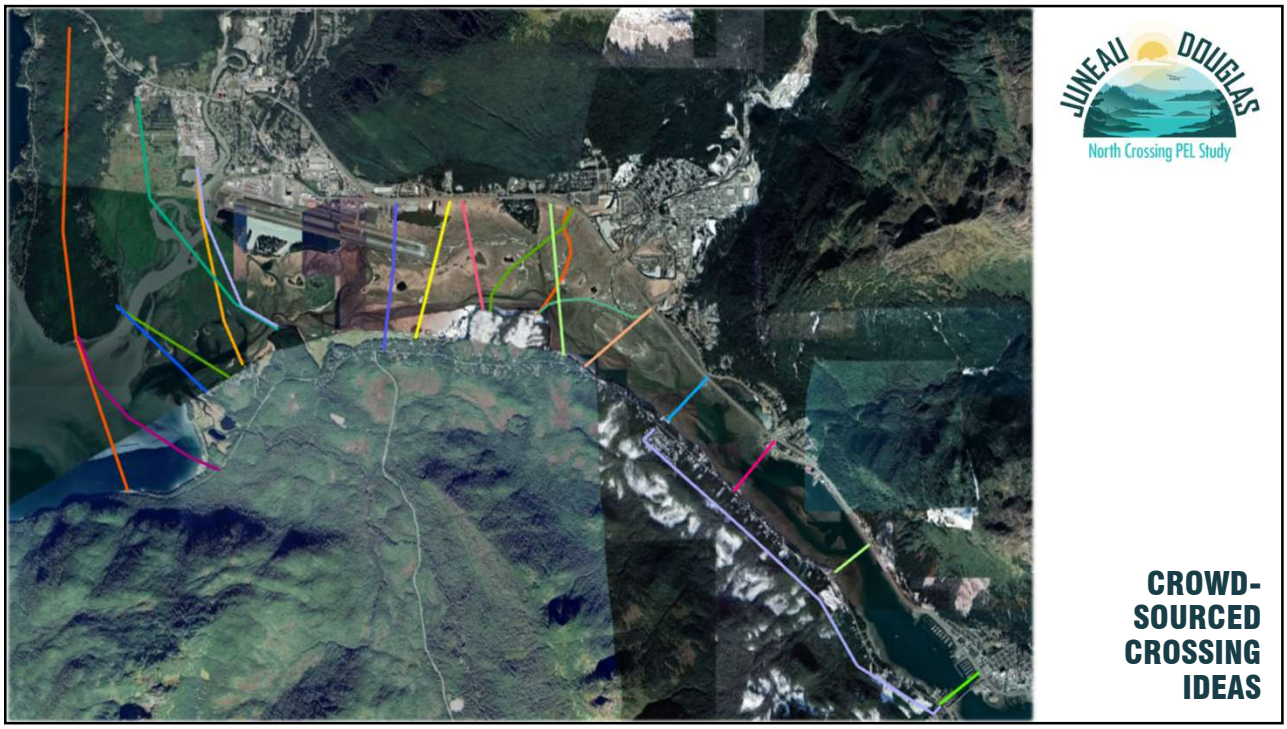
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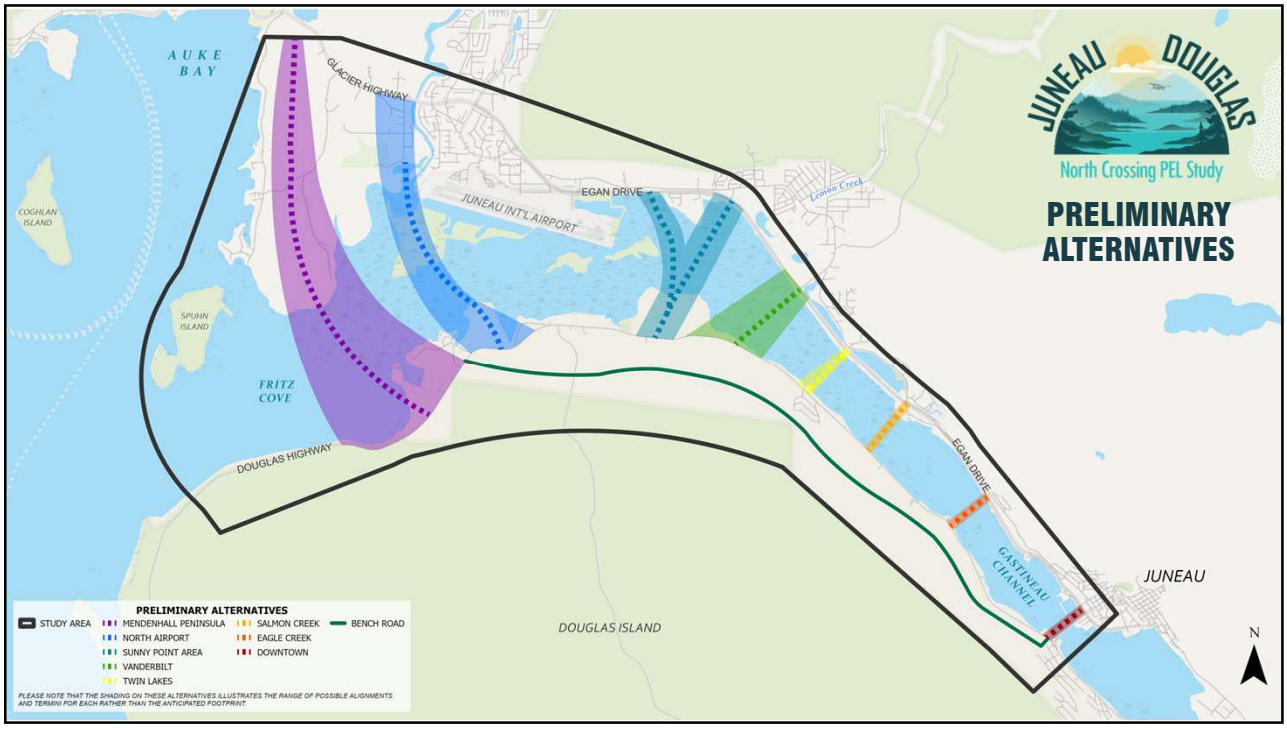
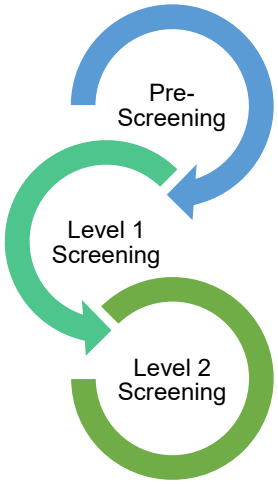
North Crossing PEL Study
CROWD-SOURCED CROSSING IDEAS

9


JUNEAU DOUGLAS
North Crossing PEL Study
PRELIMINARY ALTERNATIVES
AUKE BAY
GLACIER HIGHWAY
EGAN DRIVE
JUNEAU INT'L AIRPORT
Lemon Creek
COGHLAN ISLAND
SPUHN ISLAND
FRITZ COVE
DOUGLAS HIGHWAY
EGAN DRIVE
GASTINEAU CHANNEL
JUNEAU
DOUGLAS ISLAND
N
PRELIMINARY ALTERNATIVES
STUDY AREA
MENDENHALL PENINSULA
NORTH AIRPORT
SUNNY POINT AREA
VANDERBILT
TWIN LAKES
SALMON CREEK
EAGLE CREEK
DOWNTOWN
BENCH ROAD
PLEASE NOTE THAT THE SHADING ON THESE ALTERNATIVES ILLUSTRATES THE RANGE OF POSSIBLE ALIGNMENTS AND TERMINI FOR EACH RATHER THAN THE ANTICIPATED FOOTPRINT.

10

ALTERNATIVE SCREENING OVERVIEW



- Elimination of alternatives that are not feasible based on professional judgement and available data
- Assessing alternatives based on location and buildability
- Merge similar alternatives as variants

RESULT: Preliminary alternatives

- Elimination of alternatives that do not meet P&N
- Elimination of alternatives that do not meet specific regulatory requirements
- Early engineering and environmental evaluation to identify alternatives that are technically feasible, practical, implementable, and reasonable

RESULT: Detailed alternatives

- Screening remaining alternatives using a broad range of qualitative and quantitative criteria
- Compare and rank the detailed alternatives

RESULT: Recommended alternative(s) and project(s)

11

WHAT'S NEXT?

Meeting #	Focus	When
1	▪ Baseline data and existing conditions ▪ Purpose and need	May 11, 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	Summer 2022
3	▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria	Fall/Winter 2022
4	▪ Detailed alternative screening results ▪ Recommended alternatives	Spring 2023
	▪ Draft PEL Study ▪ Final Public Open House	Summer 2023

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JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

13

Juneau Innovators Rotary Club Meeting Summary

Thursday, February 16, 2023

Study Team Attendees

Marie Heidemann, Project Manager	Department of Transportation and Public Facilities (DOT&PF), Planning
Nina Keller, Assistant Project Manager	DOWL

Summary

DOT&PF Project Manager Marie Heidemann and DOWL Assistant Project Manager Nina Keller met with the Juneau Innovators Rotary Club on Thursday, February 16. 2023. They shared an overview of the PEL study, status, and answered questions.

Meeting with Senator Kiehl

Wednesday, November 30, 2022

Attendees:

Senator Jesse Kiehl	Alaska State Senate
Steve Noble, Project Manager	DOWL
Nina Keller, Assistant Project Manager	DOWL

Summary:

Members of the study team met with Senator Kiehl to share discuss the status of the Juneau Douglas North Crossing Planning and Environmental Linkages Study, upcoming meetings, the history of second crossing efforts, and to hear feedback. The study team agreed to provide regular updates to the Senator's office.

Meeting with Senator Kiehl

Thursday, January 19, 2023

Attendees:

Senator Jesse Kiehl	Alaska State Senate
Nina Keller, Assistant Project Manager	DOWL

Summary:

Nina Keller met with Senator Kiehl to share discuss the status of the Juneau Douglas North Crossing Planning and Environmental Linkages Study, extension of the comment period, and upcoming meetings.

Mendenhall Wetlands Study Group Meeting Summary

Thursday, November 17, 2022, 11:00 a.m. – 12:00 p.m.

Attendees

Ron Somerville	Mendenhall Wetlands Study Group
Matt Robus	Mendenhall Wetlands Study Group
Ryan Beason	Mendenhall Wetlands Study Group
Shawn Hooton	Mendenhall Wetlands Study Group
Bob Armstrong	Mendenhall Wetlands Study Group
Frank Rue	Mendenhall Wetlands Study Group
Marie Heidemann	Department of Transportation and Public Facilities
Alec Venechuk	City and Borough of Juneau
Steve Noble, Project Manager	DOWL
Nina Keller, Assistant Project Manager	DOWL
Morgan McCammon, Public Involvement	DOWL
Marella Gungob, Public Involvement	DOWL

Summary

The meeting began with introductions and was opened by reviewing the reasons this meeting was requested, namely:

- Wetland impacts
- Concerns that summaries did not include applicable policies and previous work
- Concerns that the project should minimize impact to the Mendenhall Wetlands State Game Refuge (Refuge)
- Importance of cost considerations to crossings
- Legal impacts
- Impacts to important wildlife habitat (including bird and fish)

The Mendenhall Wetlands Study Group (Group) shared several reports with habitat and environmental data.

Concerns regarding the project map included underrepresentation of specific important habitat and wetland values. The Group shared that the public would want to know potential effects of a project and confirm that

screening would be based on existing conditions. Nina Keller (DOWL Assistant Project Manager) explained that the memos with maps provided have details particular to the concerns described. A Group member suggested they would have liked to have seen a map that described a more environmental view of the Refuge in this area with the routes circumventing the affected area instead of going straight through it.

A Group member stated that the project makes no mention of hunting impacts. A concern is that any route that bisects the Refuge will remove any firearm discharge use in that area. Another area of concern was that an early summary produced for the PEL Study only referenced deer hunting in the area rather than including waterfowl. Nina responded that she would look more into the hunting mention in the summary.

The group stated that also missing is mention of the Refuge being a globally important migratory bird area. The project would result in a chain of habitats being impacted, particularly that used by birds. It was reiterated that the Refuge is a major bird habitat area. Nina asked what areas were the most critical.

A comment was made regarding the potential impacts to the habitat of Pacific sand lance, a small fish and important food source for birds. The project team asked whether the exact locations of Pacific sand lance habitat are known. A Group member responded that information on the Pacific sand lance areas can be found in publications shared with the study team.

A question was asked on whether the project team is working with the Alaska Department of Fish and Game (ADF&G). Nina clarified that ADF&G would be at today's advisory committee meeting. A member of the Group suggested working with them to gain further insight to what has and has not worked in the past. Steve responded that the project team is not ignoring past information, and that previous sources and studies are being reviewed. He reiterated what the PEL process is, a Purpose and Need Statement is established, and preliminary alternatives are being developed. He explained that one purpose of the PEL study is to discover anything that would be a fatal flaw and to find routes that would work. Likely multiple alternatives will advance to the next stage. The goal for right now is to have enough dialogue to move forward.

A comment was made stating that the Refuge was not specifically mentioned in the Purpose and Need. Marie Heidemann (DOT&PF Project Manager) responded that specific environmental resources could not be named, but identifying general areas of concern, such as to avoid, minimize, and mitigate impacts to environmental resources could be included as an additional goal.

A comment was made stating that the project team needs to look for an off-Refuge alternative. Marie added clarification by stating that all routes need to be considered at the outset and may be eliminated based on evaluation. Steve reaffirmed that the project team knows the wetlands are a challenge.

A Group member shared that the Territorial Sportsman have not taken a position on this issue yet, trying to be good citizens. They acknowledge the benefits of an additional crossing and want to work with the project team to minimize impacts to the Refuge. Additional wildlife concerns were brought up as an article on the declination of birds world-wide was passed around.

Steve presented the maps showing the study area and ideas heard from the public and advisory committees. He talked about the screening levels, explaining that right now the project team is only conducting the pre-screening. Nina added that public concerns will be included as is providing minimal impacts to the environment. She then walked through a detailed explanation of screening levels and screening criteria, concluding that the more effects a preliminary alternative has on the environment, the lower a ranking that

preliminary alternative would be given. At the end of the study, one or two alternatives, with the best scores based on all the screening criteria will be suggested.

A comment was made about conservation lands owned by the Southeast Alaska Land Trust (SEALT) and that the mitigation costs would be double when crossing at those locations. Steve acknowledged those issues, referencing the Sunny Point route and impacts at Hendrickson Point, an area protected by mitigation efforts related to the airport expansion.

A comment was made expressing concern regarding impacts on hydrological connectivity caused by a crossing.

A comment was made that the public thinks the project team is bypassing the environmental concerns and processes. Steve expressed appreciation for bringing up these concerns and suggested meeting again after the December 12, 2022, Open House.

A question was asked about the furthest north route possible. Nina replied that it was suggested by people who want to avoid the Refuge.

A question was asked if the project team is considering costs. Nina responded affirmatively. Steve noted that the routes furthest west are the longest and most costly. A Group member countered that the routes to the east would mean additional road construction needed to address potential development on West Douglas Island.

Steve discussed bridge height issues and competing interests based on construction costs versus environmental impacts. He noted that the least construction cost may not be environmentally friendly, therefore would not be the best option. He further discussed bridge height requirements based on the Coast Guard potentially dredging the Gastineau Channel again. While this is highly unlikely due to the severe environmental impacts, it is still a possibility to be considered by law.

The project team thanked the Group for taking time to meet and share concerns. The project team planned to review the materials provided and incorporate where applicable.

Wrap Up/Action Items

Project team:

- Review material provided by the Mendenhall Wetlands Study Group.
- Reach out to Mendenhall Wetlands Study Group after the December 12, 2022, Open House to check if they would like an additional meeting.

Attachments

1. Audubon Report
2. Mendenhall Wetlands - Book
3. Mendenhall Book Report & Studies
4. Mendenhall Wetlands Refuge Management Plan
5. 5AAC 95.520

Audubon Report

Important Bird Areas

Mendenhall Wetlands

Alaska

The Mendenhall Wetlands complex has the third greatest acreage of vegetated tidal salt marsh of all estuaries in Southeast Alaska. It is widely acknowledged to be one of the key migratory waterfowl and shorebird stopover locations of coastal Alaska. This 1,820 hectare area is bordered by coniferous forest and open salt water. It includes supratidal meadows, a high salt marsh dominated by grasses and a low salt marsh dominated by Lyngbye sedge. Within the salt marsh are mud and sand flats with numerous intertidal channels. One major river (Mendenhall) bisects the area and 14 freshwater streams flow into the wetlands. All of these rivers and streams support Pacific salmon and other fish which contribute to the richness of the area. The area also contains several freshwater and brackish ponds.

Ornithological Summary

A total of 230 species of birds has been documented to occur on the Mendenhall Wetlands, as of January, 2002 (Armstrong & Gordon 2002). This represents 77% of the 300 bird species seen for the entire Juneau Area - from Taku Inlet to Berners Bay (van

Vliet et al. 2003), and 69% of the 335 bird species seen for all of Southeast Alaska ? between Dixon Entrance and Yakutat (Armstrong and Gordon 2001).

The Mendenhall Wetlands are of outstanding value to waterbirds, as well as certain grassland and wet-meadow songbirds and raptors. It is used significantly both for resting, and foraging for food, most notably in the network of brackish sloughs. Throughout early spring and early fall, many species of ducks, notably including dabbling ducks, and many taxa of geese, favor the area. From about April 26 through May 23, a large number of shorebirds pass through. The southward shorebird migration is much longer and less regular, lasting from late June to early October. At that season, except for unpredictable brief big flights, the birds are spread widely amidst the tall grasses and sedges, thus being usually much less observable than in the spring.

We have observed 36 species of waterfowl, plus 2 distinctive subspecies (Aleutian Cackling Goose and Eurasian Green-winged Teal). Recorded are 41 species of shorebirds, plus 1 distinctive subspecies (Pribilof Rock Sandpiper). Recorded also are 17 species of Larids (gulls, terns, and one jaeger). The wetlands are also valuable during migrations, primarily April and late August into early November, for a great variety and moderate numbers of raptors, including Short-eared Owls.

Of the 72 species and subspecies of shorebirds addressed in the U.S. and Canada National Shorebird Plans, almost half (49%) have experienced apparent population declines since 1970. For 17 of these taxa, all but one of which occurs on the Mendenhall Wetlands, the declines are statistically significant (Andres & Gill 2000).

The numbers of birds occurring on the wetlands can be quite large. In every month except June, over 2,000 birds have been counted in the area at one time. During spring migration, in April and May, the total number of birds could reach a daily high of 16,000+ individuals. By species the greatest number (over 1,000 at one time) have been Canada Goose, Mallard, Surf Scoter, Ruddy Turnstone, Surfbird, Western Sandpiper, Bonaparte?s Gull, Mew Gull, Glaucous-winged Gull, and Northwestern Crow. Substantial numbers (over 500 at one time) of other species have also been documented: Northern Shoveler, Greater Scaup, White-winged Scoter, Semipalmated Sandpiper, Least Sandpiper, Pectoral Sandpiper, Dunlin, Short-billed Dowitcher, and Common Redpoll. These daily high counts only represent a small fraction of the total number of individuals that utilize the Mendenhall Wetlands in any given year. For migratory shorebirds this number could be quite high, especially considering that the daily turnover is rapid; shorebirds, for example, may spend only one to three days at resting and refueling sites on their way to their northern breeding grounds (Iverson et al. 1996).

An excellent database of bird observations exists for the Mendenhall Wetlands. This database includes 10,881 bird observations made since 1986. The database is included on a CD with the report by Armstrong et al. 2004. Also included in this report is a

complete list of species known to have occurred in the area and their recorded abundance by week.

Conservation Issues

The Mendenhall Wetlands could be one of the most threatened Important Bird Areas in Alaska. It is surrounded by major urban development and immediately adjacent to an international airport. Also, immediately adjacent to the wetlands is Juneau?s largest sewage treatment plant, the city and borough?s landfill (which no longer burns garbage), and a large salmon aquaculture facility that discharges millions of pounds of ground-up salmon each year. Besides the direct threats that these facilities have on birds and their habitat a number of future plans and actions could diminish the value of these wetlands for birds. These include a second bridge crossing, airport expansion, and land acquisition of accreted lands by adjacent land owners.

Ownership

Most of the Mendenhall Wetlands are owned by the State of Alaska and are included in the 3,786 acre Mendenhall State Game Refuge. This refuge is managed by the Alaska Department of Fish and Game. A much smaller portion falls under the jurisdiction of the Juneau City and Borough ? this land is managed by the Juneau Airport. Another small portion is privately owned, this includes, the Smith-Honsinger Pond, an important area for waterfowl and other birds and the Juneau golf course.

Habitat

The Mendenhall Wetlands complex has the third greatest acreage of vegetated tidal salt marsh of all estuaries in Southeast Alaska. It is widely acknowledged to be one of the key migratory waterfowl and shorebird stopover locations of coastal Alaska.

The Mendenhall Wetlands includes all open, undeveloped land between the coniferous forest to the north, on the mainland, and the forest to the south, on Douglas Island. The east and west boundaries are the same as the Mendenhall Wetland State Game Refuge. Within these boundaries are small groves of spruce and supratidal meadows also known as uplift meadows. Plant diversity in these uplift meadows is high and important for mammalian grazers such as deer, bear, and porcupine. Sparrows and warblers nest in these meadows in fairly large numbers. Below the uplift meadow areas is the salt marsh.

This salt marsh includes a ?high marsh? ? dominated by several species of grasses ? and a ?low marsh? ? dominated locally by Lyngbye sedge. Below the sedge zone there are

several different community types depending on substrate (finer muds or coarser sand and gravels) and exposure to tidal currents. In some cases sedges transition abruptly to mud flats. Elsewhere, a shorter ?lawn? of alkali grass, goosetongue, sea milkwort, and arrow-grass can be found.

A portion of the Mendenhall Wetlands is always covered by salt water. These areas especially provide forage for diving ducks and in the shallower areas forage for dabbling ducks.

Land Use

Since the Mendenhall Wetlands is located within the boundaries of a major Alaskan city (Juneau) it is used for a wide variety of activities. Most noteworthy are such activities as bird watching, research, education and hunting. Some of the land is destined for other uses but currently retains wetland characteristics that make it useful for birds.

Share this Important Bird Area

Birds in This Area

American Golden-Plover
Latin: Pluvialis dominica



Black Turnstone
Latin: Arenaria melanocephala



Bonaparte's Gull

Canada Goose

Dunlin

Greater White-fronted Goose

Lesser Yellowlegs

Pectoral Sandpiper

See all »

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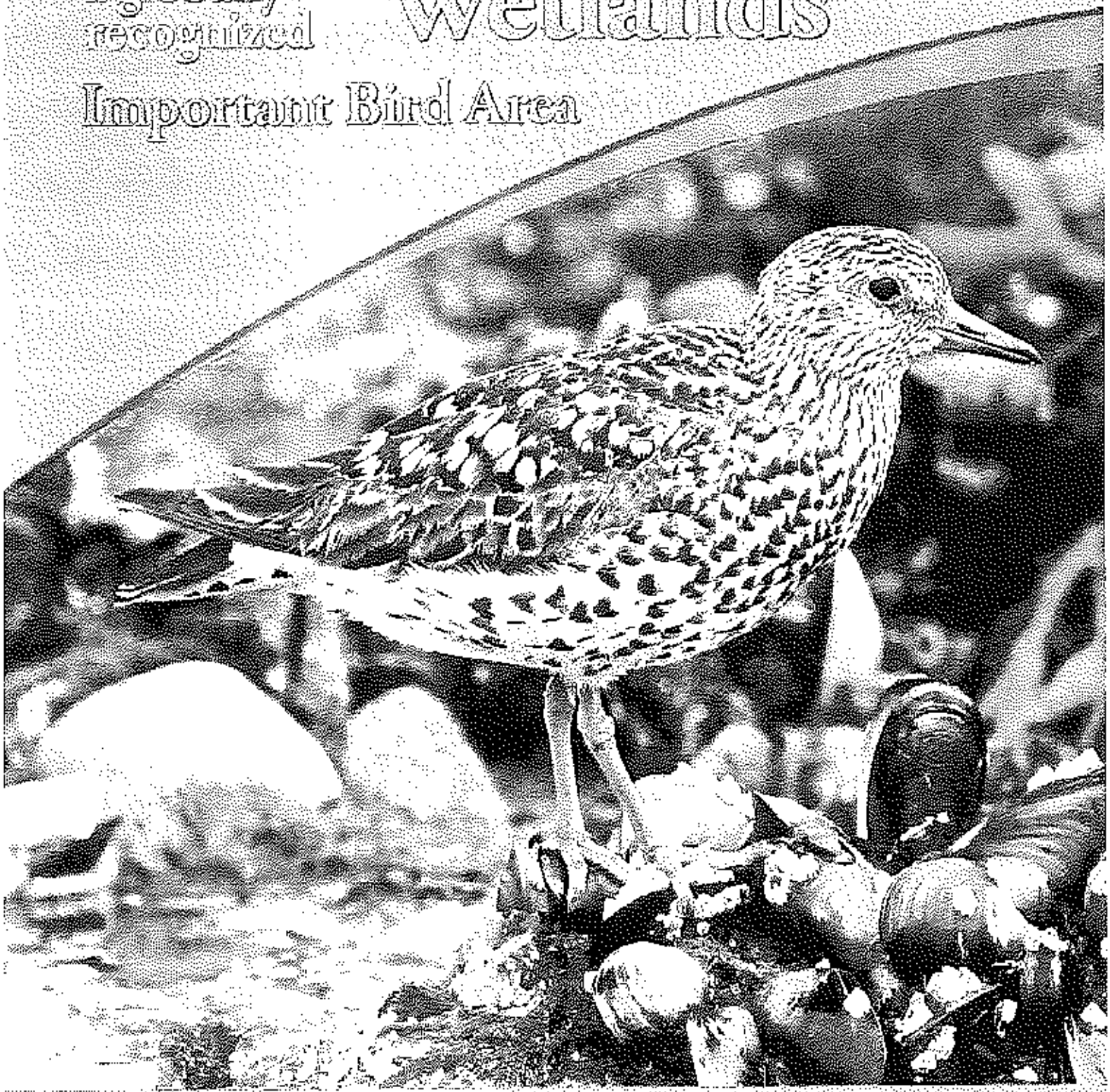
2.

The Mendenhall Wetlands

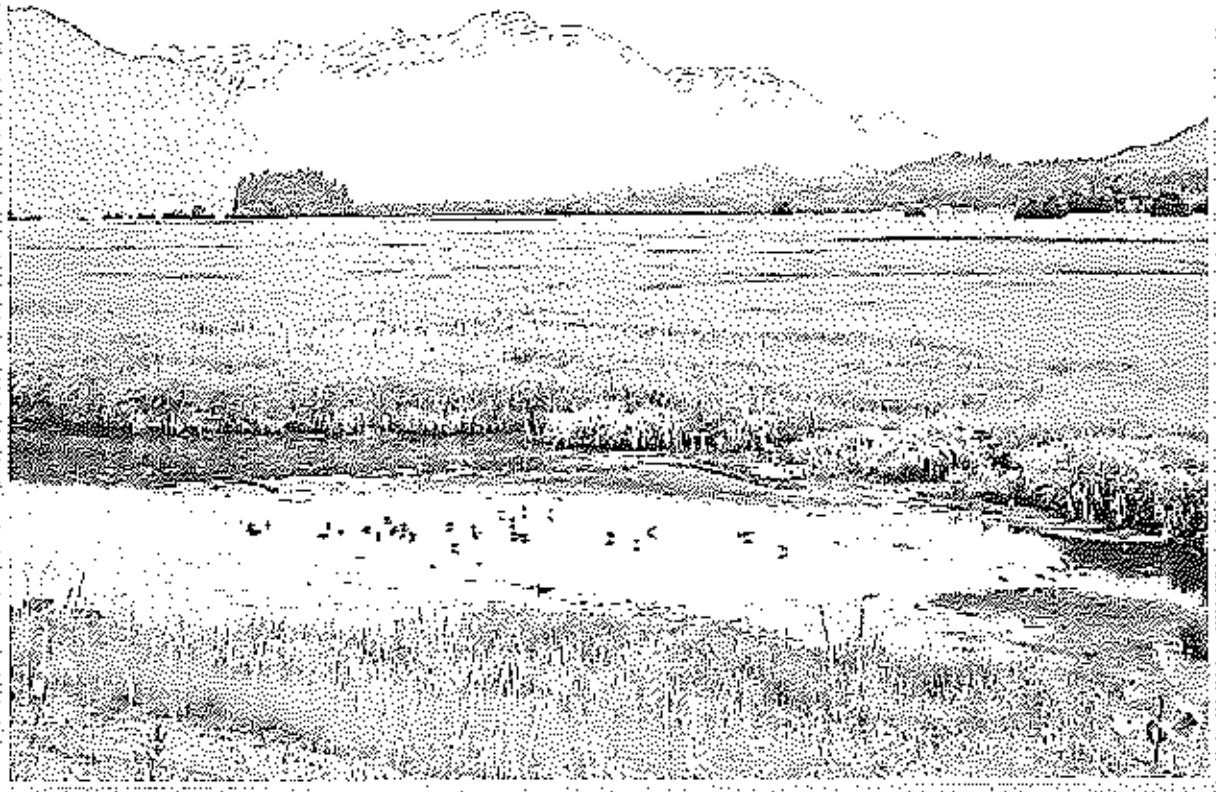
a globally recognized

Important Bird Area

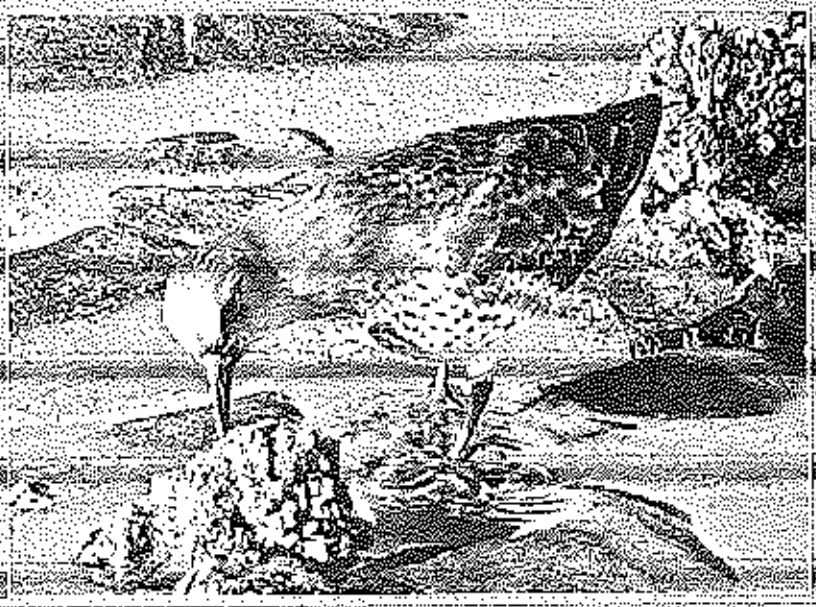


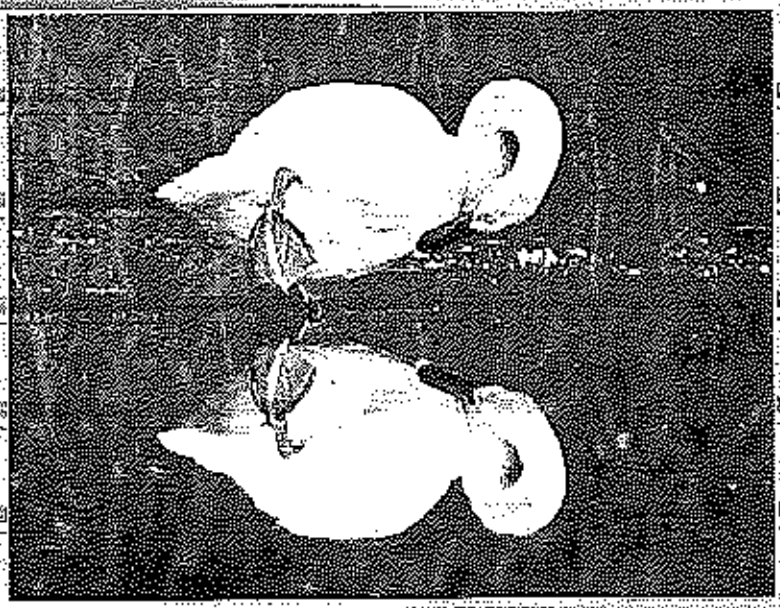
The Mendenhall Wetlands

a globally recognized Important Bird Area

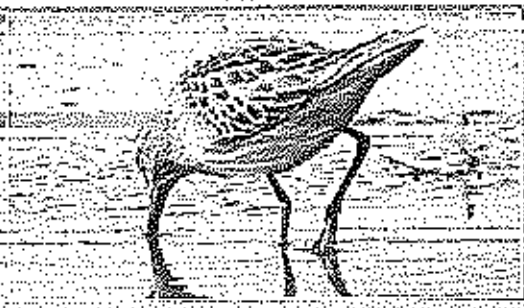














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We are especially grateful to Jim King for allowing us to excerpt from his book *Attending Alaska's Birds* information on the establishment of the Mendenhall Wetlands State Game Refuge. Jim also reviewed the entire book and provided several insights on the Wetlands. Others that reviewed the book and provided useful comments included Rich Gordon, Matt Kirchhoff, Paul Suchanek, and Mark Schwan.

Paul Suchanek graciously provided us with his bird database for the Wetlands that included more than 15,000 entries on the numbers of birds by species. Rich Gordon gave us his notes on bird abundance by species that included information he had gathered on the Wetlands for over 40 years. Pauline Strong produced the monthly summaries of this data on pages 33-40. Patty Rose and Gus van Vliet reviewed the phenology chart and made several useful corrections.

Rich Gordon and Steve Zimmerman helped prepare the application for the establishment of the Wetlands as an Important Bird Area. This designation was the seed that grew into this book.

We also thank Matt Knutson of InterDesign for his help with design issues and pre-press work.

Diane Mayer, the executive director of Southeast Alaska Land Trust, helped obtain the funding needed to print this book. Her help, and the board of trustees for SEALTrust, were instrumental in making this book a reality.

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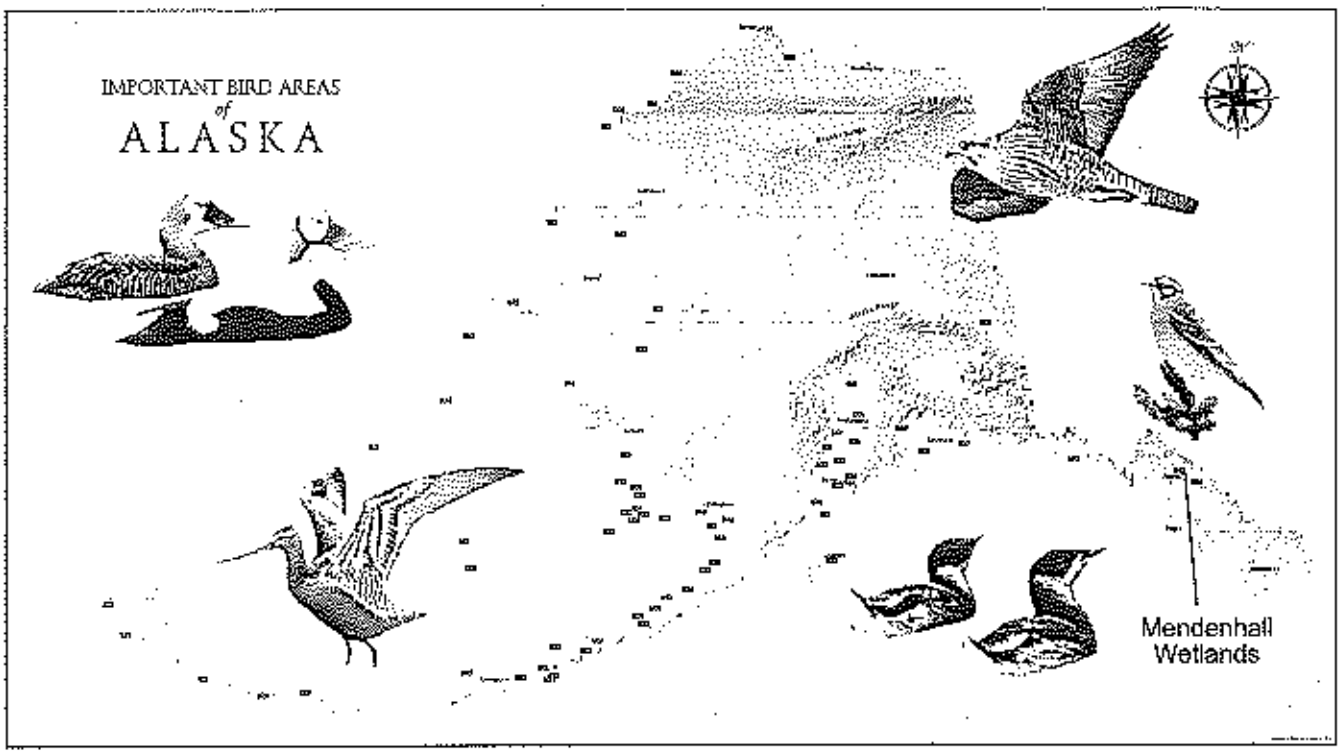
Cover: Surfbird feeding amongst the mussel beds.



As of 2009, Alaska has 145 Important Bird Areas. The majority of these, including the Mendenhall Wetlands, are also recognized as globally or continentally significant. In fact, Alaska has almost half of all globally significant Important Bird Areas identified in the United States.

To showcase these habitats, Audubon Alaska is offering beautiful, poster-sized maps suitable for hanging on the wall or in a classroom. To order a free copy of one of these maps visit the Audubon Alaska website at http://www.audubonalaska.org/



The Southeast Alaska Land Trust is a private, non-profit organization supported by local memberships, private foundations and public grants. *Our mission is to work with communities and private land owners to ensure that vital natural areas remain in place for the benefit of each generation.*

The Mendenhall Wetlands are vital to a significant and diverse population of birds. This salt water, tidal marsh area is the third largest in Southeast Alaska and provides critical rest and replenishment for both migrating and resident birds.

Although the Mendenhall Wetlands fall largely within the defined boundary of the State's Game Refuge, the protections of that designation are vulnerable—not only to the effects of surrounding land uses, but, surprisingly, to the land's natural uplift caused by glacial retreat. Much of the property surrounding the Refuge is legally defined in a way that allows the upland owners to progressively make claim to lands extending out to the retreating mean high tide line—to lands within the original Refuge boundary. For each upland owner, these "accreted lands" are measured in acres. Claims of one or two acres are typical and up to 15 acres have been claimed in a single case. As the rebound continues, additional claims may be made.

The Southeast Alaska Land Trust is working to convert this moving Refuge boundary into a fixed, stable boundary, or to provide conservation protections on the private, "accreted lands." Using mitigation fees paid to compensate for unavoidable wetland impacts from Juneau airport projects, we will offer to purchase these "accreted lands" outright or, alternately, conservation easements from willing upland owners. Accretion claims will, otherwise, slowly privatize lands around a shrinking Refuge perimeter, and over time give way to urbanization.

The Mendenhall Wetlands provide a glimpse into the timeless cycle of life on the planet. We congratulate the authors on their work. Each of us is grateful to you for making your observations of this place so brilliantly accessible to inform our experience. Thank you.

We are grateful for the generosity of an anonymous SEALTrust donor who has funded printing of this book, and we are committed to assist in the long-term protection of this vital, natural area. May each generation share our experience of this wondrous place!

Diane Mayer
Executive Director
Southeast Alaska Land Trust
www.southeastalaskalandtrust.org

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MENDENHALL WETLANDS STATE GAME REFUGE MANAGEMENT PLAN

March 1990

Prepared by the Divisions of
Habitat and Wildlife Conservation

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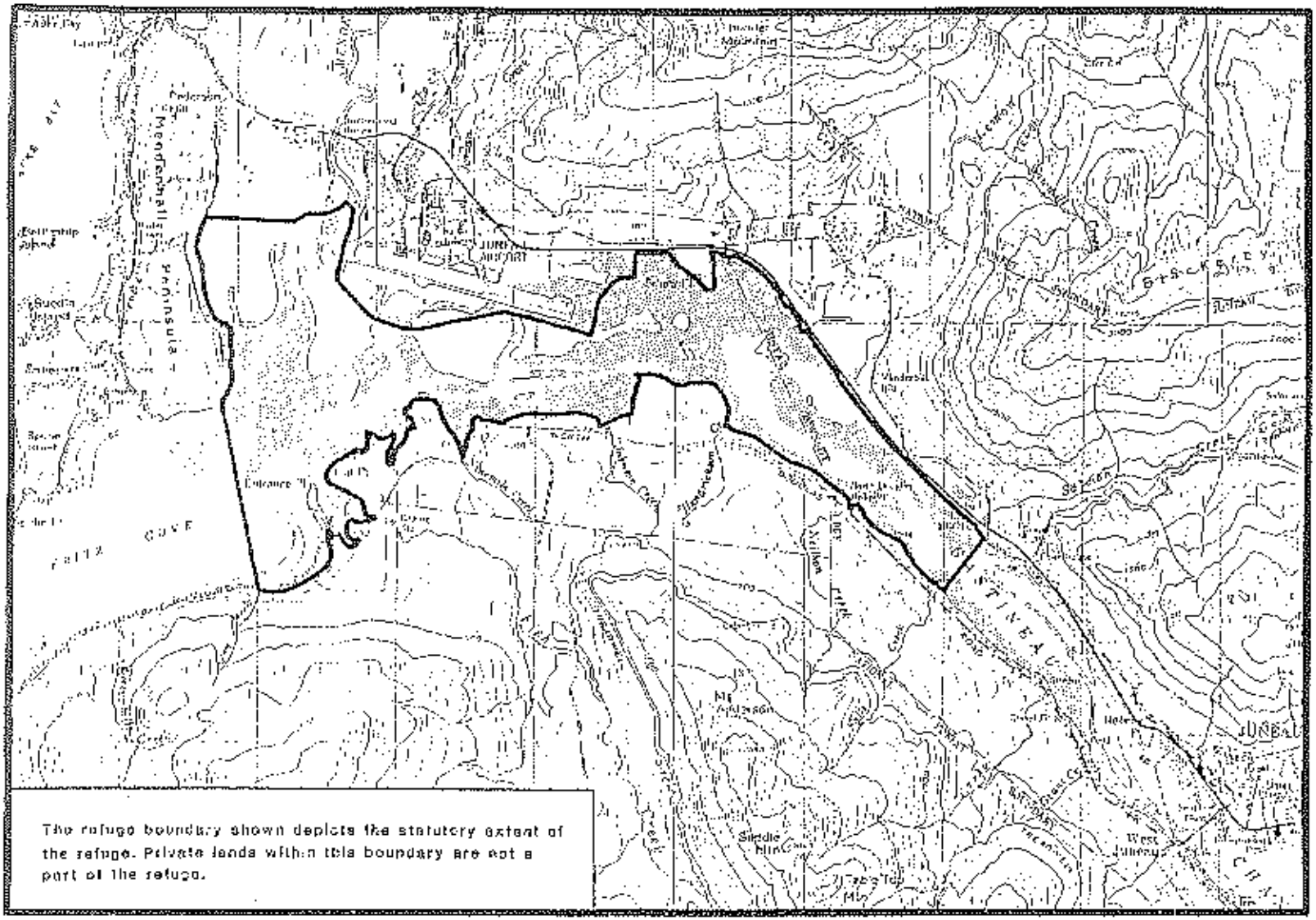

MENDENHALL WETLANDS STATE GAME REFUGE

INTRODUCTION

Mendenhall Wetlands State Game Refuge, extending along Juneau's Gastineau Channel from Salmon Creek to Mendenhall Peninsula, was established by the Alaska Legislature in 1976 to protect natural habitat and game populations, especially waterfowl, as well as to provide recreation.

The purpose of the Mendenhall Wetlands State Game Refuge Management Plan is to provide consistent long-range guidance to the Alaska Departments of Fish and Game and Natural Resources and other agencies involved in managing the refuge.

The Mendenhall Wetlands State Game Refuge encompasses approximately 3,800 acres and is best known for the Canada geese, ducks, and bald eagles that use the intertidal habitats. (For complete refuge and background resource information, see Appendix). The refuge is also enjoyed year-round by residents and visitors alike for seasonal activities such as wildlife viewing, waterfowl hunting, fishing, boating, horseback riding, and general sightseeing. Mendenhall Wetlands is the most popular area for public recreation in the Juneau area. In addition, development around the perimeter has continued to occur as the city of Juneau has grown and evolved. In order to evaluate the compatibility of both recreational uses and perimeter development with the protection of fish and wildlife, their habitats, and public use of the refuge, the Alaska Department of Fish and Game has undertaken a comprehensive refuge management planning process to produce this plan.

The plan presents management goals for the refuge and its resources and identifies policies to be used in determining whether proposed activities within the refuge are compatible with the protection of fish and wildlife, their habitats, and public use of the refuge. The plan will be formally reviewed and, if appropriate, updated every ten years. Public participation will be solicited during the update process. The plan affects state lands only, not private or municipal lands. The plan does not address hunting or fishing regulations which are the authority of the Boards of Fish and Game.

This document is the result of a public planning process led by the Alaska Department of Fish and Game. The plan has been developed by the planning team representing state, federal, and municipal agencies including: the Alaska Departments Environmental Conservation, Fish and Game, Natural Resources, and Transportation and Public Facilities; the National Marine Fisheries Service; the United States Coast Guard; the United States Fish and Wildlife Service; and the City and Borough of Juneau.

At the outset of the public planning process a public meeting was held in Juneau to explain the planning process and solicit citizens' issues, interests, and concerns for the refuge. The meeting results were used by the planning team to identify a list of issues to be addressed in the plan. At the same time resource information on refuge fish and wildlife populations and their habitats, other natural resources, existing land use, and land ownership was being collected and synthesized. This information, presented in both map and narrative form, comprises the plan's Resource Inventory.

Management goals and policies for the refuge were developed by the planning team to address the identified issues. All policies were developed with consideration of their ability to meet the

management goals. In addition, other statutory constraints including the public trust doctrine, which applies to tide and submerged lands, were considered. The draft plan went out for public review.

Based on comments received during the public review process, final policies were developed. The goals and policies were then adopted by the Commissioner (5 AAC 95.520).

The plan is implemented by the Alaska Department of Fish and Game in several ways. A Special Areas Permit is required for any habitat altering activity, including any construction work, in a designated State Game Refuge (5 AAC 95). A Special Areas Permit application form can be obtained from any Alaska Department of Fish and Game office and should be submitted to the Habitat Division Regional Office in Douglas. The Habitat Division will review all proposed activities for consistency with the goals and policies outlined in this plan. Activities will be approved, conditioned or denied based on the direction provided in this plan as well as state laws and regulations.

Future refuge management activities of the Alaska Department of Fish and Game will also be directed by this plan. Research programs, public use facilities, and other department projects will be consistent with the goals and policies presented in this plan.

Other state, federal, and local agencies have management responsibilities on refuge lands as well. This plan does not in any way alter other state, federal or local authorities and requirements on refuge lands. Any use, lease or disposal of resources on state land in the refuge requires Alaska Department of Natural Resources authorization. Activities affecting air or water quality require authorization from the Alaska Department of Environmental Conservation. The United States Army Corps of Engineers (COE) evaluates applications of the United States Department of the Army permits for discharging dredged and fill material in waters of the United States including wetlands. Federal and state agencies, including the United States Fish and Wildlife Service and National Marine Fisheries Service, along with local governments, review proposals for COE permits, pursuant to the Fish and Wildlife Coordination Act (16 USC 661-666 et.seq.). United States Coast Guard approval is required for certain kinds of work in navigable waters. The U.S. Fish and Wildlife Service also has authority under the Bald Eagle Act (16 USC 668-668d), the Migratory Bird Treaty Act, as amended (16 USC 701-718h), and the Department of Transportation Act (49 USC 1653(f)), among others. The City and Borough of Juneau reviews and comments on all permit proposals within the coastal zone, including the Mendenhall Wetlands State Game Refuge.

STATUTES

Alaska statutes which pertain specifically to the establishment and management of Mendenhall Wetlands State Game Refuge are as follows:

Sec. 16.20.020. Purpose. The purpose of this chapter is to protect and preserve the natural habitat and game population in certain designated areas of the state.

Sec. 16.20.034. Mendenhall Wetlands State Game Refuge. (a) The following state-owned land, including tide and submerged land and excluding privately-owned land, is established as the Mendenhall Wetlands State Game Refuge: Beginning at U.S.C.G.S. Triangulation Station "Salmon" located on the northeastern shore of Douglas Island, lying within the City and Borough of Juneau, First Judicial District, State of Alaska; thence northeasterly across Gastineau Channel approximately .5 miles to U.S.C.G.S. Triangulation Station "Creek," said station being on the shore of Gastineau Channel, 200 feet south of Salmon Creek; thence trend northerly to the intersection of Egan Drive and Salmon Creek; thence trend northwesterly immediately adjacent to but not upon or within the designated right-of-way of Egan Drive approximately 2.7 miles to the intersection with the easterly boundary of Sunny Point Park Subdivision, recorded as Plat No. 333; thence southerly along said boundary; thence along said right-of-way line to the intersection with the 22.7 foot extreme high tide line; thence southerly and westerly on said 22.7 foot extreme high tide line, abutting said Sunny Point Park Subdivision, U.S. Survey 2475, Sunny Point Subdivision (Plat No. 307), and Egan Drive approximately one mile to the easterly line of the accreted property to the U.S. Survey No 1568; thence southerly and westerly, along the boundary of said accreted property approximately .4 miles to Corner No. 14 of Alaska Tidelands Survey No. 716; thence southerly and westerly along the west meander line of U.S. Survey No. 716, approximately 2.6 miles to Corner No. 4 of said Tidelands Survey; thence northerly along the west meander line of U.S. Survey No. 1742, approximately 790 feet to the northwesterly corner of Juneau Airport property (Corner No. AP-4 of survey dated June 1969); thence northwesterly approximately 440 feet to the southerly meander line of U.S. Survey No. 1919; thence southerly and westerly, along the southerly meanders of U.S. Surveys No. 1919 and No. 1042 (as accreted), approximately .5 miles to the intersection with the south line of U.S. Survey No 2136; thence westerly, along said south line, approximately .6 miles to the intersection with the 22.7 foot extreme high tide line; thence southerly, along said line approximately 1.4 miles to U.S.C.G.S. Triangulation Station "Glacier" on the southerly tip of Mendenhall Peninsula; thence in a southerly direction across Gastineau Channel approximately 1.3 miles to the mouth of Cove Creek; thence in a general easterly direction along the 22.7 foot extreme high tide line of Douglas Island approximately 9 miles to U.S.C.G.S. Triangulation Station "Salmon," the true point of beginning.

(b) The state may not acquire by eminent domain privately-owned land within or abutting state-owned land described in (a) of this section for inclusion in the Mendenhall Wetlands State Game Refuge but may acquire privately owned land by purchase, exchange or otherwise for inclusion in the Mendenhall Wetlands State Game Refuge.

(c) Leases, permits, and applications for leases or permits in effect or submitted by January 1, 1976 are not affected by the provisions of this section. Renewals of leases or permits after January 1, 1976 are subject to this section.

(d) Egress and ingress across state land to and from private property within or abutting the land described in (a) of this section shall be allowed through access corridors established through agreement between the department and the private property owners affected.

(e) Except within that portion of the Mendenhall Wetlands State Game Refuge commonly known as the Twin Lakes area, the boundaries of which shall be established by the department after consultation with the City and Borough of Juneau, the taking of game is expressly permitted within the land described in (a) of this section if consistent with the management plan adopted by the department and conducted under regulations adopted by the board.

(f) Recreational activity is expressly permitted within the land described in (a) of this section if consistent with the management plan adopted by the department and conducted under regulations adopted by the board.

(g) Management of the surface and subsurface estate is the responsibility of the Department of Natural Resources. Any actions by the Department of Natural Resources which affect the habitat shall be in conformity with a plan proposed and adopted by the Department of Fish and Game, after reasonable public hearings, and following consultation with the City and Borough of Juneau. The plan shall be revised annually, if necessary and appropriate, under the same procedures followed for initial adoption.

(h) An activity or use may not occur under (a) of this section in a manner which creates a hazard to aircraft. Gravel extraction is not considered an incompatible activity on or abutting state-owned land described in (a) of this section and is subject to provisions of the management plan. Except for those ponds, lakes or other bodies of water adjacent to the airport that are required to be maintained by the City and Borough of Juneau as a seaplane basin under certification for the Juneau Municipal Airport granted by the Federal Aviation Agency, if requested by the City and Borough of Juneau the Departments of Fish and Game and Natural Resources shall assist in filling the ponds, lakes or other bodies of water adjacent to the existing airport runway to eliminate them as sites attractive to waterfowl.

(i) The management plan adopted under (g) of this section shall include provisions under which the City and Borough of Juneau may acquire land, by sale, exchange or otherwise, for purposes of expanding the Juneau Municipal Airport, establishing additional transportation corridors, including water corridors, and establishing publicly-owned and operated docking facilities, and these uses are considered preferential under Article VIII of the state constitution but subject to the requirements for plan specification and approval under AS 16.20.060. A deed, contract of sale, lease, or other instrument evidencing disposition by the Department of Natural Resources of land under this subsection shall include, among other terms, the condition that the land is restricted to use for airport expansion, establishing additional transportation corridors, including water corridors, and establishing publicly-owned and operated docking facilities.

(j) Notwithstanding the provision of (d)-(i) of this section, if the City and Borough of Juneau demonstrates to the Departments of Natural Resources and Fish and Game, jointly, that there is a superior public need for or use of the land to its use as a state game refuge, after public hearing

and a finding by the departments supporting the determination that such a need or use exists or is required, the use shall be permitted. A final administrative order, ruling or determination by the departments adverse to the petition of the City and Borough of Juneau is subject to judicial review under AS 44.62.560-44.62.570.

(k) Nothing in this section prevents the City and Borough of Juneau from exercising its land selection rights to state land within its boundaries under applicable law, providing the selection is by local ordinance.

GOALS

Activities which occur within the Mendenhall Wetlands State Game Refuge will reflect the following goals in accordance with the purpose for which the refuge was established (AS 16.20.020). All management decisions in the Mendenhall Wetlands State Game Refuge, whether affecting activities undertaken by the department, other agencies, or the public, will be in accordance with these goals.

I. Fish and Wildlife Populations and Their Habitat - Manage the refuge to maintain and enhance fish and wildlife populations and their habitat. Minimize the degradation and loss of habitat values due to habitat fragmentation. Recognize cumulative impacts when considering effects of small incremental developments and actions affecting refuge resources.

A. Wildlife

1. Protect important wildlife habitat including water quality.

2. Minimize harmful disturbance to wildlife, especially to nesting, rearing, staging, and wintering waterfowl.

3. Maintain, protect, and, where appropriate, enhance the quality and quantity of nesting, rearing, staging, and wintering habitat for resident and migrant waterfowl.

4. Protect bald eagle nesting, perching, and roosting habitat including the maintenance of windfirm boundaries around large old trees.

5. Protect endangered species habitat (e.g., peregrine falcon and humpback whale).

6. Minimize harmful disturbance to endangered species (peregrine falcon and humpback whale).

B. Fish

1. Protect water quality and circulation patterns to maintain fish habitats.

2. Maintain refuge water quality sufficient for the growth and propagation of fish, shellfish, and other aquatic life in fresh, estuarine, and marine waters.

3. Maintain refuge water quality sufficient for harvesting for human consumption of raw mollusks or other raw aquatic life.

4. Maintain and, where necessary, improve the hydrologic integrity of the refuge.

II. Public Use - Manage the refuge to maintain and enhance public use of fish, wildlife, and refuge lands.

A. Maintain public access to and within the refuge consistent with the goals of this management plan.

B. Maintain opportunities for hunting waterfowl and fishing within the refuge.

C. Maintain opportunities to recreate in the refuge consistent with the goals of this management plan.

D. Maintain opportunities for viewing, photography, education, and study of fish and wildlife.

E. Provide information about the refuge to the public.

Explanation of Terms

Minimize: To reduce harmful effects to a level which does not have a significant adverse impact on fish or wildlife populations or their habitats within the refuge or significantly reduce public opportunity for successful harvest and/or non-consumptive use of fish and wildlife.

Harmful Disturbance: Activities which displace animals from their natural habitat or interrupt their seasonal activities at a frequency or duration which causes significant impact to refuge fish and/or wildlife populations. Harmful disturbance does not refer to the legal harvest of fish and/or wildlife.

POLICIES

The policies provided in this plan will be used to guide decisions on management activities and Special Area Permits in the refuge.

Hunting, Fishing, Wildlife Viewing

Maintain and, where appropriate, improve opportunities for hunting, fishing, and wildlife viewing. Develop and implement an effective public information program about hunting, fishing, and wildlife viewing rules and regulations.

Recreational Use

Maintain and, where appropriate, improve opportunities for recreational use of the refuge consistent with the statutes which established Mendenhall Wetlands State Game Refuge and the goals and policies of this plan.

Information/Education

Develop an information/education program for the refuge which will inform the public about refuge values, rules, and recreational opportunities through signs, bulletin boards, brochures, mail-outs, news releases, community presentations, litter clean-up, interpretive trails, and other appropriate means.

Public Access

Encourage continuing public use of and, as appropriate, develop the following public access points: 1) Mendenhall Peninsula, 2) Engineer's Cut-off Road, 3) Industrial Boulevard, 4) Airport Dike, 5) Sunny Point Drive, 6) Switzer Creek, 7) Refuge Viewing Platform, 8) Twin Lakes, 9) Salmon Creek, 10) Ninemile Creek Road, 11) Ninemile Creek, 12) Fish Creek, and 13) North Douglas Boat Ramp. As appropriate, plan for and develop additional public access points where consistent with management plan goals and policies. Manage public access to the refuge in a manner which will maintain refuge resources and values.

Motorized Vehicles

To ensure the protection of sensitive habitats and avoid harmful disturbance to fish and wildlife, the department will not issue general permits for the off-road use of wheeled, tracked or other ground-effect motorized vehicles within the refuge. The department will, it its discretion, issue an individual Special Area Permit under 5 AAC 95 for the off-road use of a wheeled, tracked, or other ground-effect motorized vehicle if the use is consistent with the goals and policies of this management plan and fulfills a demonstrable need for which there is no feasible alternative. An individual Special Area Permit will not be issued for recreational use of off-road motorized vehicles within the refuge.

Habitat Restoration and Enhancement

Evaluate and, as appropriate, implement wildlife or fish habitat restoration and enhancement projects. Give specific attention to restoration of disturbed habitat, enhancement of anadromous fish habitat, and enhancement of waterfowl habitat. Waterfowl enhancement projects will be sited and designed to avoid conflict with airport air traffic patterns.

Water Quality

Water quality of marine and estuarine environments in the refuge shall meet or exceed water quality standards for: a) growth and propagation of fish, shellfish, other aquatic life and wildlife; and b) harvesting for consumption of raw mollusks or other raw aquatic life. Cumulative effects of waste discharge shall be considered when determining appropriate activities within the refuge and must meet the above specified standards. Discharge of treated waste products may only be allowed within the refuge when there is a demonstrable need for which there is no feasible off-refuge alternative.

Aquaculture/Mariculture

Aquaculture and mariculture activities may be allowed which maintain or enhance refuge resources and values consistent with management goals and policies.

Land Acquisition

Purchase or trade to acquire private lands or conservation easements within the refuge from willing sellers as time and funding permit. Donation of lands for addition to the refuge will also be considered.

Boats, Float Houses, and Mooring Buoys

Long-term boat anchorage (14 days or longer), intertidal boat maintenance, and float house moorage is not allowed within the refuge. Traversing of rooted vegetation in airboats and hovercraft is prohibited. Mooring buoys are not allowed within the refuge except as allowed under the "Access for Adjacent Landowners" policy.

Access for Adjacent Landowners

Adjacent landowners will be permitted access across refuge lands on a case by case basis in a manner consistent with refuge statutes and regulations and the goals and policies of this management plan.

Transportation Corridor

The City and Borough of Juneau may acquire land for a public transportation corridor, including a water corridor, only after the following have been demonstrated: 1) that there is a significant public need for the corridor which cannot reasonably be met off-refuge; 2) that the use of refuge

lands are avoided or minimized to the maximum extent feasible including use of subsurface or elevated, no-fill corridor options where feasible; 3) that public access to the refuge is maintained; and 4) that all unavoidable impacts to the refuge and to refuge resources are fully mitigated through restoration, replacement and/or other compensation. It is not the intent of this policy to prevent the maintenance of the Gastineau navigational channel.

New private, exclusive use transportation corridors will not be authorized within the refuge.

Airport Expansion

Current projected airport expansion will not involve refuge lands; however, the City and Borough of Juneau may acquire refuge lands for airport expansion only after the City and Borough of Juneau demonstrates the following: 1) that there is a significant public need for the expansion which cannot reasonably be met off-refuge or through use of alternative transportation modes and technologies; 2) that the use of refuge lands are avoided or minimized to the maximum extent feasible; 3) that all impacts to the refuge and to refuge resources are fully mitigated through restoration and/or replacement; and 4) that the airport expansion project will not create a hazardous attraction for waterfowl.

Public Docking Facility

The City and Borough of Juneau may acquire land for use as a publicly owned and operated docking facility only if there is a significant public need for which there is no feasible off-refuge alternative and impacts to the refuge and to refuge resources are fully mitigated. Any such site shall avoid dredging and filling for construction and maintenance to the maximum extent feasible.

Structures

Allow new permanent structures within the refuge only for the purpose of habitat maintenance and enhancement, public use and enjoyment of the refuge, or essential navigational and avigational aids. Allow new temporary structures only when there is a demonstrable public need for which there is no feasible off-refuge alternative. All structures must be consistent with refuge statutes and regulations and the goals and policies of this management plan. Regarding authorization for structures for access to adjacent private lands see the "Access for Adjacent Landowners" policy.

Shoreline Alteration

Do not allow alteration of the natural refuge shoreline through dredging or filling except for maintaining the Gastineau navigational channel or for maintaining, restoring, or enhancing refuge habitat. Dredging and filling activity must be consistent with refuge statutes and regulations and the goals and policies of this management plan.

Grazing

With the exception of incidental grazing of animals while being ridden across the refuge, the grazing of domestic or feral animals within the refuge is prohibited.

Material Extraction

Do not allow material extraction (gravel removal) within the refuge unless for purposes of maintenance or enhancement of refuge habitat. All gravel extraction activities must be consistent with refuge statutes and the goals and policies of this management plan.

Mining

Do not allow mineral leasing within the refuge. Recommend closure of the refuge to new locatable mineral entry and closure of tide and submerged lands within the refuge to issuance of offshore prospecting permits.

Utility and Pipeline Easements

A new utility or pipeline may be allowed to cross the refuge where there is no feasible off-refuge alternative, using an existing corridor wherever possible, consistent with refuge statutes and the goals and policies of this management plan. Any easement issued within the refuge will be non-exclusive use only. A permitted utility line or pipeline will be buried where feasible and the corridor surface will be returned to pre-project conditions. In order to minimize bird strike problems, aerial powerlines will be avoided to the maximum extent feasible. Easements for new sewer outfalls may only be allowed within the refuge when there is a demonstrable need for which there is no feasible off-refuge alternative. Easements for existing sewer outfalls will be allowed where consistent with the goals and policies of this management plan.

Other Uses

To protect refuge habitat and fish and wildlife populations the department may allow by permit only those activities compatible with the purposes for which the refuge was established, terms and standards of 5 AAC 95, and the goals and policies of this plan. Any activity which is not compatible with the purpose for which the refuge was established, terms and standards of 5 AAC 95, and the goals and policies of this plan will not be allowed.

Explanation of Terms

Feasible: capable of being done.

Reasonable: within the bounds of common sense.

Significant public need: required or necessary for the good of the community.

Temporary: one year or less duration.

Transportation corridor: a designated passageway on land and/or water over which people and goods are conveyed.

MENDENHALL WETLANDS STATE GAME REFUGE

REGULATIONS

5 AAC 95.520 MENDENHALL WETLANDS STATE GAME REFUGE MANAGEMENT PLAN. The goals and policies of the Mendenhall Wetlands State Game Refuge Management Plan dated March 1990 are adopted by reference. The plan presents management goals and policies for the refuge and its resources that the department will use in determining whether proposed activities on the refuge are compatible with the protection of fish and wildlife, their habitats, and public use of the refuge. Under 5 AAC 95.420, a special area permit is required for certain activities occurring in a designated state game refuge. The department will review each special area permit application for consistency with the goals and policies adopted by reference in this section. A special area permit issued for Mendenhall Wetlands State Game Refuge will be approved, conditioned, or denied based on the criteria set out in those goals and policies, and on the standards contained elsewhere in 5 AAC 95. (Eff. 8/5/90, Register #115 Oct 90)

Authority: AS 16.05.020
AS 16.05.050
AS 16.20.020
AS 16.20.034
AS 16.20.060

EDITOR'S NOTE: Copies of the Mendenhall Wetlands State Game Refuge Management Plan are available at the Douglas office of the Department of Fish and Game, Island Center Building, P.O. Box 20, Douglas, Alaska 99824.

IMPLEMENTATION

The Mendenhall Wetlands State Game Refuge Management Plan will be implemented by the Alaska Department of Fish and Game through its day to day on-the-ground management activities, through its annual budgeting process, and through Special Area Permits issued for land use activities within the refuge.

Special Area Permits. A Special Area Permit is required for any habitat altering activity, including construction work, in Mendenhall Wetlands State Game Refuge. A Special Area Permit application form can be obtained from any Alaska Department of Fish and Game office and should be submitted to the Habitat Division's regional office in Juneau (5 AAC 95).

Fish and Wildlife Protection. State fish and wildlife protection officers patrol the Mendenhall Wetlands State Game Refuge and provide on-the-ground enforcement of harvest regulations, refuge regulations, and permit requirements.

Operational Management Plan. Subsequent to the adoption of this plan, the Alaska Department of Fish and Game will proceed to develop an operational management plan for the refuge. This operational management plan will detail implementation of the policies adopted in this plan and will provide details on the projects, their schedules, staffing requirements, and budgets necessary for management of the refuge. Among the projects to be discussed will be development of a litter clean-up program.

Habitat Enhancement Projects. Refuge habitat enhancement projects will be developed in accordance with the goals and policies of this management plan through a public decision making process.

Water Quality Improvement Program. Alaska Departments of Fish and Game and Environmental Conservation staff will continue to monitor water quality on the refuge. Where water quality is out of compliance with state water quality standards and the water quality policy of this plan and sources of the problem are identified, Fish and Game and Environmental Conservation staff will work with the responsible individuals to resolve the water quality problem.

Refuge User Education. In an effort to reduce refuge user conflicts and improve a wide spectrum of recreational opportunities within the refuge, education of refuge users regarding safe hunting practices, non-harassment of wildlife, courtesy to adjacent landowners, and anti-litter messages will be pursued through the refuge information/education program.

Airport Dike Access. The Alaska Department of Fish and Game will continue to work with City and Borough of Juneau Airport management to maintain public use and enjoyment of the Airport Dike in accordance with the public access policy of this plan.

Citizen's Advisory Committee. Subsequent to the implementation of this plan, the department will establish a citizen's advisory committee to advise the department on issues relating to the protection and management of the refuge.

Other Agencies' Actions. It is anticipated that this document will also be used by other state, federal, and local decision makers in planning for and making decisions under their respective statutory authorities regarding lands within Mendenhall Wetlands State Game Refuge.

APPENDIX

MENDENHALL WETLANDS STATE GAME REFUGE
RESOURCE INVENTORY

RESOURCE INVENTORY
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INTRODUCTION

As its name implies, the Mendenhall Wetlands State Game Refuge (MWSGR) is comprised mostly of wetland habitats, dominated by a sedge meadow plant community. Above the estuarine zone, beach rye grass and upland marsh vegetation blend into spruce hemlock forest.

Located between Douglas Island and the mainland at Juneau in northern southeast Alaska, the 3,764 acre refuge stretches along nine miles of the Gastineau Channel and is accessed via the Egan Expressway, Sunny Point Road, North Douglas Highway, Fritz Cove Road, Mendenhall Peninsula Road, and the Juneau International Airport. This channel, formed originally by glacial activity and later modified by isostatic rebound, is today fed by silt-laden water from Mendenhall and Lemon Glaciers, as well as numerous smaller clear water systems, notably Falls, Fish, Jordan, Switzer, and Salmon creeks.

HISTORY

Prior to the creation of the State Game Refuge on the Mendenhall Wetlands by the 1976 Alaska State Legislature, the general area played a part in the development of the Juneau area. Captain George Vancouver's party charted Douglas Island and Gastineau Channel in 1794, but other white men had evidently been in the area, as local natives had blunderbusses and muskets. Vancouver's journals mention ice blocking the passage through Gastineau Channel.

European fur traders visited the area from at least 1799 through the 1860s; trading was apparently carried on with the Auk tribe who lived along and gathered natural resources from the wetlands.

In 1879, naturalist John Muir and Presbyterian minister S. Hall Young travelled through "the flats" as the area has often been called throughout its history. Muir noted the Mendenhall Glacier was in the "...first stages of decadence...." and observed the mineralization of the mainland shore. This latter fact was borne out in the following year when Juneau's "founding fathers," Richard Harris and Joe Juneau, discovered gold in the Silverbow basin. The city of Juneau was founded in 1900 and mining was active in the area through 1944. While mining may not have had much of a direct impact on what today are refuge lands, in the early teens one miner reported finding gold in the "Mendenhall Mud Flats." This turned out to be a practical joke but resulted in a stampede to the intertidal area by miners looking for the salted lode.

Impacts on the intertidal areas followed the growing population associated with development of the area. The Northwest Trading Company steamer "Favorite" carried passengers from Sitka to Fritz Cove, then passengers crossed the Mendenhall River Bar via

"...big dugout canoes." In 1911 the Salmon Creek dam and two power houses were built by the Alaska Gastineau Channel Mining Company. The AJ mine was known to have dumped rock from its operation onto the tidal flats in 1922; 3/4 million tons of rock were extended 500 feet into Gastineau Channel east of the refuge boundary.

In 1924 and 1925, marten, mink, and fox farming was conducted on what is today refuge property. And in 1926 the Mendenhall River was bridged. In the late teens and early 1920s, Thomas Knudsen had a dairy at the present site of the Juneau Municipal Airport. This operation was taken over by the Kendlers in 1922 (the same year that four navigation lights were installed to mark the Mendenhall Bar) and operated until 1965. The year 1934 marked the first use of Joe Kendler's fields as a runway and around 1936 the United States Army used the fields for this purpose.

In 1938/39 part of this farm was sold to Pan American Airways for use as an airfield, which was in turn enlarged by the Army in 1940/41. After the city of Juneau obtained the airport property, the runway was eventually extended to 8,468 feet in length. Although airport construction destroyed salt marsh habitat, ponds dredged during the project created loafing habitat for waterfowl.

In 1937 Harris boat harbor was dredged, and in 1941 the U. S. Navy submarine port was constructed. Quonset huts for housing personnel were erected at Duck Creek. The Golden North Salmon Derby, which began in 1938, has relied in part on fish originating from streams which drain into the wetlands.

Wetlands adjacent to Duck Creek were drained for agricultural purposes in 1940. As Joe Kendler stated, "Only land that produces giant timber...will make good farm land." In 1941 the bid was awarded for airport construction; two million cubic yards of material were moved during this project. One attitude expressed at that time was: "Another happy consequence...was that the wildlife moved deeper into the woods, and no longer bothered us or endangered our cattle."

In the early 1940s the Juneau Gun Club was first located at Salmon Creek and then moved to Mendenhall River at the present day site of the float plane pond. In the fall of 1944, federal game wardens found an estimated 20,000 waterfowl dead at this site from lead poisoning. This area, located at the floatplane pond, was closed and $70,000 in public funds were spent in rehabilitation.

In 1959/60, $750,000 was spent by the Army Corps of Engineers dredging a navigational channel between Gastineau Channel and Fritz Cove/Stephens Passage. By 1971, the channel had silted in and a "...natural equilibrium between deposition and erosion..." had been re-established, and the wetlands were again navigable only at high tide by small craft, similar to 90 years earlier. The sand islands created by the dredging are now sparsely vegetated with alder, cottonwood, willow, and young spruce bordered by thick mats of

beach rye. Dredging associated with the construction of the Egan Expressway was also conducted in the 1970s. General recognition of the importance of the Mendenhall Wetlands began in 1965 (it is interesting to note that in 1913 the Juneau Commercial Club, forerunner of the Chamber of Commerce, had as its keynote address a speech entitled "Redemption of the Tide Flats"). Public concern fully matured in the mid-to-late 1960s in relation to two subjects; 1) the first consideration of a land management plan for the area, and 2) the routing of the Egan Expressway across the flats. In addition to above mentioned habitat loss, acreage has also been lost due to gravel extraction. Garbage and sewage disposal have also impacted the wetlands.

When AS 16.20.034 was passed in 1976, the primary values of the refuge were recognized as fish and wildlife habitat and the associated human uses of these resources. Alaska Statutes, Title 16 (Sec. 16.20.020) states "The purpose...is to protect and preserve the natural habitat and game populations in certain designated areas of the state." Section 16.20.034(e and f), which addresses the Mendenhall Refuge, states that within most of the refuge "...the taking of game is expressly permitted..." and "Recreational activity is expressly permitted...."

PHYSICAL ENVIRONMENT

Climate

The mean annual temperature at the NOAA Weather Service station at the Juneau Airport is 40.0 degrees F (mean maximum = 46.6, mean minimum = 33.3). The record high temperature was 90 degrees F in July 1975, while the record low was minus 22 degrees F in January 1972. Temperature variations are generally not extreme due to the ameliorating influence of the local marine conditions. The average rainfall is 53 inches and snowfall, measured October through April, averages 106 inches. October, the wettest month, has received over 15 inches of rain, while the driest month, April, has received as little as 1/4 inch. Record monthly snow deposition has been over 86 inches (February).

Soils

Soils that were mapped by 1970 include tidal flats and gravelly beaches. A BeA type (very gravelly sands, 0-3 percent slope) was also found to be quite prevalent. Silt and fine sand are predominant materials of the tidal flats.

Mites (Acarina) and springtails (Collembola) are the most abundant soil organisms in MWSGR soils.

Geology/Glaciation

Thousands of years ago glaciers carved out the series of islands, channels, and fiords of southeast Alaska. These dynamic forces played a large part in creating Gastineau Channel and the Mendenhall Wetlands. The glacial ice grinds bedrock into fine sediment which is carried to the flats by way of Mendenhall River and Lemon Creek; these materials contribute to the wetlands soil used by intertidal vegetation. The combination of this deposition and isostatic rebound (i.e., the gradual up-lifting of the wetlands once relieved from the weight of the ice) is commonly referred to as accretion. In time, these processes could virtually eliminate these wetlands. The possibility of rising sea levels is another on-going process which has potential to affect refuge habitats.

The Mendenhall Wetlands Game Refuge lies geologically within the Gastineau Channel Formation which is composed of three primary layers of heterogeneous glaciomarine deposits of late Pleistocene and early Holocene age. These deposits contain pebbles and larger broken rock dispersed through a fine-grained matrix of predominantly silt and sand.

Of the three deposits, the oldest is a gray to dark-bluish gray, stone-rich layer that is a till-like mixture of broken rock within a generally compact and massive fine-grained matrix. Cobbles and boulders, some as large as ten feet across, are scattered through the deposit. Shells of marine mollusks, barnacles, and foraminifera are common.

The second and younger dark bluish-gray gravel-rich layer is closely packed angular to subangular pebble sized fragments in a sandy matrix. This layer is low in silt and clay particles.

The youngest layer differs from the others in that plant remains are common in some exposures, the layer is less dense, and thin laminations in the deposit are widespread.

All three layers of the Gastineau Channel Formation are typically overlain by a thin but widespread blanket of reddish organic beach gravel. The presence and the thickness of the beach gravel depends on the local depositional environment and subsequent exposure to erosion.

There is no information as to the specific minerals of mining interest within the refuge; however, in southeast Alaska several minerals have historically been sought on beaches along bays and fiords. These minerals include magnetite, iron, and barite and, at certain places, gold, garnet sand, and rare earth minerals. In Juneau, gold naturally deposited or contained in old gold mine tailings may be of interest.

Hydrology

Gastineau Channel is subject to daily tidal action, which displays a diurnal inequality. That is, of the two high tides within a 24 hour period, one generally exceeds the other by several feet; the same is true of the two low tides. The mean tidal range is 14.0 feet, while the diurnal range (from mean higher high water to mean lower low water) is 16.6 feet. The extreme tidal range is about 26.5 feet.

Fresh water from Mendenhall River, Lemon Creek, Fish Creek, and others, as well as rainfall, maintain water levels in ponds on the refuge. The Mendenhall River has averaged flows of 1,100 cubic feet per second over 21 years, with a record maximum flow of 17,000 cfs and a record minimum of 19 cfs. Fish Creek has averaged (20 years) 78 cfs, with record maximum and minimum flows of 2,120 and 10, respectively. Lemon Creek's 4-year average is 214 cfs, with 608 and 7 cfs the maximum and minimum records, respectively.

BIOLOGICAL RESOURCES

Vegetation

Mendenhall River silt, sand, and gravel formed the delta of the Mendenhall Wetlands, the upper part of which was an extensive grassland, now largely occupied by the airport, businesses, houses, and a four lane highway. From the supra-tidal grassland to the bare mud of the sub-tidal area the vegetative habitats can best be described in terms of plant communities and major physical features. Little vascular vegetation occurs below the 10-foot tide level because of prolonged saltwater inundation. Mats of algae and kelp (Fucus) occur on the otherwise bare mudflats and rocks exposed at low tide.

Watson (1979) conducted a survey of wetland vegetation communities on the refuge. Although now dated due to rapid successional changes, the information is presented in this inventory as a point of reference.

The following communities were documented:

Sedge meadow. This community is the most extensive on the refuge occuring between the 10 and 20 foot elevation on wet, silty to silty-sandy soils. The sedge Carex Lyngbyaei (the most dominant sedge), C. aquatilis, C. kelloggii, and C. pluriflora are found in colonies across the meadows. Solid stands of sedge are found in areas of frequent inundation. Other plants in this community include Eleocharis acicularis, Puccinellia nutkaensis, (bordering sloughs); Triglochin maritimum, Potentilla anserina (at slightly higher elevations); and at areas of minimal saltwater some grasses were found (Deschampsia, Calamagrostis, and Agrostis sp.).

Plantago-Glaux-Carex. This community can withstand as much saltwater as the sedge meadow type, but occurs on sandier soils. The species in this community include P. maritima juncoides, G. maritima and Carex sp.

Beach-rye. This community occurs on sandy soils at higher elevations. Beach rye (Elymus Arenarius mollis), the dominant plant, offers both wind protection and soil stabilization due to coarse culms, dense growth, and thick root stalks. Other species then invade places such as the sand islands and include willow, alder, and Sitka spruce (Salix and Alnus sp. and Picea sitchensis). Additional plants in such locations include Achillea lanulosa, Epilobium angustifolium, Fragaria chiloensis, Honckenya sp., Lathyrus maritimus, Lupinus nootkatensis, Rubus arcticus, and Senecio pseudo-Arnica.

Spruce-hemlock forest. This community is found on rock outcroppings on the refuge which reach elevations of 60 feet. The spruce and hemlock (Tsuga heterophllya) comprise the overstory for a wide variety of shrubs and forbs. This community surrounds most of the refuge.

Upland marsh/transition. This community lies between sedge meadow and spruce-hemlock forest and is characterized by slight saltwater influence and high plant species diversity. Species composition includes Alnus, Carex, Ranunculus and Salix sp., Angelica lucida, Aquilegia formosa, Caltha palustris, Equisetum arvense, Eriophorum russeolum, Heracleum lanatum, Lingusticum scoticum, Populus balsamifera, Potentilla Egedii grandis, and Sanguisorba stipulata.

Shallow pond. This community is dominated by ponds between several inches to over two feet in depth. Pond borders support Puccinellia nutkaensis/sedge meadow. Aquatic plants include Hippuris vulgaris, Potamogeton filiformis, and Ruppia sp.

Deep pond. This type is man made (only one, at Fish Creek, is actually within refuge boundaries) and supports some freshwater aquatics.

Other habitat types include mudflats, rocky shoreline, and open saltwater, but include little in the way of vegetation.

In time, as more silt is deposited from the glacial rivers and isostatic rebound causes refuge lands to rise, a change from the dominant intertidal habitat types to supratidal conditions may occur. Thus the value of the refuge may gradually shift away from waterfowl to species more dependant on upland habitat types.

A complete list of plant species known to occur on the refuge is included as Table 1.

Amphibians

The only amphibian that occurs within the boundaries of the Mendenhall Refuge is the western toad (Bufo borcas).

Birds

At least 227 species of birds have been observed within and adjacent to the Mendenhall Wetlands State Game Refuge (Table II) (M. Pete Isleib, pers. comm.). Spring migrations peak in April and May and, by June, most waterfowl and shorebirds that stopped to feed have moved on to more northern breeding grounds.

Arctic terns nest on dredge spoil islands in Gastineau Channel near the airport. Few waterfowl and shorebirds nest on the refuge. Most summer visitors, notably non-breeding waterfowl, concentrate in feeding and loafing areas. Species found to be common summer residents include the mallard, bald eagle, spotted sandpiper, mew gull, glaucous-winged gull, arctic tern, marbled murrelet, rufous hummingbird, tree swallow, barn swallow, northwestern crow, ruby-crowned kinglet, orange-crowned warbler, yellow warbler, and Savannah, song, and Lincoln's sparrows.

After the breeding season, the refuge supports birds travelling south to winter habitats. Shorebirds, feeding on mollusks and other invertebrates, begin arriving in late July. Ducks and geese begin to arrive in late August, feeding on seeds from sedges, grasses, and other plants.

While the refuge is one of the few major concentration areas for water birds in Southeast Alaska, most of this concentration occurs in the winter. Ten of the 20 most abundant birds in the area are waterfowl, with surf scoters having the greatest average abundance of all species. Other abundant species include gulls and crows, followed by shorebirds and bald eagles. Mallards are the most common dabbling duck. Most of the world's population of Vancouver Canada geese remains in southeast Alaska year round, with 500 to 1,000 utilizing the refuge in winter. As reported in "Bird Use of the Mendenhall Wetlands in Juneau, Alaska," (1988) "The Mendenhall Wetlands may possess unique characteristics that make them particularly attractive to Vancouver Canada geese. Among 70 large, wetland/tideflat areas surveyed for geese in northern southeast Alaska in March, more geese were found on the Mendenhall Wetlands than on all but one other location. This emphasizes the regional importance of the Mendenhall Wetlands to Vancouver Canada geese." Mallards, Barrow's goldeneyes, bufflehcads, and common mergansers are other waterfowl species commonly found wintering on the refuge. Other common winter residents include the bald eagle, rock sandpiper, glaucous-winged gull, marbled murrelet, northwestern crow, dark-eyed junco, and the common redpoll.

Avian Habitats and Use of Refuge Habitats

A recently completed study, "Bird Use of the Mendenhall Wetlands" (USFWS, 1988), identifies high goose use of wetlands and tideflats between Lemon Creek and the eastern end of the airport and from the floatplane basin to the Mendenhall Peninsula. High mallard use was also found within the same area. Bufflehead were found on waters of the refuge throughout. Scaup favored the floatplane basin, and loons and grebes occurred in greatest numbers along Douglas Island shoreline just east of the North Douglas Boat Ramp. High numbers of gulls and diving ducks were found between Salmon Creek and Lemon Creek and in the Mendenhall Peninsula/Fritz Cove area. "Bird Use of the Mendenhall Wetlands in Juneau, Alaska" provides an excellent survey of bird use on the refuge and is recommended as the latest, most definitive work on the subject.

The following information is taken from Watson, 1979 and is useful in correlating bird use with various habitat types.

Sedge Meadow. This community is heavily used by waterbirds at various tidal stages. Dabbling ducks, Canada geese, and shorebirds concentrate feeding efforts here at the tideline, and by 3/4 incoming tide Carex, Puccinellia, and Eleocharis are fed upon. Migrating raptors, plovers, pipits, and longspurs also use these habitats for feeding.

The high marsh areas of the sedge meadow community are used by common snipe for nesting, especially in saturated soils. The northwestern crow, American robin, Savannah sparrow, Lincoln's sparrow, song sparrow, and red-winged blackbird also use these areas.

Plantago-Glaux-Carex. Vancouver Canada geese graze on Plantago in April through June. Additionally, snow geese and white-fronted geese graze and rest in this community during spring migration.

Beach-rye. Birds are provided protection from the wind and rising tide on the sand islands covered with Elymus. Birds using this community include the American kestrel, northern harrier, several species of sandpipers, the short-eared owl, American robin, water pipit, and Savannah sparrow. Sparrows, arctic terns, and semi-palmated plovers use the islands for nesting sites. Arctic terns are also known to nest on sandy banks along the airport runway.

Spruce-hemlock forest. This community is used for nesting by bald eagles. Such sites also offer perch locations for eagles, crows, and ravens. Species found on the spruce islands include rufous hummingbird, Stellar's jay, several species of thrushes and warblers, and other representatives of the passerines.

Upland marsh/transition. Avian occupants of this mixed habitat type include a variety of species found in other communities. High insect concentrations are found here, fed upon by

birds nesting in adjacent habitats. Birds present include great blue heron, yellowlegs, dowitcher, common snipe, warblers (yellow, Wilson's, orange-crowned, and yellow-rumped), sparrows (Savannah, Lincoln's, and song) red-winged blackbird, northwestern crow, and American Robin.

Shallow ponds. Small pools support aquatic plants (primarily Ruppia sp.) and fish which provide food for various bird species, including herons, arctic terns, kingfishers, dabbling ducks, and shorebirds. Ducks and geese will use such ponds for loafing and feeding.

Deep pond. Diving ducks and mergansers use the Fish Creek pond heavily during migration. Vancouver Canada geese will use the pond for loafing and preening sites.

Rock. Rocky areas which are sometimes inundated by salt water are used by eagles, crows, and ravens for resting and as vantage points for watching for prey along shore or in the water. Shorebirds and harlequin ducks commonly use rocky areas at high tides for loafing sites.

Mudflats. Mouths of sloughs and freshwater sources are often-used feeding sites for migrating shorebirds and waterfowl. Fritz Cove is a high-use area for water birds. The Lemon Creek and Salmon Creek areas are also concentration areas for feeding waterbirds. Other species that use the mudflats include gulls and terns. Dabbling ducks feed along the edge of incoming tides.

Open saltwater. Low tides of Gastineau Channel attract diving ducks and sea birds. Goldeneyes, scoters, and buffleheads are common waterfowl, while loons, grebes, marbled murrelets, and pigeon guillemots are representative sea birds. As noted above, Fritz Cove and the mouth of Salmon Creek attract large numbers of birds year round, probably due to an abundance of rich food resources.

Mammals

The location of the Mendenhall Refuge, being virtually surrounded by the community of Juneau, precludes it from being outstanding large terrestrial mammal habitat. However, some species do occur here that are either occasional visitors or are able to live in close proximity to man.

The two largest land mammals that occur on the wetlands, the Sitka black-tailed deer and the black bear, fall into the category of occasional visitors. Deer winter close to saltwater, especially in years with deep snow. Some does may fawn in the coniferous beach fringe adjacent to or within refuge boundaries.

Shortly after leaving their dens, black bears often prefer to move to intertidal grassflats where vegetation provides nourishment. Because major highways must be crossed from either north Douglas Island or the Juneau mainland, these forays from the surrounding mountains are likely of short duration.

Furbearing species on the refuge include muskrat, land otter, mink, and short-tailed weasel. Little is known about the abundance of these species. The muskrat, otter, and mink are associated with freshwater aquatic habitats, feeding on vegetation (the primary food of the muskrat), invertebrates, and fish. Mink travel along streams and sloughs, feeding on fish, invertebrates and small rodents. Otter and mink also frequent shoreline and intertidal habitats in search of food.

Other terrestrial mammals known to occur in the area are the snowshoe hare, red squirrel, deer mouse, porcupine, hoary marmot, little brown bat, long-tailed vole, and masked shrew. Hares occupy brushy areas, feeding on grasses and twigs, buds, and leaves of willow and spruce. Red squirrels occur in groves of spruce where they feed on seeds and nest in the trees. The brown bat roosts in hollow trees and feeds on insects during night hours. The vole feeds on grasses, bulbs, and small twig bark in brushy streambank areas and shrews feed on insects.

The only common marine mammal documented within refuge boundaries is the harbor seal. Seals may occasionally use the sand islands as haulouts and forage on benthic invertebrates and finfish found in the area. Northern sea lions and humpback whales occur infrequently within the refuge boundaries as well. Humpback whales have been sighted feeding in Fritz Cove.

Fish

Marine and anadromous fish are found within the boundaries of the refuge, while freshwater and anadromous species are found in waterways that flow into the estuary. Table III records some of the representative species known to occur within the refuge.

Five species of salmon, two species of trout, and two species of char are found within the refuge and in freshwater systems draining into the refuge as well. Life history stages of spawning, feeding, egg to fry incubation, rearing, and migration to and from salt water habitats occur on the refuge.

Seventeen freshwater systems flow into the refuge. Following is a description of these systems and their fish resources.

Casa Del Sol Creek (Pederson Hill Creek) This stream originates on Pederson Ridge and enters saltwater in Fritz Cove. In the intertidal wetlands portion (over one mile long) this stream averages 3-5 feet wide and 1-3 feet deep. This meandering system is clear with the brownish tint of a muskeg drainage.

Coho salmon, cutthroat trout, Dolly Varden char, and coast range sculpin are found here, with starry flounders and staghorn sculpins rearing in the lengthy intertidal area. The meanders, pools, and overhanging grass banks of the wetlands provide excellent rearing habitat.

Mendenhall River This largest system entering MWSGR, which is glacially occluded, flows five miles from Mendenhall Lake to Fritz Cove. Major tributaries include Montana and Duck creeks.

Because of high human populations in the valley, the Mendenhall River has received considerable alteration. Gravel has been mined along several of the river bars and near the river's mouth. In some areas, banks of the river have been stabilized with rip-rap to control erosion. Domestic sewage, residential runoff, and industrial wastes have been introduced into the river.

Populations of coho, pink, chum, and sockeye salmon, Dolly Varden char, cutthroat, and rainbow/steelhead trout are found in the Mendenhall. Eulachon are found in the lower river in the spring. Up to 15,000 salmon and 30,000 Dolly Varden use the Mendenhall for a migration route annually. The upper Mendenhall River provides cohos with spawning gravel and a significant amount of rearing habitat for coho juveniles is found throughout its length. Mendenhall Lake is thought to be an important wintering area for Dolly Varden char.

Duck Creek This system flows into the Mendenhall River directly upstream from the

Juneau International Airport. Duck Creek measures 5-15 feet wide and 1/2 foot to 2 feet deep. The creek is characterized by an orange color caused by the extraction of the streambed's gravel, which exposed iron deposits then affected by an iron-fixing bacteria.

Fish species present include pink, chum, and coho salmon, Dolly Varden char, and cutthroat trout. Escapements as high as 10,000 chum salmon were recorded for this system. Coho salmon, brook trout, and rainbow trout have been stocked in this system over the years.

Due to developments in the Mendenhall Valley, Duck Creek has been subjected to severe habitat degradation; however, viable populations of fish still exist in the system.

Jordan Creek This creek runs about three miles through the eastern Mendenhall Valley and enters Gastineau Channel via a culvert under the Juneau International Airport's runway. This spring fed creek measures 5-50 feet in width and 4 inches to 3 feet deep. A pool/riffle complex throughout the length of Jordan Creek provides good spawning and rearing habitat.

Coho, chum, and pink salmon, Dolly Varden char, and cutthroat trout occur naturally, and brook trout have been stocked in the system. Escapements of over 300 coho salmon have been recorded in recent years.

West Creek This small stream flows from Heintzleman Ridge/ Thunder Mountain and enters Gastineau Channel east of Sunny Point. Four feet wide and 1/2 foot deep, this stream drains about one square mile. Two major highway crossings and residential developments have reduced the quality of the stream.

Pink and coho salmon and Dolly Varden char are located in this stream. Pinks spawn intertidally, but habitat for rearing species is limited. A long intertidal area is used by juvenile estuarine and pelagic species.

East Creek This small stream flows from Heintzleman Ridge and through Switzer Creek Trailer Court before entering Gastineau Channel east of Sunny Point. The clear water averages 5 feet wide and 2-8 inches in depth.

Populations of coho and pink salmon and Dolly Varden char occupy the stream. The long intertidal area provides not only pink salmon spawning gravel but an excellent nursery area for anadromous and pelagic species. Coho spawn in limited upstream locations, but the overall rearing potential is low.

Switzer Creek This 2-15 foot wide creek enters Gastineau Channel east of Sunny Point and has depths up to 2-1/2 feet. A gravel streambed predominates, with an intertidal zone that is 1/2 mile long. The entire length of the system has excellent rearing habitat. Pinks and chums spawn lower in the system while cohos spawn above Glacier Highway.

Two major highway crossings towards the mouth, subdivision runoff, and a logging operation have introduced sediment into the channel of Switzer Creek.

Switzer Creek has populations of coho, pink, and chum salmon, Dolly Varden char, and cutthroat trout. Staghorn sculpin and starry flounder occupy the intertidal area. Over 1,000 Dolly Varden and escapements of about 400 salmon have been documented here.

Lemon Creek Lemon Creek flows through a major industrial/residential area, draining a 25-square-mile watershed. The glacial colored water (except in winter, spring, and mornings in summer when it flows clear) measures 30-50 feet wide and 1-3 feet deep. The streambed is primarily gravel. Gravel was extracted from the bed of Lemon Creek for many years.

Pink, chum, and coho salmon, and Dolly Varden char occur in this system. Over 1,500 spawning salmon have been recorded in the system in recent years and provide an important food source for bald eagles.

Vanderbilt Creek This small creek enters the channel just east of Lemon Creek into a 1/2-mile-long intertidal area. The clear, brownish tinted water ranges from 4-8 feet wide and 1/2-4 feet deep. A large gravel pit and two industrial areas have introduced sediment into the system, reducing spawning and rearing values.

Dolly Varden char and pink, chum, and coho salmon occur in the stream. Escapements of over 50 salmon have been recorded recently.

Salmon Creek This stream drains a 9-square-mile watershed and enters Gastineau Channel at the northeastern corner of the refuge. A barrier falls to fish movement is found 1/8 mile above tidewater. The clear water stream in this area is 30 feet wide and 1-1/2 feet deep. While good spawning habitat occurs in the lower stream, pools needed for optimal rearing conditions are absent.

Salmon Creek has been impacted by gravel removal below the highway in the early 1970s, bridge construction from Glacier Highway, and Egan Drive construction projects. Fluctuations in streamflow have been caused by the reservoir's draw for power generation needs.

Coho, pink, and chum salmon, Dolly Varden char, and brook trout occur in this stream. A salmon hatchery was operated on the lower stream for a few years, and as a result, escapements as high as 27,000 pink, 15,000 chum, and 2,600 coho have been documented in recent years. A new hatchery, using water from Salmon Creek, is being constructed at the Alaska Electric Light and Power Tailrace.

Falls Creek This system is 5 to 12 feet wide, 6 to 12 inches deep and enters Gastineau

Channel at mile 3.5 on the North Douglas Highway. The clear water contains Dolly Varden char and cutthroat trout. Most spawning/rearing areas are between the highway and tidewater.

Neilson Creek North Douglas Highway crosses this creek at mile 3.3, where the system measures 5-12 feet wide. The water is clear (slightly tinted) and flows over a gravel/bedrock substrate.

Small populations of coho and pink salmon and Dolly Varden char occur here. Fish habitat values are low due to the steep gradient and a lack of pools and cover.

Hendrickson Creek This stream enters Gastineau Channel from about 5.5 mile North Douglas Highway. It is 4-5 feet wide with pools up to 2 feet deep, the water clear with a brownish tint.

Coho, pink, and chum salmon, anadromous Dolly Varden char, and resident cutthroat occur in this creek. Most spawning habitat is between the highway and the intertidal zone, while rearing areas occur throughout the creek.

Johnson Creek Johnson Creek crosses the North Douglas Highway at about mile 6.5, measures 5-8 feet wide, and has pools to 2 feet deep. The clear water flows for its lower 1-1/4 mile through grasslands adjacent to Gastineau channel. The long intertidal area and the balance of the area below the highway crossing are excellent spawning grounds. The intertidal zone also provides good rearing habitat due to many pools and undercut banks.

Stocks of coho, pink and chum salmon, cutthroat trout, and Dolly Varden char are documented in this stream. Records of several hundred spawning salmon have been made for the stream.

Nine-Mile Creek Nine-Mile Creek on North Douglas Island is about 3 feet wide at the highway and has pools 12 inches deep. The clear, brown tinted water flows over gravel in the upper stretches with mud and silt dominating the lower reaches. The lower 1/2 mile flows through grassy meadows which provide excellent rearing cover. The long intertidal zone provides excellent rearing areas for juvenile marine species and emigrating salmonids. The upper intertidal area provides the bulk of the stream's spawning areas.

Coho and chum salmon, Dolly Varden char, and cutthroat trout occur in this system in small numbers.

Fish Creek The Fish Creek watershed on Douglas Island, some 14 square miles, is the third largest drainage entering MWSGR. The clear water has numerous good pools for two and one-half miles above tidewater. Spawning habitat is excellent in the lower 1/4 mile and good for another two and one-quarter miles upstream.

Coho, pink, and chum salmon, Dolly Varden char, and cutthroat trout occupy this stream. Escapements as high as 28,000 pink, 5,400 chum, and 50 coho have been recorded for Fish Creek. This stream is a favorite for local anglers and supports the largest natural stock fishery in the area.

A portion of the intertidal zone was filled during North Douglas Highway construction in the early 1970s. Construction of the Eaglecrest Road (1974-76) saw the introduction of sediment into the system, some of which likely found its way to the flats. Since 1985, an old gravel pond at the mouth of the stream has been used as a release site for hatchery-reared king and coho salmon smolts.

Cove Creek Cove Creek enters Fritz Cove at mile 9.4 on the North Douglas Highway at the southwest corner of the Mendenhall Refuge. The stream has a steep gradient and a barrier falls to fish movement is found at tidewater. Resident fish may be present above the falls, but this system has not been surveyed due to its small size and steep gradient.

Marine Invertebrates

Many marine invertebrates are found in various habitats within Mendenhall Wetlands State Game Refuge. A list of some of the representative invertebrate fauna is included as Table V.

HUMAN USE OF FISH AND WILDLIFE

Mendenhall Wetlands State Game Refuge is popular for many human uses, including waterfowl hunting, sport fishing, personal use crabbing, boating, wildlife viewing and photography, wetland studies, and hiking. Each year the school district conducts "Seaweek" activities and classes on the refuge. A U.S. Fish and Wildlife Service (USFWS) study documented the dike trail adjacent to the float plane pond receiving the highest amount of recreational use of the refuge. It has been suggested that the Mendenhall Refuge may be the most heavily used non-consumptive recreational use area in southeast Alaska.

Following is a summation of some of the uses of the refuge.

Waterfowl Hunting

Waterfowl hunting is specifically mentioned in the legislation creating the Mendenhall refuge as a human use that is to be maintained and is the only hunting allowed on the refuge. Although surrounded by the communities of Auke Bay, Douglas, and Juneau, a considerable amount of recreational duck and goose hunting takes place within refuge boundaries. An average of four percent of both the statewide hunting effort and the duck harvest takes place on the refuge. An estimated 25 percent of all southeast Alaska duck

hunter days are spent on the refuge and 25 percent of all ducks harvested in southeast Alaska come from the Mendenhall flats. Canada geese may be displaced from the refuge by hunting pressure.

The following figures, from ADF&G Survey and Inventory Reports, describe waterfowl hunting on Mendenhall wetlands:

Year	Hunter Days		Duck Harvest		Goose Harvest	
	#	(%)*	#	(%)	#	(%)
1971	2813	(6.3)	3010	(3.6)	113	(1.0)
1972	5600	(9.4)	4585	(5.0)	671	(6.0)
1973	2720	(4.7)	2238	(2.5)	74	(0.4)
1974	4346	(8.1)	3447	(4.8)	133	(1.0)
1975	2851	(5.0)	3864	(4.4)	280	(1.5)
1976	1871	(2.8)	3163	(3.1)	130	(0.9)
1977	no data		4290	(4.1)	no data	
1978	" "			(4.2)	" "	
1979	" "			(5.5)	(7.7)	
1980	" "		7882	(8.2)	313	(2.4)
1981	" "		no data		no data	
1982	" "		" "	" "		
1983	2127	(2.8)	3832	(3.1)	367	(2.5)
1984	1977	(2.6)	1829	(1.8)	61	(0.4)
1985	2175	(4.1)	3265	(4.1)	90	(1.0)

* (% of state wide harvest)

Trapping

Trapping is prohibited within 1/4 mile of both the Egan Expressway and the North Douglas Highway. Thus, trapping is illegal within almost the entire Mendenhall Wetlands State Game Refuge. No records are known of historic trapping on the refuge

Fishing

No commercial or subsistence fisheries occur within the refuge boundaries, but a personal use fishery for tanner, king, and dungeness crab exists in Fritz Cove. Also, some limited clamming occurs within MWSGR. Recent regulations stipulate that residents of Juneau do not qualify as subsistence users. Sport fishing for salmonids and halibut takes place on the refuge.

Wildlife Viewing/Photography

The most common human activities (as determined by one study in the float plane pond area) were walking (often with dogs), running, and wildlife viewing. This study estimated 17,158 "people use events" (one person using the area for any recreational pursuit for any portion of one day) annually.

OTHER ACTIVITIES ON THE REFUGE

Boating

Boating, fishing, hunting, etc., being activities that generally last longer than other pursuits, were found (in the USFWS study) to provide 4,555 people use events annually. Sailing, sailboarding, access for sport and commercial fishing vessels to and from harbors and fishing grounds, and even limited water skiing and windsurfing take place on the refuge. The use of power boats launched from outside refuge boundaries is the only authorized public use of motorized vehicles within the refuge.

Hiking

The refuge is bordered by the Egan Expressway on the north and the North Douglas Highway on the south. While maintained trails do not exist on MWSGR, some of the upland areas and many of the upper high tide areas provide excellent locations for walking. Access to the refuge includes: 1) Mendenhall Peninsula, 2) the end of Engineer's Cutoff Road, 3) Industrial Boulevard, 4) the airport dike, 5) Sunny Point Drive, 6) Switzer Creek, 7) the refuge viewing platform at mile 6 Egan Expressway, 8) Twin Lakes, 9) Salmon Creek at mile 3 Egan Expressway, 10) Nine Mile Creek Road, 11) Nine Mile Creek, 12) Fish Creek at 8.5 mile North Douglas Highway, and 13) Cove Creek at 9.5 mile North Douglas Highway. There is also access potential at Johnson Creek; however, off-road parking is not currently available.

Grazing

While grazing of domestic livestock is not addressed in the enabling legislation, several

horses are kept by local residents adjacent to the refuge. These animals are at times turned free without the required permit from the state to roam and subsequently enter the refuge and graze on grasses and forbs.

Marine Navigation

Gastineau Channel provides an important transportation link for both sport and commercial fishing vessels from downtown Juneau and Douglas harbors to Stephens Passage to the east and Auke Bay/Tee Harbor anchorages and Lynn Canal to the west. The U. S. Coast Guard maintains a series of navigational aids to assist local mariners in navigating the channel, which is passable to most small craft and mid-size commercial vessels at a 14-foot or higher tide.

Material Extraction

Several areas within the refuge boundaries have been sources of gravel extraction. Gravel has been mined from Fish Creek and the Mendenhall River for road, runway, and other construction projects.

Lemon Creek currently has a logging operation at the upper portion of the watershed. This may be introducing silt and other contaminants into the estuarine areas of the refuge as well as affecting streamflows.

Utilities

Alaska Electric Light and Power Company operates a hydroelectric station which draws its power from the Salmon Creek dam. This facility is located off refuge lands, and permits require minimum stream flows to prevent adverse effects during periods of low natural flows.

Airport/Highways

The Mendenhall wetlands comprised approximately 6,000 acres prior to developments such as airport construction, road building, and residential expansion. While no highways actually cross refuge lands, North Douglas Highway, Glacier Highway, and Egan Expressway have all had impacts on the wetlands. Each project reduced the amount of land available for wildlife habitat, while construction of these roads has introduced inorganic materials onto the flats.

The construction of the Juneau International Airport also reduced wetlands acreage. Ponds created by dredging for the float plane pond increased loafing areas for waterfowl in an area that airport officials now feel may conflict with aircraft safety.

Land Status and Aquisition

All lands within the Mendenhall Wetlands State Game Refuge, except for City/Borough of Juneau lands or approved accretion claims, are owned by the State of Alaska. The Department of Natural Resources maintains management authority of water and the surface/subsurface resources, while the Department of Fish and Game is responsible for managing the fish and wildlife resources, their habitats, and human use of the refuge.

INFORMATION NEEDS

Because of the relative small size of this refuge and its proximity to a population center, occurance of many bird and mammal species are generally well documented on the refuge. However, very little fish and marine invertebrate information has been documented and very little is known about ecological relationships. Information on the following topics could assist in better understanding the Mendenhall Refuge.

Waterfowl

- Determination of the role of hunting and other human disturbance in displacement of Vancouver Canada geese and other waterfowl from the refuge.
- Delineation of duck breeding habitat and evaluation of the practicality of enhancing it.
- Investigation of food habits of waterfowl on the refuge.
- Investigation of waterfowl enhancement opportunities on the refuge.
- Analysis of lead shot ingestion rates in mallards and pintails.

Other birds

- Census of the Arctic tern breeding colony.

Furbearers

- Population estimate of furbearing species on the refuge.

Fish

- Determine importance of refuge to feeding and rearing salmonids and other species including sticklebacks, sculpins, and sand lance.

Marine Invertebrates

- Inventory marine invertebrate species found within the refuge.

Human Use

- Determine impacts of domestic animals (i.e., dogs and cats) on wildlife species.

Water Quality

- Determine water quality on the refuge and identify any problems.

Table I. MENDENHALL WETLANDS STATE GAME REFUGE PROVISIONAL PLANT LIST taken from Watson (1979)

FAMILY AND SPECIES REPRESENTED

Algae
- Fucus sp.

Arrow grass
- Seaside arrow grass (Triglochin maritima)

Birch
- Sitka alder (Alnus crispa)
- Red alder (Alnus oregana)

Buckwheat
- Garden dock (Rumex longifolius)
- Sheep sorrel (Rumex acetosella)

Aster
- Achillea lanulosa
- Arctic daisy (Chrysanthemum arcticum)
- Dandelion (Taraxacum officinale)
- Northern Yarrow (Achillea borealis)
- Ox-eye daisy (Chrysanthemum leucanthemum)
- Pineapple weed (Matricaria matricarioides)
- Senecio pseudo-Arnica

Crowfoot
- Ranunculus cymbalaria
- Ranunculus occidentalis
- Yellow marsh-marigold (Caltha palustris)
- Western columbine (Aquilegia formosa)

Ditchgrass
- Ruppia sp.

Evening primrose
- Fireweed (Epilobium angustifolium)
- Northern willow-herb (Epilobium adenocaulon)

Figwort
- Indian paintbrush (Castilleja unalaschcensis)
- Yellow rattle (Rhinanthus minor)

Gentian
- Star gentian (Lomatogonium rotatum)

Goosefoot
- Gmelin saltweed (Atriplex gmelini)

Grasses
- Beach rye (Elymus arenarius mollis)
- Bent grass (Agrostis sp.)
- Deschampsia sp.
- Hordeum brachyantherum
- Pacific alkaligrass (Puccinellia nutkaenis)
- Reed bent grass (Calamagrostis sp.)
- Squirreltail grass (Hordeum jubatum)
- Timothy (Phleum pratense)

Horsetail
- Meadow horsetail (Equisetum arvense)

Madder
- Cleavers (Galium aparine)

Mustard
- Scurvy grass (Cochlearia officinalis)
- Thlaspi arcticum

Parsley
- Angelica genuflexa
- Angelica lucida
- Beach Lovage (Ligusticum scoticum)
- Cow parsnip (Heracleum lanatum)
- Hemlock parsley (Conioselinum chinense)
- Poison hemlock (Cicuta douglasii)

Pea
- Beach pea (Lathyrus maritimus)
- Nootka lupine (Lupinus nootkatensis)
- White clover (Trifolium repens)

Pine
- Sitka spruce (Picea sitchensis)
- Western hemlock (Tsuga heterophylla)

Pink
- Larger mouse-ear chickweed (Cerastium fontanum)
- Low chickweed (Stellaria humifusa)
- Sand spurry (Spergularia canadensis)

Seabeach sandwort (Honckenya peploides)

Plaintain
- Common plaintain (Plantago major)
- Goose-tongue (Plantago maritima juncoides)

Potamogeton
- Filiform pondweed (Potamogeton filiformis)

Primrose
- Sea milkwort (Glaux maritima)
- Pretty shooting star (Dodecatheon pulchellum)

Rose
- Beach strawberry (Fragaria chiloensis)
- Common silverweed (Potentilla anserina)
- Mountain ash (Sorbus sp.)
- Nagoon berry (Rubus arcticus)
- Pacific silverweed (Potentilla egedii grandis)
- Sitka burnet (Sanguisorba stipulata)
- Large-leaved avens (Geum macrophyllum)

Rush
- Juncus arcticus

Saxifrage
- Northern grass-of-Parnassus (Parnassia palustris)

Sedge
- Carex kelloggii
- Carex lenticularis
- Lyngbye sedge (Carex lyngbyaei)
- Many-flowered sedge (Carex pluriflora)
- Needle spikerush (Eleocharis acicularis)
- Russet cottongrass (Eriophorum russeolum)
- Water sedge (Carex aquatilis)

Water milfoil
- Common marestail (Hippurus vulgaris)

Willow
- Black cottonwood (Populus balsamifera)
- Salix Barclayi
- Salix sitchensis
- Salix sp.

Table II. MENDENHALL WETLANDS STATE GAME REFUGE PROVISIONAL BIRD LIST
(pers. comm. Pete Islieb and Bob Armstrong)

Loons: Gaviidae
- Red-throated loon (Gavia stellata)
- Pacific loon (Gavia pacifica)
- Common loon (Gavia immer)
- Yellow-billed loon (Gavia adamsii)

Grebes: Podicipedidae
- Horned grebe (Podiceps auritus)
- Red-necked grebe (Podiceps grisegena)
- Western grebe (Aechmophorus occidentalis)

Petrels: Hydrobatidae
- Fork-tailed storm petrel (Oceanodroma furcata)

Cormorants: Phalacrocoracidae
- Double-crested cormorant (Phalacrocorax auritus)
- Pelagic cormorant (Phalacrocorax pelagicus)

Herons: Ardeidae
- Great blue heron (Ardea herodias)
- Snowy egret (Egretta thula)
- Green-backed heron (Butorides striatus)
- Black-crowned night heron (Nycticorax nycticorax)

Ducks, geese, swans: Anatidae
- Tundra swan (Cygnus columbianus)
- Trumpeter swan (Cygnus buccinator)
- Greater white-fronted goose (Anser albifrons)
- Snow Goose (Chen caerulescens)
- Emperor goose (Chen canagica)
- Brant (Branta bernicla)
- Vancouver Canada goose (Branta canadensis fulva)
- Cackling Canada goose (Branta canadensis minima)
- Lesser Canada goose (Branta canadensis parvipes)
- Wood duck (Aix sponsa)
- Green-winged teal (Anas crecca)
- Mallard (Anas platyrhynchos)
- Northern pintail (Anas acuta)
- Blue-winged teal (Anas discors)
- Cinnamon teal (Anas cyanoptera)
- Northern shoveler (Anas clypeata)
- Gadwall (Anas strepera)
- Eurasian wigeon (Anas penelope)
- American wigeon (Anas americana)
- Canvasback (Aythya valisineria)
- Redhead (Aythya americana)
- Ring-necked duck (Aythya collaris)
- Greater scaup (Aythya marila)
- Lesser scaup (Aythya affinis)

King eider (Somateria spectabilis)
Steller's eider (Polysticta stelleri)
Harlequin duck (Histrionicus histrionicus)
Oldsquaw (Clangula hyemalis)
Black scoter (Melanitta nigra)
Surf scoter (Melanitta perspicillata)
White-winged scoter (Melanitta fusca)
Common goldeneye (Bucephala clangula)
Barrow's goldeneye (Bucephala islandica)
Bufflehead (Bucephala albeola)
Hooded merganser (Lophodytes cucullatus)
Common merganser (Mergus merganser)
Red-breasted merganser (Mergus serrator)

Hawks, eagles, harriers: Accipitridae
Osprey (Pandion haliactus)
Bald eagle (Haliaeetus leucocephalus)
Northern harrier (Circus cyaneus)
Sharp-shinned hawk (Accipiter striatus)
Northern goshawk (Accipiter gentilis)
Red-tailed hawk (Buteo jamaicensis)
Rough-legged hawk (Buteo lagopus)
Golden eagle (Aquila chrysaetos)

Falcons: Falconidae
American kestrel (Falco sparverius)
Merlin (Falco columbarius)
Peregrine falcon (Falco peregrinus)
Gyrfalcon (Falco rusticolus)

Grouse, ptarmigan: Phasianidae
Blue grouse (Dendragapus obscurus)
Rock ptarmigan (Lagopus mutus)

Coots: Rallidae
Yellow rail (Coturnicops noveboracensis)
Sora (Porzana carolina)
American coot (Fulica americana)

Cranes: Gruidae
Sandhill crane (Grus canadensis)

Plovers: Charadriidae
Black-bellied plover (Pluvialis squatarola)
Lesser golden plover (Pluvialis dominica)
Semipalmated plover (Charadrius semipalmatus)
Killdeer (Charadrius vociferus)

Oystercatchers: Haematopodidae
Black oystercatcher (Haematopus bachmani)

Sandpipers: Scolopacidae
Greater yellowlegs (Tringa melanoleucus)
Lesser yellowlegs (Tringa flavipes)

Solitary sandpiper (Tringa solitaria)
Wandering tattler (Heteroscelus incanum)
Spotted sandpiper (Actitis macularia)
Upland sandpiper (Bartramia longicauda)
Whimbrel (Numenius phaeopus)
Hudsonian godwit (Limosa haemastica)
Bar-tailed godwit (Limosa lapponica)
Marbled godwit (Limosa fedoa)
Ruddy turnstone (Arenaria interpres)
Black turnstone (Arenaria melanocephala)
Surfbird (Aphriza virgata)
Red Knot (Calidris canutus)
Sanderling (Calidris alba)
Semipalmated sandpiper (Calidris pusilla)
Western sandpiper (Calidris mauri)
Least sandpiper (Calidris minutilla)
Baird's sandpiper (Calidris bairdii)
Pectoral sandpiper (Calidris melanotus)
Sharp-tailed sandpiper (Calidris acuminata)
Rock sandpiper (Calidris ptilocnemis)
Dunlin (Calidris alpina)
Short-billed dowitcher (Limnodromus griseus)
Long-billed dowitcher (Limnodromus scolopaceus)
Common snipe (Gallinago gallinago)
Wilson's phalarope (Phalaropus tricolor)
Red-necked phalarope (Phalaropus fulicaria)

Gulls, terns: Laridae
Parasitic jaeger (Stercorarius parasiticus)
Bonaparte's gull (Larus philadelphia)
Mew gull (Larus canus)
Ring-billed gull (Larus delawarensis)
California gull (Larus californicus)
Herring gull (Larus argentatus)
Thayer's gull (Larus thayeri)
Glaucous-winged gull (Larus glaucescens)
Glaucous gull (Larus hyperboreus)
Black-legged kittiwake (Rissa tridactyla)
Caspian tern (Sterna caspia)
Arctic tern (Sterna paradisaea)

Alcids: Alcidae
Common murre (Uria aalge)
Pigeon guillemot (Cepphus columba)
Marbled murrelet (Brachyramphus marmoratus)
Kittlitz's murrelet (Brachyramphus brevirostris)
Ancient murrelet (Synthliboramphus antiquus)

Pigeons, doves: Columbidae
Rock dove (Columba livia)
Mourning dove (Zenaida macroura)

Owls: Strigidae
Western screech owl (Otus kennicottii)

Great horned owl (Bubo virginianus)
Snowy owl (Nyctea scandiaca)
Northern hawk owl (Surnia ulula)
Northern pygmy owl (Glaucidium gnoma)
Barred owl (Strix varia)
Short-eared owl (Asio flammeus)
Northern saw-whet owl (Aegolius acadicus)

Nighthawk: Caprimulgidae
Common nighthawk (Chordeiles minor)

Swifts: Apodidae
Black swift (Cypseloides niger)
Vaux's swift (Chaetura vauxi)

Hummingbirds: Trochilidae
Anna's hummingbird (Calypte anna)
Calliope hummingbird (Stellula calliope)
Rufous hummingbird (Selasphorus rufus)

Kingfishers: Alcedinidae
Belted kingfisher (Ceryle alcyon)

Woodpeckers: Picidae
Red-breasted sapsucker (Sphyrapicus ruber)
Downy woodpecker (Picoides pubescens)
Hairy woodpecker (Picoides villosus)
Three-toed woodpecker (Picoides tridactylus)
Black-backed woodpecker (Picoides arcticus)
Northern flicker (Colaptes auratus)

Tyrant Flycatchers: Tyrannidae
Olive-sided flycatcher (Contopus borealis)
Western wood-pewee (Contopus sordidulus)
Alder flycatcher (Empidonax alnorum)
Willow flycatcher (Empidonax traillii)
Least flycatcher (Empidonax minimus)
Hammond's flycatcher (Empidonax hammondii)
Say's phoebe (Sayornis saya)
Western kingbird (Tyrannus verticalis)
Western flycatcher (Empidonax difficilis)
Eastern kingbird (Tyrannus tyrannus)

Larks: Alaudidae
Horned lark (Eremophila alpestris)

Swallows: Hirundinidae
Tree swallow (Tachycineta bicolor)
Violet-green swallow (Tachycineta thalassina)
Northern rough-winged swallow (Stelgidopteryx serripennis)
Bank swallow (Riparia riparia)
Cliff swallow (Hirundo pyrrhonota)
Barn swallow (Hirundo rustica)

Jays, crows: Corvidae
- Steller's jay (Cyanocitta stelleri)
- Black-billed magpie (Pica pica)
- Northwestern crow (Corvus caurinus)
- Common raven (Corvus corax)

Chickadees: Paridae
- Black-capped chickadee (Parus atricapillus)
- Chestnut-backed chickadee (Parus rufescens)

Nuthatches: Sittidae
- Red-breasted nuthatch (Sitta canadensis)

Creepers: Certhiidae
- Brown creeper (Certhia americana)

Wrens: Troglodytidae
- Winter wren (Troglodytes troglodytes)

Dippers: Cinclidae
- American dipper (Cinclus mexicanus)

Kinglets, thrushes: Muscicapidae
- Golden-crowned kinglet (Regulus satrapa)
- Ruby-crowned kinglet (Regulus calendula)
- Mountain bluebird (Sialia currucoides)
- Townsend's solitaire (Myadestes townsendi)
- Gray-cheeked thrush (Catharus minimus)
- Swainson's thrush (Catharus ustulatus)
- Hermit thrush (Catharus guttatus)
- American robin (Turdus migratorius)
- Varied thrush (Ixoreus naevius)

Mimic-thrushes: Mimidae
- Northern mockingbird (Mimus polyglottos)

Pipits: Motacillidae
- Water pipit (Anthus spinoletta)

Waxwings: Bombycillidae
- Bohemian waxwing (Bombycilla garrulus)
- Cedar waxwing (Bombycilla cedrorum)

Shrikes: Laniidae
- Northern shrike (Lanius excubitor)

Starlings: Sturnidae
- European starling (Sturnus vulgaris)

Vireos: Vireonidae
- Warbling vireo (Vireo gilvus)

Warblers, sparrows, etc.: Emberizidae

Tennessee warbler (Vermivora peregrina)
Orange-crowned warbler (Vermivora celata)
Yellow warbler (Dendroica petechia)
Magnolia warbler (Dendroica magnolia)
Yellow-rumped warbler (Dendroica coronata)
Townsend's warbler (Dendroica townsendi)
Hermit warbler (Dendroica occidentalis)
Palm warbler (Dendroica palmarum)
Blackpoll warbler (Dendroica striata)
American redstart (Setophaga ruticilla)
Northern waterthrush (Seiurus noveboracensis)
Wilson's warbler (Wilsonia pusilla)
Western tanager (Piranga ludoviciana)
American tree sparrow (Spizella arborea)
Chipping sparrow (Spizella passerina)
Savannah sparrow (Passerculus sandwichensis)
Fox sparrow (Passerella iliaca)
Song sparrow (Melospiza melodia)
Lincoln's sparrow (Melospiza lincolnii)
White-throated sparrow (Zonotrichia albicollis)
Golden-crowned sparrow (Zonotrichia atricapilla)
White-crowned sparrow (Zonotrichia leucophrys)
Harris' sparrow (Zonotrichia querula)
Dark-eyed junco (Junco hyemalis)
Lapland longspur (Calcarius lapponicus)
Smith's longspur (Calcarius pictus)
Snow bunting (Plectrophenax nivalis)
Brown-headed cowbird (Molothrus ater)
Red-winged blackbird (Agelaius phoeniceus)
Rusty blackbird (Euphagus carolinus)
Western meadowlark (Sturnella neglecta)

Buntings, grosbeaks: Fringillidae
Brambling (Fringilla montifringilla)
Rosy finch (Leucosticte arctoa)
Purple finch (Carpodacus purpureus)
Cassin's finch (Carpodacus cassinii)
Red crossbill (Loxia curvirostra)
Pine grosbeak (Pinicola enucleator)
White-winged crossbill (Loxia leucoptera)
Common redpoll (Carduelis flammea)
Hoary redpoll (Carduelis hornemanni)
Pine siskin (Carduelis pinus)
American goldfinch (Carduelis tristis)

Table III. MENDENHALL WETLANDS STATE GAME REFUGE PROVISIONAL MAMMAL LIST

Shrews: Insectivora
- Masked shrew (Sorex cinereus)

Bats: Chiroptera
- Little brown bat (Myotis lucifugus)

Hares: Lagomorpha
- Snowshoe hare (Lepus americanus)

Mice, voles, squirrels, marmots: Rodentia
- Hoary marmot (Marmota caligata)
- Red squirrel (Tamiasciurus hudsonicus)
- Deer mouse (Peromyscus maniculatus)
- Long-tailed vole (Microtus longicaudus)
- Muskrat (Onodatra zibethicus)
- Porcupine (Erethizon dorsatum)

Whales: Cetacea
- Minke whale (Balaenoptera acutorostrata)
- Humpback whale (Megaptera nodosa)

Bear, weasels, otter: Carnivora
- Black bear (Ursus americanus)
- Short-tailed weasel (Mustela erminea)
- Mink (Mustela vison)
- River otter (Lutra canadensis)

Seals, sea lions: Pinnipedia
- Harbor seal (Phoca vitulina)
- Northern sea lion (Eumetopias jubatus)

Deer: Artiodactyla
- Sitka black-tailed deer (Odocoileus hemionus sitkensis)

Table IV: MENDENHALL WETLANDS STATE GAME REFUGE PROVISIONAL FINFISH LIST OF REPRESENTATIVE SPECIES

Common Name	Genus/Species
Rock sole	Lepidopsetta bilineata
Yellowfin sole	Limanda aspera
Flathead sole	Hippoglossoides elassodon
Starry flounder	Platichtys stellatus
Pacific staghorn sculpin	Leptocottus armatus
Prickly (coast range) sculpin	Cottus asper
Sculpins	Myoxocephalus spp.
Sculpin	Oligocottus sp.
Sculpins	Blepsias spp.
Buffalo scuplin	Enophrys bison
Spinyhead sculpin	Dasycottus setiger
Kelp greenling	Hexagrammos decagrammus
Whitespotted greenling	Hexagrammos stelleri
Walleye pollock	Theragra chalcogramma
Pacific cod	Gadus macrocephalus
Crescent gunnel	Pholis laeta
Arctic shanny	Stichaeus punctatus
Snake prickleback	Lumpenus saggita
Wolf-eel	Anarrhichthys ocellatus
Pacific spiny lumpsucker	Eumicrotremis orbis
Marbled snailfish	Liparis dennyi
Sturgeon poacher	Agonus acipenserinus
King salmon	Oncorhynchus tshawytscha
Chum salmon	Oncorhynchus keta
Coho salmon	Oncorhynchus kisutch
Pink salmon	Oncorhynchus gorbuscha
Sockeye salmon	Oncorhynchus nerka
Dolly Varden char	Salvelinus malma
Cutthroat trout	Oncorhynchus clarki
Rainbow trout/steelhead	Oncorhynchus mykiss
Searchers	Bathymaster spp.
Pacific herring	Clupea pallasii
Longnose skate	Raja rhina
Pacific halibut	Hippoglossus stenolepis
Sandlance	Ammodytes hexapterus
Sand fish	Trichodon trichodon
Capelin	Mallotus villosus
Threespine stickleback	Gasterosteus aculeatus

Table V. MENDENHALL WETLANDS STATE GAME REFUGE PROVISIONAL MARINE INVERTEBRATE LIST OF REPRESENTATIVE SPECIES

Common Name	Genus/Species
Snowflake sea star	Crossaster papposus
Sunflower sea star	Pycnopodia helianthoides
Mottled sea star	Evasterias troschelii
Sun starfish	Solaster endeca
Stimpson's sea star	Solaster stimpsoni
Dawson's sea star	Solaster dawsoni
Cushion sea star	Pteraster tesselatus
	Orthasterias koehleri
	Pteraster tesselatus
	Gephyreaster sp.
Pacific henricia	Henricia levinscula
Blood sea star	Henricia sanguinolenta
Daisy brittle star	Ophiopholis aculeata
Six armed sea star	Leptasterias epichlora
Green sea urchin	Strongtyocentrotus droebachiensis
Sea cucumber	Parastichopus sp.
Stiff-footed sea cucumber	Eupentacta quinquesemita
Orange sea cucumber	Cucumaria miniata
	Obelia sp.
	Sarsia sp.
	Melicertum sp.
	Allopora sp.
Frilled anemone	Metridium senile
Buried sea anemone	Anthoplenra artemisia
Northern red anemone	Urticina crassicornis
Anemone	Harenactis sp.
Anemones	Clytia spp.
Jellyfishes	Aurelia spp.
Jellyfish	Cyanea capillata
Hydromedusa	Aequorea
Gurney's sea pen	Ptilosarcus gurneyi
Red tube worm	Serpula vermicularis
Banded feather duster	Sabella crassicornis
Phoronid worm	Phoronopsis harmeri
Giant feather duster	Eudistylia polymorpha
Comb jelly	Bolinopsis sp.
Barnacles	Balanus spp. & Semibalanus
Hair crab	Telmessus cheiragonus
Lyre crab	Hyas lyratus
King crab	Paralithodes camtschatica
Tanner crab	Chionoecetes bairdi

Dungeness crab	Cancer magister
Decorator crab	Oregonia gracilis
Crabs	Hapalogaster spp.
Anomuran crab	Rhinolithodes wosnessenskii
Coon-strip shrimp	Pandalus danae
Humpy shrimp	Pandalus goniurus
Bent-backed shrimp	Lebbeus grandimanus
Bent-backed shrimps	Lebbeus spp.
Bent-backed shrimps	Enalus spp.
Bent-backed shrimps	Heptacarpus
Bent-backed shrimps	Spirontocaris spp.
Sand shrimps	Crangon spp.
Sand shrimps	Argis spp.
Opossum shrimps	Neomysis spp.
Tunicate	Halocynthia sp.
Tunicate	Styela sp.
Squid	Rossia pacifica
Octopus	Octopus dofleini
Mollusca	Clione limacina
Nudibranch	Dendronotus rufus
Nudibranch	Dirona aurantia
Nudibranch	Cadlina sp.
Nudibranch	Coryphella sp.
Nudibranch	Crassicornis
Ringed doris	Diaulula sandiegensis
White king doris	Onchidoris odhneri
Monterey doris	Onchidoris montereyensis
Rough-mantled seaslug	Onchidoris bilamellata
Shag rug nudibranch	Aeolidia papillosa
Scallop	Chlamys hastata
Scallop	Chlamys rubida
Truncated mya	Mya truncata
Soft shell mya	Mya arenaria
Nuttall's cockle	Clinocardium nuttallii
Gaper clam	Tresus capax
Blue mussel	Mytilus edulis
Mussel	Modiolus sp.
Northwest neptune	Neptunea lyrata
Pribilof whelk	Neptunea pribiloffensis
Lyre whelk	Buccinum plectrum
Whelks	Nucella
Hairy triton	Fusitriton oregonensis
Amphissa	Amphissa sp.
Hairy shell	Trichotropis sp.
Limpets	Notoacmea, Collisella
Costate top	Calliostoma ligatum
Lined chiton	Tonicella lineata

Lined chiton	Tonicella insignis
Giant chiton	Cryptochiton stelleri
Chitons	Mopalia sp.
Veiled chiton	Placiphorella velata
Lampshell	Laqueus vancouverensis
Lampshell	Terebratulina sp.
Butter clam	Saxidomus giganteus
Crumb of bread sponge	Halichondria panicea
Clam worm	Nereis vexillosa
Cone worm	Pectinaria sp.
Sand worm	Nephtys sp.
Spoon worms	Echiurus alaskensis
Peanut worms	Siparuculus sp.
Mud worms	Polydora sp.
Fragile worm	Lumbrineris sp.
File dogwinkle	Nucella lima
Frilled dogwinkle	Nucella lamellosa
Tube worm	Spirorbis sp.
Curly terebellid worm	Thelepus crispus
Baltic macoma	Macoma balthica
Bent-nosed macoma	Macoma nasuta
White macoma	Macoma inquinata
Little neck clam	Protothaca staminea
Jordan's colus	Colus jordani
Arctic moon snail	Natica clausa
Sitka periwinkle	Littorina sitkana
Euphausiids	Thysanoessa spp.
Euphausiid	Euphausia pacifica
Bryozoan	Membranipora serrilamella
Hermit crab	Elassochirus tenuimanus
Hermit crab	Pagurus hirsutiusculus

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5 AAC 95.520. Mendenhall Wetlands State Game Refuge Management Plan The goals and policies of the Mendenhall Wetlands State Game Refuge Management Plan dated March 1990 are adopted by reference. The plan presents management goals and policies for the refuge and its resources that the department will use in determining whether proposed activities in the refuge are compatible with the protection of fish and wildlife, their habitats, and public use of the refuge. Under 5 AAC 95.420, a special area permit is required for certain activities occurring in a designated state game refuge. The department will review each special area permit application for consistency with the goals and policies adopted by reference in this section. A special area permit issued for Mendenhall Wetlands State Game Refuge will be approved, conditioned, or denied based on the criteria set out in those goals and policies, and on the standards contained elsewhere in 5 AAC 95.

BIODIVERSITY LOSS

Decline of the North American avifauna

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Species extinctions have defined the global biodiversity crisis, but extinction begins with loss in abundance of individuals that can result in compositional and functional changes of ecosystems. Using multiple and independent monitoring networks, we report population losses across much of the North American avifauna over 48 years, including once-common species and from most biomes. Integration of range-wide population trajectories and size estimates indicates a net loss approaching 3 billion birds, or 29% of 1970 abundance. A continent-wide weather radar network also reveals a similarly steep decline in biomass passage of migrating birds over a recent 10-year period. This loss of bird abundance signals an urgent need to address threats to avert future avifaunal collapse and associated loss of ecosystem integrity, function, and services.

Slowing the loss of biodiversity is one of the defining environmental challenges of the 21st century (*1*–*5*). Habitat loss, climate change, unregulated harvest, and other forms of human-caused mortality (*6*, *7*) have contributed to a thousandfold increase in global extinctions in the Anthropocene compared to the presumed prehuman background rate, with profound effects on ecosystem functioning and services (*8*). The overwhelming focus on species extinctions, however, has underestimated the extent and consequences of biotic change, by ignoring the loss of abundance within still-common species and in aggregate across large species assemblages (*2*, *9*). Declines in abundance can degrade ecosystem integrity, reducing vital ecological, evolutionary, economic, and social services that organisms provide to their environment (*8*, *10*–*15*). Given the current pace of global environmental change, quantifying change in species abundances is essential to assess ecosystem impacts. Evaluating the magnitude of declines requires effective long-term monitoring of population sizes and trends, data that are rarely available for most taxa.

Birds are excellent indicators of environmental health and ecosystem integrity (*16*, *17*), and our ability to monitor many species over vast spatial scales far exceeds that of any other animal group. We evaluated population change for 529 species of birds in the continental United States and Canada (76% of breeding species), drawing from multiple standardized bird-monitoring datasets, some of which provide close to 50 years of population data. We integrated range-wide estimates of population size and 48-year population trajectories, along with their associated uncertainty, to quantify net change in numbers of birds across the avifauna over recent decades (*18*). We also used a network of 143 weather radars (NEXRAD) across the contiguous United States to estimate long-term changes in nocturnal migratory passage of avian biomass through the airspace in spring from 2007 to 2017. The continuous operation and broad coverage of NEXRAD provide an automated and standardized monitoring tool with unrivaled temporal and spatial extent (*19*). Radar measures cumulative passage across all nocturnally migrating species, many of which breed in areas north of the contiguous United States that are poorly monitored by avian surveys. Radar thus expands the area and the proportion of the migratory avifauna that is sampled relative to ground surveys.

Results from long-term surveys, accounting for both increasing and declining species, reveal a net loss in total abundance of 2.9 billion [95% credible interval (CI) = 2.7–3.1 billion] birds across almost all biomes, a reduction of 29% (95% CIs = 27–30%) since 1970 (Fig. 1 and Table 1). Analysis of NEXRAD data indicates a similarly steep decline in nocturnal passage of migratory biomass, a reduction of 13.6 ± 9.1% since 2007 (Fig. 2A). Reduction in biomass passage occurred across the eastern United States (Fig. 2, C and D), where migration is dominated by large numbers of temperate- and boreal-breeding songbirds; we observed no consistent trend in the Central or Pacific flyway regions (Fig. 2, B to D, and table S5). Two completely different and independent monitoring techniques thus signal major population loss across the continental avifauna.

Species exhibiting declines (57%, 303 out of 529 species) on the basis of long-term survey data span diverse ecological and taxonomic groups. Across breeding biomes, grassland birds showed the largest magnitude of total population loss since 1970—more than 700 million breeding individuals across 37 species—and the largest proportional loss (53%); 74% of grassland species are declining. (Fig. 1 and Table 1). All forest biomes experienced large avian loss, with a cumulative reduction of more than 1 billion birds. Wetland birds represent the only biome to show an overall net gain in numbers (13%), led by a 56% increase in waterfowl populations (Fig. 3 and Table 1). Unexpectedly, we also found a large net loss (63%) across 10 introduced species (Fig. 3, D and E, and Table 1).

A total of 419 native migratory species experienced a net loss of 2.5 billion individuals, whereas 100 native resident species showed a small net increase (26 million). Species overwintering in temperate regions experienced the largest net reduction in abundance (1.4 billion), but proportional loss was greatest among species overwintering in coastal regions (42%), southwestern aridlands (42%), and South America (40%) (Table 1 and fig. S3). Shorebirds, most of which migrate long distances to winter along coasts throughout the hemisphere, are experiencing consistent, steep population loss (37%).

More than 90% of the total cumulative loss can be attributed to 12 bird families (Fig. 3A), including sparrows, warblers, blackbirds, and finches. Of 67 bird families surveyed, 38 showed a net loss in total abundance, whereas 29 showed gains (Fig. 3B), indicating recent changes in avifaunal composition (table S2). Although not optimized for species-level analysis, our model indicates that 19 widespread and abundant landbirds (including two introduced species) each experienced population reductions of >50 million birds (data S1). Abundant species also contribute strongly to the migratory passage detected by radar (*19*), and radar-derived trends provide a fully independent estimate of widespread declines of migratory birds.

Our study documents a long-developing but overlooked biodiversity crisis in North America—the cumulative loss of nearly 3 billion birds across the avifauna. Population loss is not restricted to rare and threatened species, but includes many widespread and common species that may be disproportionately influential components of food webs and ecosystem function. Furthermore, losses among habitat generalists and even introduced species indicate that declining species are not replaced by species that fare well in human-altered landscapes. Increases among waterfowl and a few other groups (e.g., raptors recovering after the banning of DDT) are insufficient to offset large losses among abundant species (Fig. 3). Notably, our population loss estimates are conservative because we estimated loss only in breeding populations. The total loss and

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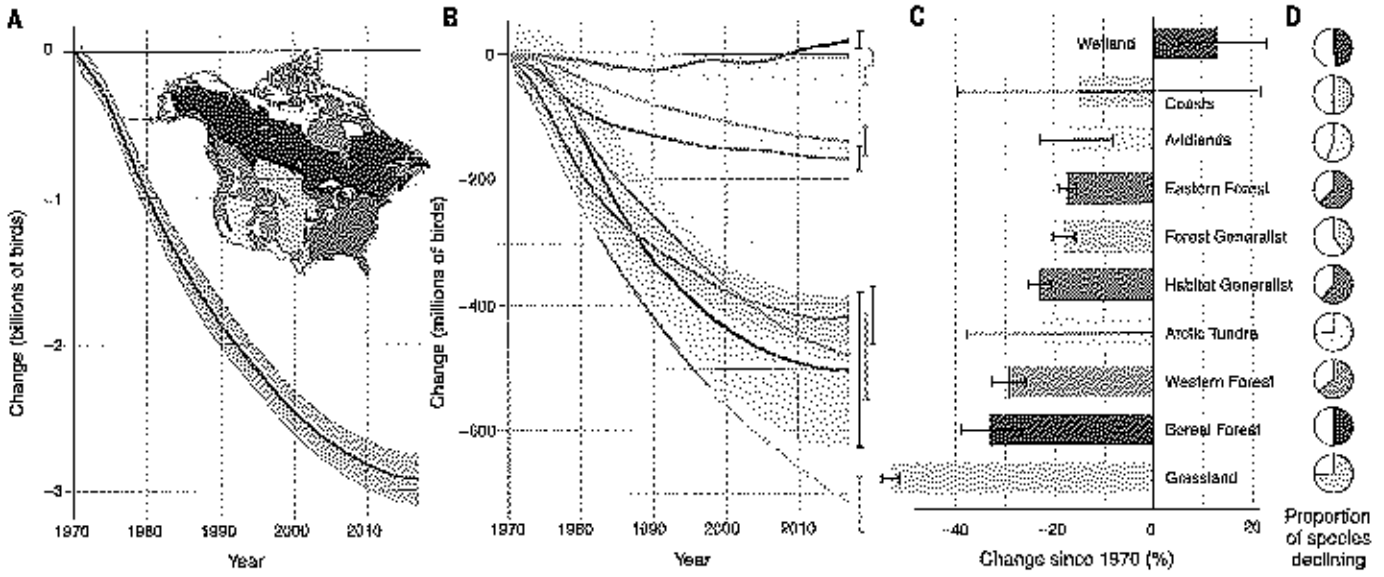

Fig. 1. Net population change in North American birds. (**A**) By integrating population size estimates and trajectories for 529 species (*18*), we show a net loss of 2.9 billion breeding birds across the continental avifauna since 1970. Gray shading represents the 95% credible interval (CI) around total estimated loss. Map shows color-coded breeding biomes based on Bird Conservation Regions and land cover classification (*18*). (**B**) Net loss of abundance occurred across all major breeding biomes except wetlands (see Table 1). (**C**) Proportional net population change relative to 1970, ±95% CI. (**D**) Proportion of species declining in each biome.

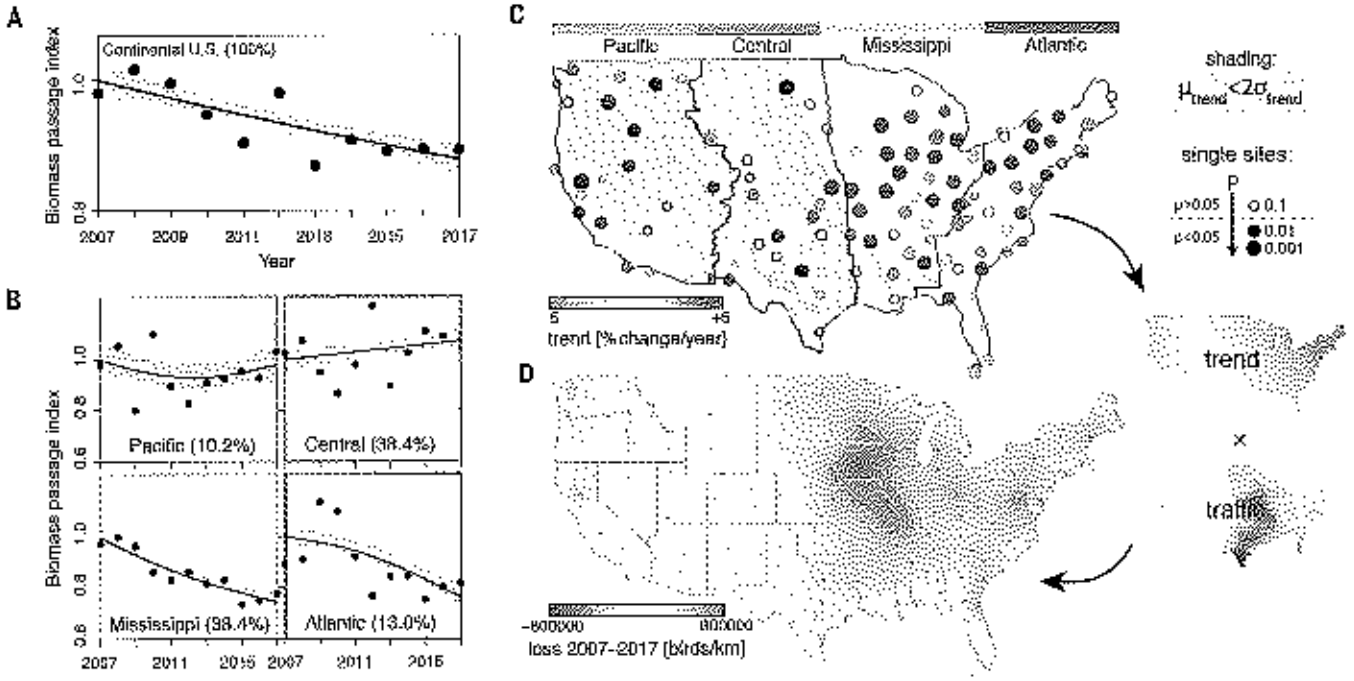

Fig. 2. NEXRAD radar monitoring of nocturnal bird migration across the contiguous United States. (**A**) Annual change in biomass passage for the full continental United States (black) and (**B**) the Pacific (green), Central (brown), Mississippi (yellow), and Atlantic (blue) flyways (borders indicated in (C)), with percentage of total biomass passage (migration traffic) for each flyway indicated; declines are significant only for the full United States and the Mississippi and Atlantic flyways (tables S3 to S5). (**C**) Single-site trends in seasonal biomass passage at 143 NEXRAD stations in spring (1 March to 1 July), estimated for the period 2007–2017. Darker red colors indicate higher declines and loss of biomass passage, whereas blue colors indicate biomass increase. Circle size indicates trend significance, with closed circles being significant at a 95% confidence level. Only areas outside gray shading have a spatially consistent trend signal separated from background variability. (**D**) Ten-year cumulative loss in biomass passage, estimated as the product of a spatially explicit (generalized additive model) trend, times the surface of average cumulative spring biomass passage.

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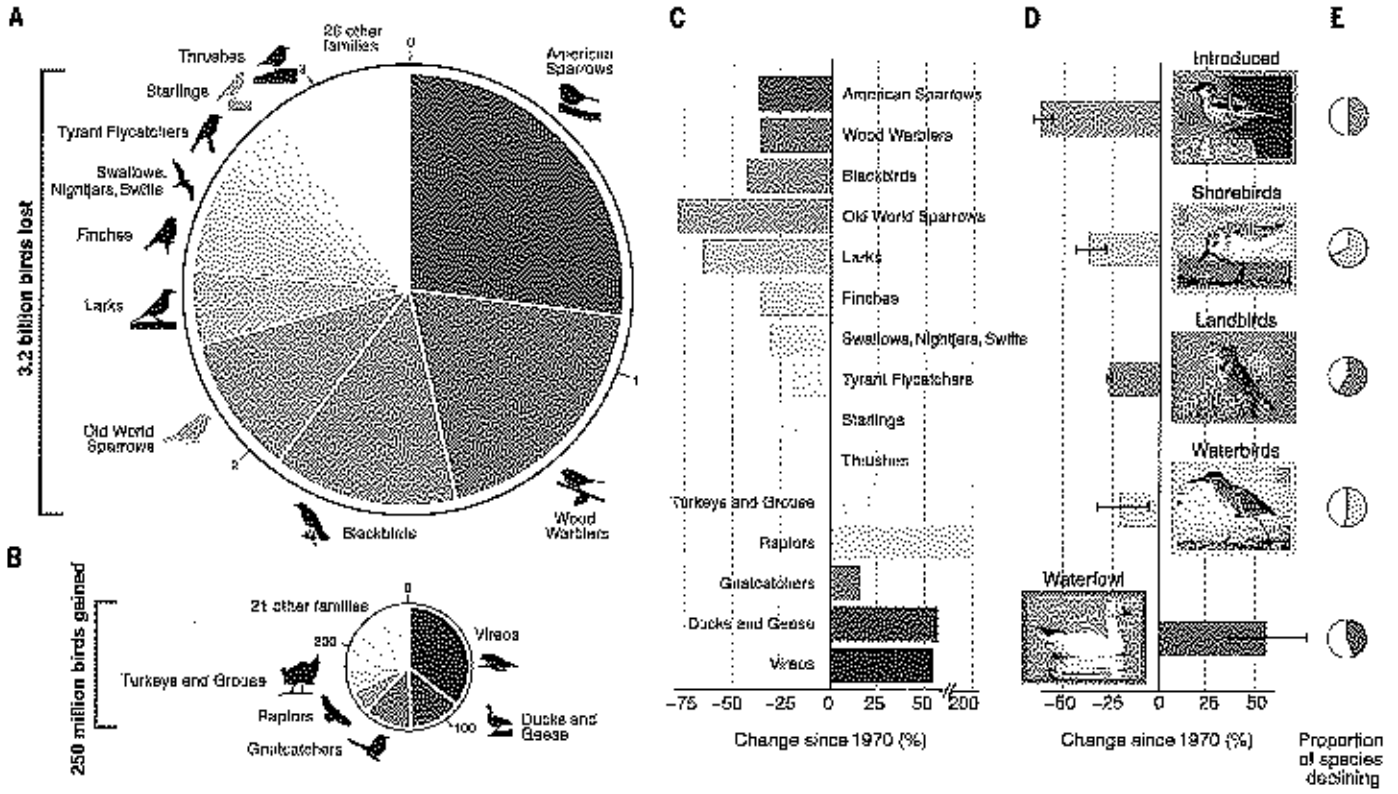

Fig. 3. Gains and losses across the North American avifauna over the past half-century. (**A**) Bird families were categorized as having a net loss (red) or gain (blue). Total loss of 3.2 billion birds occurred across 38 families; each family with losses greater than 50 million individuals is shown as a proportion of total loss, including two introduced families (gray). Swallows, nightjars, and swifts together show loss within the aerial insectivore guild. (**B**) Twenty-nine families show a total gain of 250 million individual birds; the five families with gains greater than 15 million individuals are shown as a proportion of total gain. Four families of raptors are shown as a single group. Note that combining total gain and total loss yields a net loss of 2.9 billion birds across the entire avifauna. (**C**) For each individually represented family in (B) and (C), proportional population change within that family is shown. See table S2 for statistics on each individual family. (**D**) Percentage population change among introduced and each of four management groups (*18*). A representative species from each group is shown (top to bottom, house sparrow, *Passer domesticus*; sanderling, *Calidris alba*; western meadowlark, *Sturnella neglecta*; green heron, *Butorides virescens*; and snow goose, *Anser caerulescens*). (**E**) Proportion of species with declining trends.

impact on communities and ecosystems could be even higher outside the breeding season if we consider the amplifying effect of "missing" reproductive output from these lost breeders.

Extinction of the passenger pigeon (*Ectopistes migratorius*), once likely the most numerous bird on the planet, provides a poignant reminder that even abundant species can go extinct rapidly. Systematic monitoring and attention paid to population declines could have alerted society to its pending extinction (*20*). Today, monitoring data suggest that avian declines will likely continue without targeted conservation action, triggering additional endangered species listings at tremendous financial and social cost. Moreover, because birds provide numerous benefits to ecosystems (e.g., seed dispersal, pollination, pest control) and economies [47 million people spend U.S.$9.3 billion per year through bird-related activities in the United States (*21*)], their population reductions and possible extinctions will have severe direct and indirect consequences (*10*, *22*). Population declines can be reversed, as evidenced by the exceptional recovery of waterfowl populations under adaptive harvest management (*23*) and the associated allocation of billions of dollars devoted to wetland protection and restoration, providing a model for proactive conservation in other widespread native habitats such as grasslands.

Steep declines in North American bird populations parallel patterns of avian declines emerging globally (*14*, *15*, *22*, *24*). In particular, depletion of native grassland bird populations in North America, driven by habitat loss and more toxic pesticide use in both breeding and wintering areas (*25*), mirrors loss of farmland birds throughout Europe and elsewhere (*15*). Even declines among introduced species match similar declines within these same species' native ranges (*26*). Agricultural intensification and urbanization have been similarly linked to declines in insect diversity and biomass (*27*), with cascading impacts on birds and other consumers (*24*, *28*, *29*). Given that birds are one of the best monitored animal groups, birds may also foreshadow a much larger problem, indicating similar or greater losses in other taxonomic groups (*28*, *30*).

Pervasiveness of avian loss across biomes and bird families suggests multiple and interacting threats. Isolating spatiotemporal limiting factors for individual species and populations will require additional study, however, because migratory species with complex life histories are in contact with many threats throughout their annual cycles. A focus on breeding season biology hampers our ability to understand how seasonal interactions drive population change (*31*), although recent continent-wide analyses affirm the importance of events during the nonbreeding season (*19*, *32*). Targeted research to identify limiting factors must be coupled with effective policies and societal change that emphasize reducing threats to breeding and nonbreeding habitats and minimizing avoidable anthropogenic mortality year-round. Endangered species legislation and international treaties, such as the 1916 Migratory Bird Treaty between Canada and the United States, have prevented extinctions

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Table 1. Net change in abundance across the North American avifauna, 1970–2017. Species are grouped into native and introduced species, management groups (landbirds, shorebirds, waterbirds, waterfowl), major breeding biomes, and nonbreeding biomes [see data S1 in (18) for assignments and definitions of groups and biomes]. Net change in abundance is expressed in millions of breeding individuals, with upper and lower bounds of each 95% credible interval (CI) shown. Percentage of species in each group with negative trend trajectories is also noted. Values in bold indicate declines and loss; those in italics indicate gains.

Species group	No. of species	Net abundance change (millions) and 95% CIs			Percent change and 95% CIs			Proportion species in decline
		Change	LC95	UC95	Change	LC95	UC95	
Species summary								
All N. Am. species	529	**−2,911.9**	−3,097.5	−2,732.9	**−28.8%**	−30.2%	−27.3%	57.3%
All native species	519	**−2,521.0**	−2,698.5	−2,347.6	**−26.5%**	−28.0%	−24.9%	57.4%
Introduced species	10	**−391.6**	−442.3	−336.6	**−62.9%**	−66.5%	−56.4%	50.0%
Native migratory species	419	**−2,547.7**	−2,723.7	−2,374.5	**−28.3%**	−29.8%	−26.7%	58.2%
Native resident species	100	*26.3*	7.3	46.9	*5.3%*	1.4%	9.6%	54.0%
Landbirds	357	**−2,516.5**	−2,692.2	−2,346.0	**−27.1%**	−28.6%	−25.5%	58.8%
Shorebirds	44	**−17.1**	−21.8	−12.6	**−37.4%**	−45.0%	−28.8%	68.2%
Waterbirds	77	**−22.5**	−37.8	−6.3	**−21.5%**	−33.1%	−6.2%	51.9%
Waterfowl	41	*34.8*	24.5	48.3	*56.0%*	37.9%	79.4%	43.9%
Aerial insectivores	26	**−156.8**	−183.8	−127.0	**−31.8%**	−36.4%	−26.1%	73.1%
Breeding biome								
Grassland	31	**−717.5**	−763.9	−673.3	**−53.3%**	−55.1%	−51.5%	74.2%
Boreal forest	34	**−500.7**	−627.1	−381.0	**−33.1%**	−38.9%	−26.9%	50.0%
Forest generalist	40	**−482.2**	−552.5	−413.4	**−18.1%**	−20.4%	−15.8%	40.0%
Habitat generalist	38	**−417.3**	−462.1	−371.3	**−23.1%**	−25.4%	−20.7%	60.5%
Eastern forest	63	**−166.7**	−185.8	−147.7	**−17.4%**	−19.2%	−15.6%	63.5%
Western forest	67	**−139.7**	−163.8	−116.1	**−29.5%**	−32.8%	−26.0%	64.2%
Arctic tundra	51	**−79.9**	−131.2	−0.7	**−23.4%**	−37.5%	−0.2%	56.5%
Aridlands	62	**−35.6**	−49.7	−27.0	**−17.0%**	−23.0%	−8.1%	56.5%
Coasts	38	−6.1	−18.9	8.5	−15.0%	39.4%	21.9%	50.0%
Wetlands	95	*20.6*	8.3	35.3	*13.0%*	5.1%	23.0%	47.4%
Nonbreeding biome								
Temperate N. America	192	**−1,413.0**	−1,521.5	−1,292.3	**−27.4%**	−29.3%	−25.3%	55.2%
South America	41	**−537.4**	−651.1	−432.6	**−40.1%**	−45.2%	−34.6%	75.6%
Southwestern aridlands	50	**−238.1**	−261.2	−215.6	**−41.9%**	−44.5%	−39.2%	74.0%
Mexico–Central America	76	**−155.3**	−187.8	−122.0	**−15.5%**	−18.3%	−12.6%	52.6%
Widespread neotropical	22	**−126.0**	−171.2	−86.3	**−26.8%**	−33.4%	−19.3%	45.5%
Widespread	60	−31.6	−63.1	1.6	−3.7%	−7.4%	0.2%	43.3%
Marine	26	**−16.3**	−29.7	−1.2	**−30.8%**	−49.1%	−2.5%	61.5%
Coastal	44	**−11.0**	−14.9	−6.7	**−42.0%**	−51.8%	−26.7%	68.2%
Caribbean	8	−6.0	1.4	−15.7	12.1%	−2.8%	31.7%	25.0%

and promoted recovery of once-depleted bird species. History shows that conservation action and legislation work. Our results signal an urgent need to address the ongoing threats of habitat loss, agricultural intensification, coastal disturbance, and direct anthropogenic mortality, all exacerbated by climate change, to avert continued biodiversity loss and potential collapse of the continental avifauna.

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SUPPLEMENTARY MATERIALS

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Materials and Methods
Figs. S1 to S7
Tables S1 to S5
Databases S1 and S2
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Science

Decline of the North American avifauna

Kenneth V. Rosenberg, Adriaan M. Dokter, Peter J. Blancher, John R. Sauer, Adam C. Smith, Paul A. Smith, Jessica C. Stanton, Arvind Panjabi, Laura Helft, Michael Parr and Peter P. Marra

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Staggering decline of bird populations

Because birds are conspicuous and easy to identify and count, reliable records of their occurrence have been gathered over many decades in many parts of the world. Drawing on such data for North America, Rosenberg *et al.* report wide-spread population declines of birds over the past half-century, resulting in the cumulative loss of billions of breeding individuals across a wide range of species and habitats. They show that declines are not restricted to rare and threatened species---those once considered common and wide-spread are also diminished. These results have major implications for ecosystem integrity, the conservation of wildlife more broadly, and policies associated with the protection of birds and native ecosystems on which they depend.

Science, this issue p. 120

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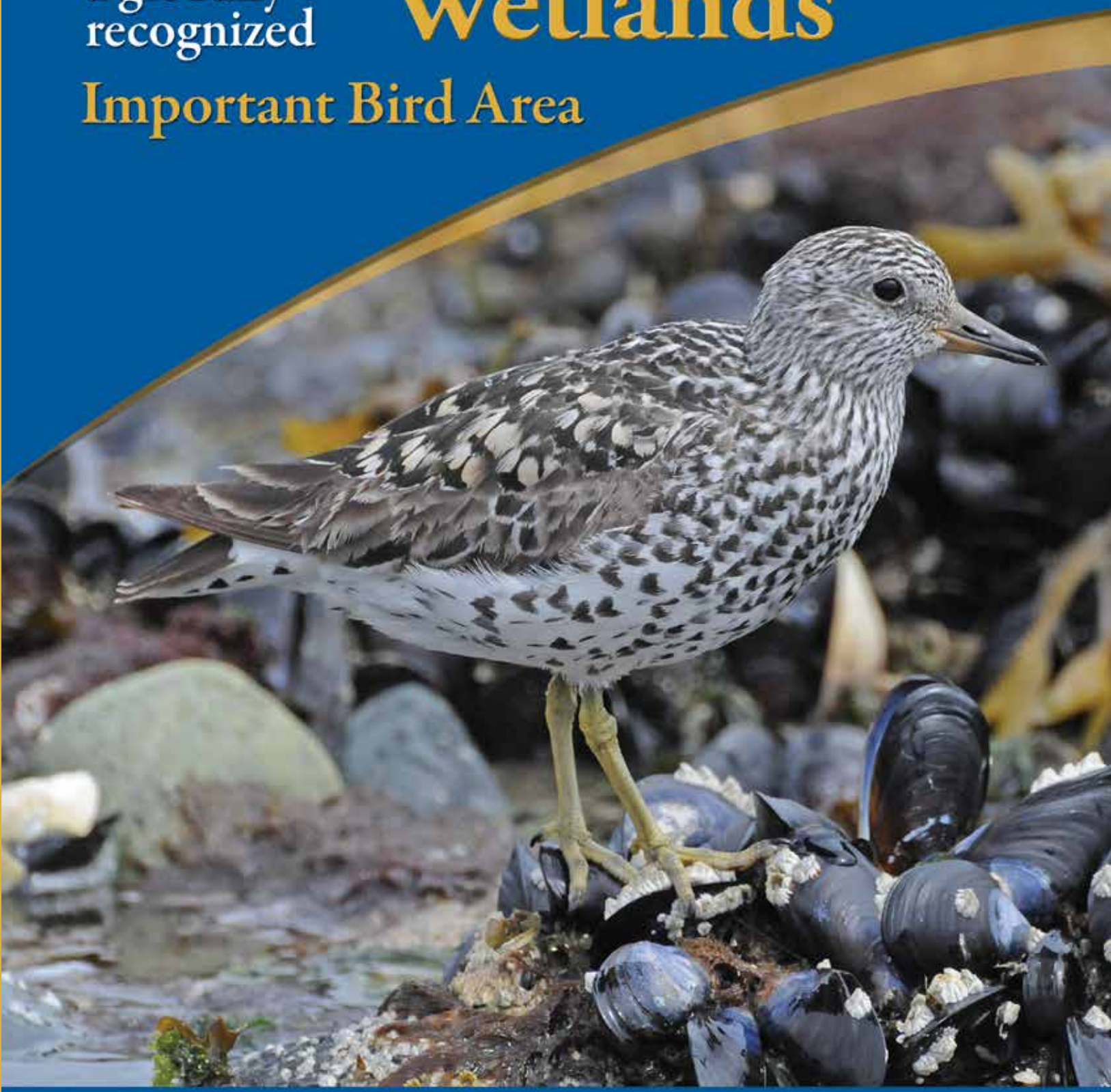
The Mendenhall Wetlands

a globally recognized Important Bird Area



Robert H. Armstrong • Richard L. Carstensen • Mary F. Willson • Marge Hermans Osborn

The Mendenhall Wetlands

a globally recognized Important Bird Area



Robert H. Armstrong

Richard L. Carstensen

Mary F. Willson

Marge Hermans Osborn

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Paul Suchanek graciously provided us with his bird database for the Wetlands that included more than 15,000 entries on the numbers of birds by species. Rich Gordon gave us his notes on bird abundance by species that included information he had gathered on the Wetlands for over 40 years. Pauline Strong produced the monthly summaries of this data on pages 33-40. Patty Rose and Gus van Vliet reviewed the phenology chart and made several useful corrections.

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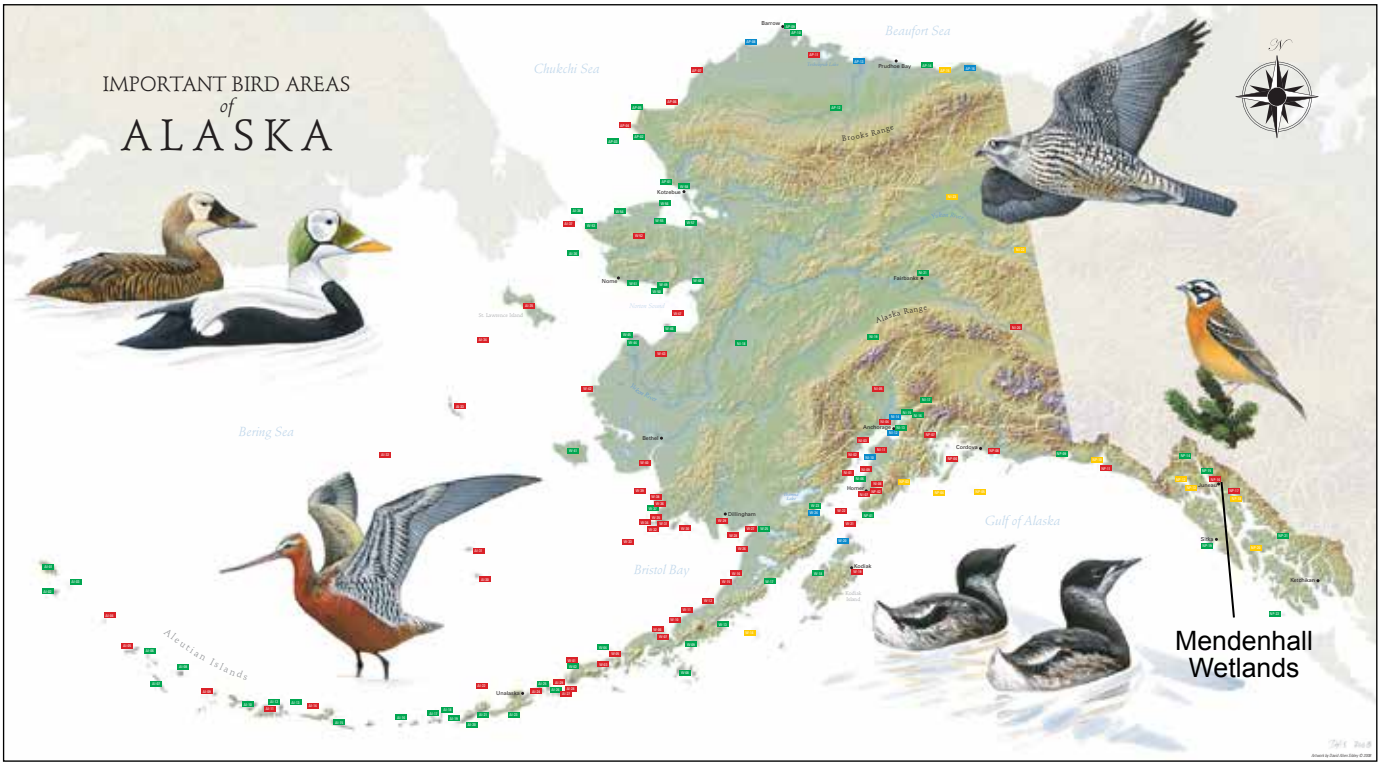

As of 2009, Alaska has 145 Important Bird Areas. The majority of these, including the Mendenhall Wetlands, are also recognized as globally or continentally significant. In fact, Alaska has almost half of all globally significant Important Bird Areas identified in the United States.

To showcase these habitats, Audubon Alaska is offering beautiful, poster-sized maps suitable for hanging on the wall or in a classroom. To order a free copy of one of these maps visit the Audubon Alaska website at http://www.audubonalaska.org/



The Southeast Alaska Land Trust is a private, non-profit organization supported by local memberships, private foundations and public grants. *Our mission is to work with communities and private land owners to ensure that vital natural areas remain in place for the benefit of each generation.*

The Mendenhall Wetlands are vital to a significant and diverse population of birds. This salt water, tidal marsh area is the third largest in Southeast Alaska and provides critical rest and replenishment for both migrating and resident birds.

Although the Mendenhall Wetlands fall largely within the defined boundary of the State's Game Refuge, the protections of that designation are vulnerable—not only to the effects of surrounding land uses, but, surprisingly, to the land's natural uplift caused by glacial retreat. Much of the property surrounding the Refuge is legally defined in a way that allows the upland owners to progressively make claim to lands extending out to the retreating mean-high tide line—to lands within the original Refuge boundary. For each upland owner, these "accreted lands" are measured in acres. Claims of one or two acres are typical and up to 15 acres have been claimed in a single case. As the rebound continues, additional claims may be made.

The Southeast Alaska Land Trust is working to convert this moving Refuge boundary into a fixed, stable boundary, or to provide conservation protections on the private, "accreted lands." Using mitigation fees paid to compensate for unavoidable wetland impacts from Juneau airport projects, we will offer to purchase these "accreted lands" outright or, alternately, conservation easements from willing upland owners. Accretion claims will, otherwise, slowly privatize lands around a shrinking Refuge perimeter, and over time give way to urbanization.

The Mendenhall Wetlands provide a glimpse into the timeless cycle of life on the planet. We congratulate the authors on their work. Each of us is grateful to you for making your observations of this place so brilliantly accessible to inform our experience. Thank you.

We are grateful for the generosity of an anonymous SEALTrust donor who has funded printing of this book, and we are committed to assist in the long-term protection of this vital, natural area. May each generation share our experience of this wondrous place!

Diane Mayer
Executive Director
Southeast Alaska Land Trust
www.southeastalaskalandtrust.org

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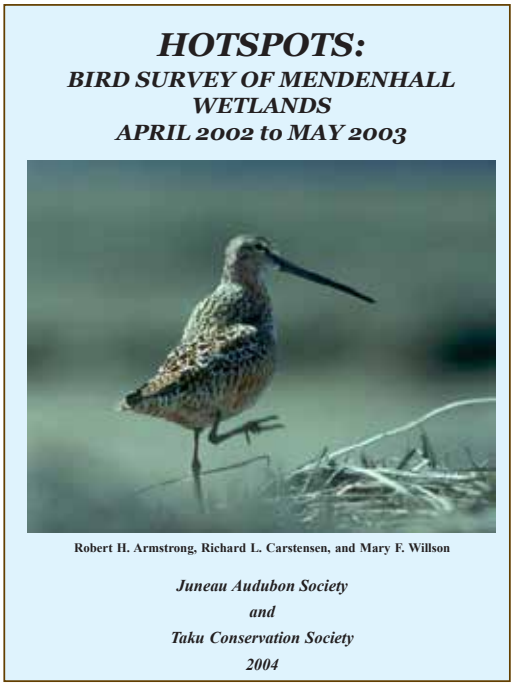
Background

Our interest in the Mendenhall Wetlands began in 1960, long before much of it became established as a refuge. Bob especially liked to go birding in the area that is now the floatplane basin. The area had a wonderful mosaic of habitats that attracted birds. Waterfowl nested there, Arctic Terns had a colony and even nested along the airport runway, Least and Spotted Sandpipers were also common nesters.



Later he met Frank Glass and they often spent time together on the Wetlands looking at birds. Frank especially liked to census the songbirds during breeding season. Bob liked to photograph birds and sat in blinds or wandered about the area with his huge Leicaflex telephoto lens complete with shoulder stock that resembled a military weapon. Once a security officer, with lights flashing, came across the runway and made him return to the terminal for interrogation. It took a while to convince the officer that his "weapon" was really a camera. Frank and Bob eventually produced the first checklist of birds for the Mendenhall Wetlands.

It was a sad day for birds and birders when they dredged the float plane basin. During dredging they were about to plow under the Arctic Tern nests complete with eggs and chicks. Bob contacted Rick Reed, the habitat coordinator for Fish and Game, and the Department stopped any further construction of the basin until the terns finished nesting.

In 1987 Bob and Richard teamed up with Dan Bishop and conducted an environmental analysis of lower Jordan Creek and the nearby wetlands. Dan was a hydrologist, Richard specialized in vegetation, and Bob was a fishery biologist. Bob remembers walking the tidal sloughs at night with Coleman lanterns and seeing abundant salmon young, which were not visible during daylight.

Bob, Richard, and Mary did bird surveys of the entire Wetlands in 2002 and 2003. This study was funded by the U.S. Fish and Wildlife Service to compare the results to an earlier similar study conducted by the service in 1986. The entire report, known as the "Hotspot Report," was later published by the Juneau Audubon Society and Taku Conservation Society.

Mary also teamed up with Aaron Baldwin and conducted invertebrate surveys at several places on the Wetlands. Their report was added to the hotspot report.

Earlier observations got Mary, an ecologist, interested in the birds feeding on sand lance and the gulls feeding on salmon eggs and carcasses. These studies were later published.

Richard and Bob later teamed up and did breeding bird surveys on airport property for the consultants working on the Environmental Impact Statement for the recent planned expansion of the airport.

In 2004, Richard produced a detailed vegetation map and assessed implications of glacial rebound and development for SEALTrust.

Bob and his friend Rich Gordon have spent a considerable amount of time birding together on the Wetlands. Rich always kept detailed notes of what he saw. They eventually put together the second checklist of birds for the Mendenhall Wetlands. In 2005 they filed the application, with support from Juneau Audubon, to establish the Wetlands as an Important Bird Area. When the Mendenhall Wetlands was officially established as an Important Bird Area of global significance, we all knew we had to write a book about the area.

Bob and Marge have a long history of collaborating on articles and books dealing with Southeast Alaska's natural world. Marge's skill at making things look good in both layout and words was an important addition to this book.

We are so fortunate to have such a wonderful place in our backyard. We hope this book contributes to the protection of the Mendenhall Wetlands.

Establishing an Important Bird Area

In 2005, Juneau Audubon Society applied to Audubon Alaska to have the Mendenhall Wetlands classified as an Important Bird Area (IBA). The application was reviewed by the Alaska Technical Committee and in 2006 the Wetlands were recognized as an IBA at the state level. The nomination was then sent to the National Technical Committee for their assessment of the site's continental and global significance. In 2007 the Mendenhall Wetlands was officially recognized as globally significant by the U.S. IBA Committee.

The Important Bird Area program is an international effort to identify, conserve, and monitor a network of sites that provide essential habitat for bird populations. BirdLife International began the IBA program in Europe in 1985. Since that time, BirdLife partners in more than 100 countries have joined together to build the global IBA network. Audubon, the BirdLife Partner in the U.S., has been working since 1995 to identify and conserve hundreds of IBAs all across the United States.

In order to qualify for a globally or continentally significant IBA a site must support a significant portion of the flyway population of a particular species. In general, to qualify the site must have supported over one percent of the North American population at one time, or more than five percent of the population for the season.

At the time of application there were more than 10,000 documented observations of the number of birds, by species, that occurred on the Mendenhall Wetlands at one time. Several species fell within the IBA qualifying criteria. They included Greater White-fronted Goose, Canada Goose (Vancouver subspecies), Surfbird, Thayer's Gull, Surf Scoter, American Golden-Plover, Lesser Yellowlegs, Ruddy Turnstone, Black Turnstone, Western Sandpiper, Pectoral Sandpiper, Rock Sandpiper, Dunlin, Short-billed Dowitcher, and Bonaparte's Gull. Some of these species were also on the Audubon WatchList because of concerns about their conservation status. Those included Surfbird, American Golden-Plover, Rock Sandpiper, and Short-billed Dowitcher.



The Surfbird is an Audubon WatchList "Species of High Conservation Concern" because its worldwide population is estimated at only 70,000, and that is suspected to be declining. More than a thousand Surfbirds at a time have been seen on Mendenhall Wetlands in April, May, and July.

Mendenhall Wetlands does indeed provide food and/or resting space to a remarkable variety and abundance of birds. We know this because of more than 40 years of records by birding enthusiasts, and two major studies that have documented the variety and abundance of birds in the area.

As of November 2008, observers had recorded sightings of 256 different species of birds. That's 83 percent of the 308 species seen in the entire Juneau area (from Taku Inlet to Berners Bay) and 73 percent of the 352 bird species seen in all of Southeast Alaska (from Dixon Entrance to Yakutat).

Because of the variety and complexity of its habitats, Mendenhall Wetlands is widely acknowledged to be one of the key stopover points for migratory waterfowl and shorebirds in coastal Alaska.

Mendenhall Wetlands State Game Refuge

Most of Mendenhall Wetlands is owned by the State of Alaska and is included in the 3,764-acre Mendenhall State Game Refuge, managed by the Alaska Department of Fish and Game. A much smaller portion falls under the jurisdiction of the Juneau City and Borough, and is managed by the Juneau Airport. About seven percent of the Wetlands (350 acres) is privately owned. That portion includes Miller-Honsinger Pond, an important area for waterfowl and other birds, and the Juneau golf course.
The following description and history is adapted from the State of Alaska's Mendenhall Wetlands State Game Refuge Management Plan.

Located between Douglas Island and the mainland at Juneau in northern Southeast Alaska, the 3,764-acre refuge stretches along nine miles of Gastineau Channel and is accessed via the Egan Expressway, Sunny Drive, North Douglas Highway, Fritz Cove Road, Mendenhall Peninsula Road, and the Airport Dike Trail. Gastineau Channel was originally formed by glacial scouring and later filled by marine and river sediments. Today it is fed by silt-laden water from Mendenhall and Lemon Glaciers, as well as numerous smaller clear-water systems, notably Fish, Jordan, Switzer, and Salmon Creeks.

History

Prior to the creation of the State Game Refuge on the Mendenhall Wetlands by the 1976 Alaska State Legislature, the general area played a part in the development of the Juneau area. Captain George Vancouver's party charted Douglas Island and Gastineau Channel in 1794, but other white men had evidently been in the area, as local natives had blunderbusses and muskets. Vancouver's journals mention ice blocking the passage through Gastineau Channel.

European fur traders visited the area from at least 1799 through the 1860s; trading was apparently carried on with the Auk tribe who lived along and gathered natural resources from the wetlands.

In 1879 naturalist John Muir and Presbyterian minister S. Hall Young traveled through "the flats," as the area has often been called throughout its history. Muir noted the Mendenhall Glacier was in the "first stages of decadence" and observed the mineralization of the mainland shore. This latter fact was borne out in the following year when Juneau's "founding fathers," Richard Harris and Joe Juneau, discovered gold in the Silverbow Basin. The city of Juneau was founded in 1900, and mining was active in the area through 1944. While mining may not have had much of a direct impact on what today are refuge lands, in the early teens one miner reported finding gold in the "Mendenhall Mud Flats." This turned out to be a practical joke but resulted in a stampede to the intertidal area by miners looking for the salted lode.

Impacts on the intertidal areas followed the growing population associated with development of the area. The Northwest Trading Company steamer *Favorite* carried passengers from Sitka to Fritz Cove, then passengers crossed the Mendenhall River Bar via "big dugout canoes." In 1911 the Salmon Creek dam and two powerhouses were built by the Alaska Gastineau Channel Mining Company.

In 1924 and 1925, marten, mink, and fox farming was conducted on what is today refuge property. And in 1926 the Mendenhall River was bridged. In the late teens and early 1920s, Thomas Knudsen had a dairy at the present site of the Juneau Municipal Airport. This operation was taken over by the Kendlers in 1922 (the same year that four navigation lights were installed to mark the Mendenhall Bar) and operated until 1965. The year 1934 marked the first use of Joe Kendler's fields as a runway, and around 1936 the United States Army used the fields for this purpose.

In 1938/39 part of this farm was sold to Pan American Airways for use as an airfield, which was in turn enlarged by the Army in 1940/41. After the city of Juneau obtained the airport property, the runway was eventually extended to 8,468 feet in length. Airport construction destroyed salt marsh habitat, but ponds dredged during the project created loafing habitat for waterfowl.

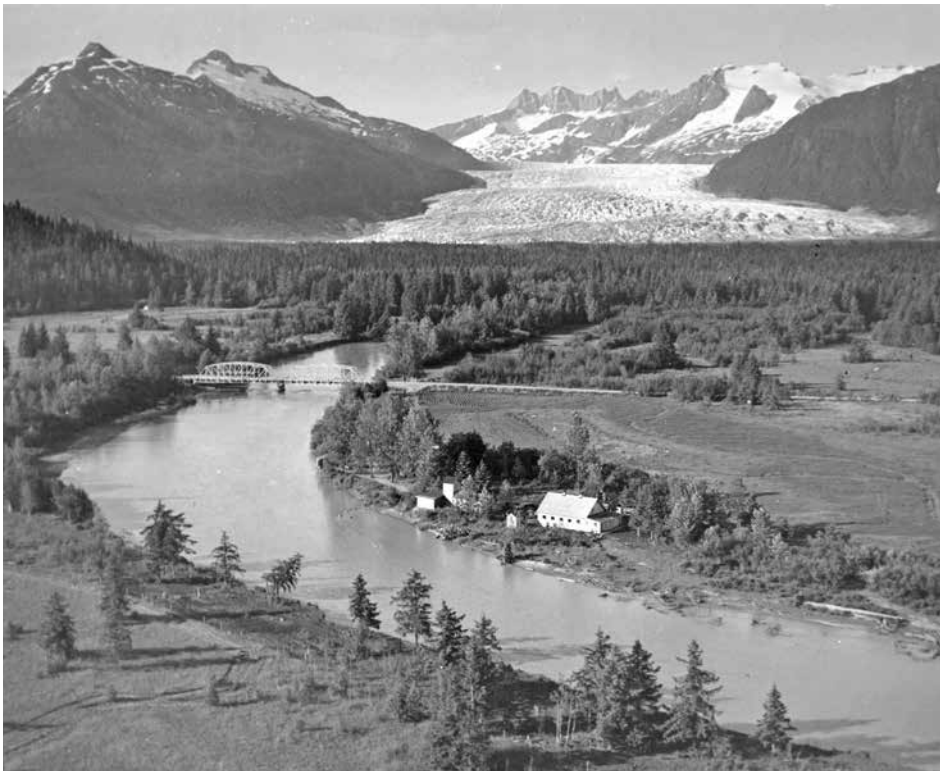
The Golden North Salmon Derby, which began in 1938, has relied in part on fish originating from streams that drain into the wetlands.

Some people saw great potential for agriculture in the Wetlands' well-drained meadows fringed with big trees. As Joe Kendler stated, "Only land that produces giant timber . . . will make good farm land." Other changes followed awarding the bid for airport construction in 1941; two million cubic yards of material were moved during this project. More people settled in the area. One attitude expressed at that time was, "Another happy consequence . . . was that the wildlife moved deeper into the woods, and no longer bothered us or endangered our cattle."

In the early 1940s the Juneau Gun Club was first located at Salmon Creek and then moved to Mendenhall River at the present-day site of the float plane pond. In the fall of 1944, federal game wardens found many waterfowl dead at this site from lead poisoning. This area, located at the floatplane pond, was closed and $70,000 in public funds were spent in rehabilitation.

In 1959/60, $750,000 was spent by the Army Corps of Engineers dredging a navigational channel between Gastineau Channel and Fritz Cove/ Stephens Passage. By 1971, the channel had silted in and a "natural equilibrium between deposition and erosion" had been re-established, and the wetlands were again navigable only at high tide by small craft, similar to 90 years earlier. The sand islands created by the dredging are now sparsely vegetated with alder, cottonwood, willow, and young spruce bordered by thick mats of beach rye.

Dredging associated with the construction of the Egan Expressway was also conducted in the 1970s. General recognition of the importance of the Mendenhall Wetlands began in 1965 (It is interesting to note that in 1913 the Juneau Commercial Club, forerunner of the Chamber of Commerce, had as its keynote address a speech entitled "Redemption of the Tide Flats"). Public concern fully matured in the mid- to late 1960s in relation to two subjects; 1) the first consideration of a land-management plan for the area, and 2) the routing of the Egan Expressway across the flats. In addition to the above-mentioned habitat loss, acreage has also been lost due to gravel extraction.



P44-11-042, Alaska State Library, Skinner Foundation Photograph

This early view upriver shows the Mendenhall River flood plain before substantial river downcutting began with the continuing retreat of Mendenhall Glacier and formation of Mendenhall Lake.

Garbage and sewage disposal have also impacted the wetlands.

In 1976 the refuge was established. The primary values of the refuge were recognized as fish and wildlife habitat and the associated human uses of these resources. Alaska Statutes, Title 16 (Sec. 16.20.020) states, "The purpose . . . is to protect and preserve the natural habitat and game populations in certain designated areas of the state." Section 16.20.034(e and f), which addresses the Mendenhall Refuge, states that within most of the refuge "the taking of game is expressly permitted" and "Recreational activity is expressly permitted."

Establishing a Refuge

James G. King of Juneau was a survey pilot in Alaska for the U.S. Fish and Wildlife Service for 30 years. He was instrumental in the establishment of a number of U.S. wildlife refuges and state parks, including Pt. Bridget State Park and Ernest Gruening State Historic Site.

*In his memoir **Attending Alaska's Birds**, published in 2008, King describes his role in promoting the establishment of Mendenhall Wetlands State Game Refuge. Here is an excerpt from his book:*

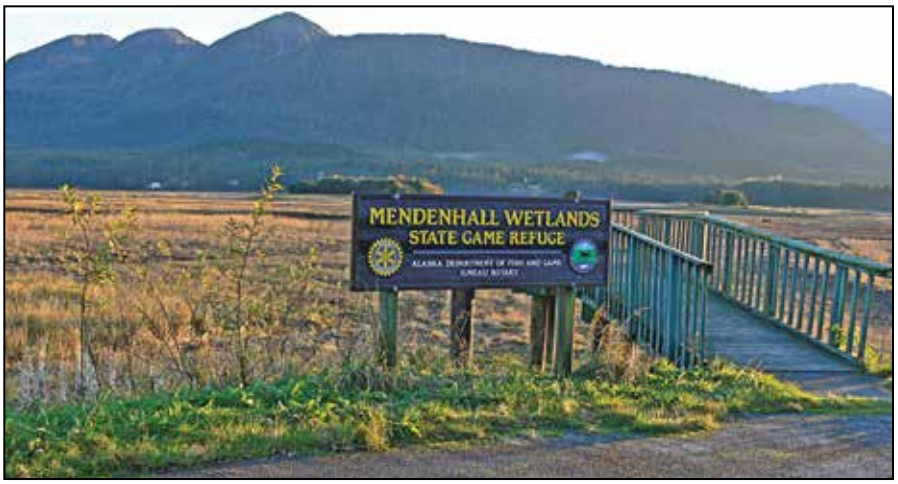


Photo by Mary Lou King

I became involved in promoting the Mendenhall Wetlands State Game Refuge for personal as well as professional reasons. When Mary Lou and I moved to Juneau in 1964 we were able to buy the old Hendrickson home on the edge of the Mendenhall tide flats. We have enjoyed living close to the wetlands ever since.

In 1965 I talked with old friend Bob Weeden of the Alaska Department of Fish & Game (ADF&G) about the possibility of getting Mendenhall flats for a state refuge. This led to a 1966 report by ADF&G biologists Pete Shepherd and Ron Somerville proposing such a refuge. There was substantial support at several city assembly hearings, but this idea was rejected at that time.

Next a controversy developed over locating the new four-lane highway to the airport. The engineers and city fathers preferred a direct route bisecting the tide flats. Conservationists, duck hunters, and the resource agencies wanted to keep the road as close to the upland as possible. I wrote a detailed letter stressing four responsibilities of the USFWS: 1) airport safety, 2) recreation provided by birds, 3) responsibilities under international treaties, and 4) environmental protection. In each case I showed an inner or upland route would be more favorable. My regional director in Portland, Oregon, signed the letter, and I read it at the hearing in March 1969. Joe Greenough of the Steller Society effectively challenged the highway engineer's cost-benefit figures. The middle route was selected, though it did get pushed out on the wetlands a bit.

Since the Mendenhall wetlands had attracted so much attention it seemed like a good time to bring up the refuge proposal again. Mike Miller, who had been on the Juneau assembly during the earlier hearings regarding the refuge, was now in the state legislature. Mike eventually introduced and strongly advocated a bill to create the refuge. The Juneau Chamber of Commerce loudly opposed it, but the public that had favored the more upland highway route continued strong support. I testified at several legislative hearings. John Hope, Juneau's most eloquent Tlingit elder of the time, provided his support. The FAA was quite pointed in their preference for a wildlife refuge rather than any community development in the airport area. The resource agencies were all favorable.

The 3,764-acre Mendenhall Wetlands State Game Refuge, in the middle of the city of Juneau, became a reality on May 1, 1976. This refuge, less than half the original 8,000 acres of earlier tidelands, is greatly appreciated. Commuters on their way to and from work see flocks of ducks and geese and cruising eagles. Urban residents can hunt ducks in season without the sort of commute required in most places. Bird-watchers enjoy the scene from the airport dike trail year round. Visitors from Alaska's more northerly population centers, locked in frozen whiteness all winter, enjoy the scene of some birds on the water just as I did on my first visits before moving here. The airport people still worry about the birds, but they do their best to accommodate to community values without compromising safety. The future of this refuge is not secure, as there is continuing talk of airport expansion and the need for highway crossings.

Birds



Among the birds seen on the Wetlands, waterfowl and shorebirds are of special importance. Nearly every species of waterfowl and shorebird that occurs in Southeast Alaska has been seen on the Wetlands at one time or another. To date that includes 38 of the 42 species of waterfowl found in Southeast Alaska, and 41 of the 45 shorebird species found in the region. The Wetlands also host a number of grassland and wet-meadow songbird species, as well as a variety of migrating raptors, including Short-eared Owls and Northern Harriers.

Even more impressive than this variety, however, is the sheer abundance of birds at various times. Numbers of birds on the Wetlands reach their peak during spring migration, especially the five weeks between mid-April and late May. At that time the numbers of birds can reach a daily high of more than 16,000 individuals.

Bird numbers are also substantial during fall migration, which is spread over a longer period than spring. During the nine weeks of July and August, up to 4,000 individual birds might be seen per day. Even in winter, from 2,000 to 5,000 individual birds have been counted on the Wetlands in a single day.

Shorebirds

What is it about the Mendenhall Wetlands that makes the area attractive to so many shorebirds? For one answer we can consider what birds need. According to Scott Weidensaul, the author of *Living on the Wind*, a book about bird migration:

> *Most of the world's surface is useless to a shorebird—too wet, too dry, too forested, too mountainous, too farmed, too urban, too this or that. Much of the wetland habitat on which many species depend has been lost. So the relatively few places that still suit the birds' needs are important beyond measure.*

The Mendenhall Wetlands are indeed important beyond measure because they

Long-billed Dowitchers sometimes occur in flocks of a couple hundred individuals on the Wetlands, especially during spring migration.



Surbirds have been seen on the Wetlands numbering up to 2,500 individuals at one time.

are one of very few places in Southeast that provide enough food and habitat that migrating shorebirds need. Along their migration routes, which may extend for thousands of miles, shorebirds depend on relatively few stopover sites for refueling and resting. Those sites are usually separated by considerable distances, and during stopovers, food is often available for only a few hours around low tide. For a small bird traveling thousands of miles between its wintering and breeding ranges, efficiency in refueling and quality of resting time can mean the difference between life and death, or between succeeding or failing to reproduce in a given year.

Migratory shorebirds on their way north typically reach the Wetlands in peak numbers from mid-April through the third week in May. The fall migration south takes place over a greater number of weeks, with substantial numbers of birds moving through in July and August. The fall migration of most shorebird species is over by early October.

Western Sandpipers are the most numerous shorebirds. Up to 5,000 individuals have been counted in a single day. More than 1,000 Ruddy Turnstones and 2,000 Surfbirds have also been counted during one day.

The Wetlands are also important for Black-bellied Plovers, Greater Yellowlegs, Lesser Yellowlegs, Black Turnstones, Semipalmated Sandpipers, Least Sandpipers, Pectoral Sandpipers, Rock Sandpipers, Dunlins, Short-billed Dowitchers, and



Western Sandpipers are the most abundant shorebird on the Mendenhall Wetlands during spring migration. Observers have counted up to 5,000 individuals at one time.

Long-billed Dowitchers. Counts for these species have typically been in the hundreds per day.

Among migrant shorebirds, Greater Yellowlegs are often the earliest to arrive in spring, beginning around the first of April. The latest of the fall-migrant shorebirds is the Pectoral Sandpiper, sometimes still moving through in early November.

Some shorebirds winter on the Mendenhall Wetlands (Killdeer, Rock Sandpiper, Dunlin, and Wilson's Snipe). Dunlin and Rock Sandpipers often number more than 100 individuals.

A few species of shorebirds nest in the Juneau area and no doubt use the Wetlands for feeding and rearing of their young. The local nesters include Killdeer, Semipalmated Plover, Greater Yellowlegs, Spotted Sandpiper, Least Sandpiper, and Wilson's Snipe. Over the years we have found nests of Killdeer, Spotted Sandpiper, and Least Sandpiper on the Wetlands and have also observed nesting Greater Yellowlegs and Wilson's Snipe in nearby bogs. Nesting Least Sandpipers have not been observed in recent years.



Surfbirds and one Dunlin forage for food in a patch of mussels on the Wetlands.



American Golden-Plovers are one of the species that have experienced apparent population declines. They are generally uncommon on the Wetlands, and typically occur in numbers between one and 25.



Ruddy Turnstones occur in significant numbers on the Wetlands during the month of May. This species is listed in the U.S. shorebird conservation plan as one that is in decline.



Both Dunlins (above) and Red Knots (below, right) are shorebird species that are considered to be in decline.

Shorebird Conservation

Throughout the Western Hemisphere many shorebird populations are in serious decline, yet many of their stopover sites continue to be degraded and destroyed.

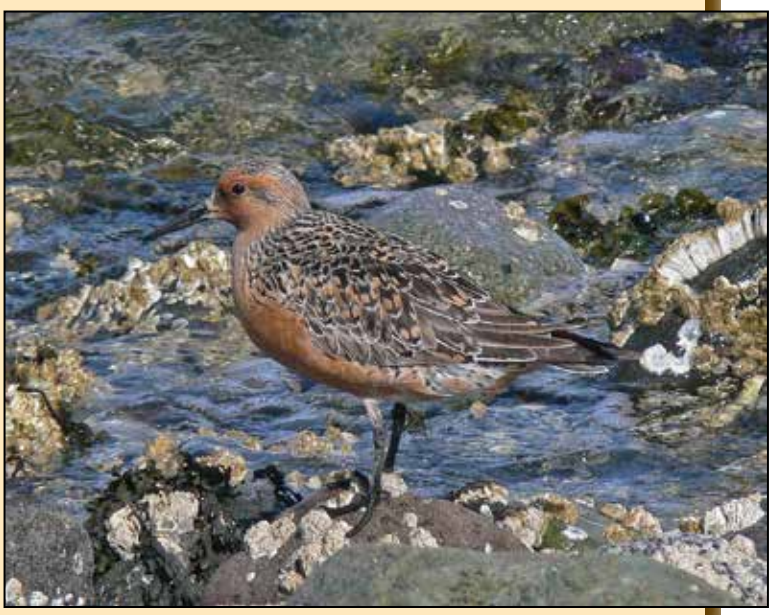
To help identify, monitor, and prevent further degradation of shorebird stopover areas, the Western Hemisphere Shorebird Reserve Network has been established. Administered by the Manomet Bird Observatory, this program is a collaboration of more than 140 public and private organizations in seven countries. Part of the Network's work has resulted in the establishment of a U.S. Shorebird Conservation Plan whose primary goals are maintaining adequate shorebird habitat, and maintaining or restoring shorebird populations at the continental and hemispheric levels.

A complementary strategy called a Conservation Plan for Alaska Shorebirds was completed in 2000 and revised in 2008. It, too, was a collaboration and included the Alaska Department of Fish and Game, Audubon Alaska, Bureau of Land Management, National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, USGS Alaska Science Center, and Wildlife Conservation Society.

A number of shorebird species that occur on Mendenhall Wetlands have experienced apparent declines in continental populations since 1970. For 16 of these species the declines are statistically significant. Those species include:

Whimbrel • Marbled Godwit • Surfbird • Dunlin • Buff-breasted Sandpiper
Short-billed Dowitcher • Black-bellied Plover • American Golden-Plover
Killdeer • Ruddy Turnstone • Red Knot • Sanderling • Semipalmated Sandpiper
Least Sandpiper • Wilson's Snipe • Red-necked Phalarope.

The Alaska plan recognizes only three important shorebird sites in all of Southeast Alaska the Stikine River Delta, Yakutat Forelands, and Mendenhall Wetlands. These sites are currently under consideration for inclusion within the Western Hemisphere Shorebird Reserve Network.



Canada Geese

Canada Geese are essentially year-round residents on the Mendenhall Wetlands, favoring the sedge meadows and ponds near the dike. The resident subspecies is the Vancouver Canada Goose (*Branta canadensis fulva*), which lives and nests from northern Southeast Alaska southward to northern Vancouver Island, British Columbia. Within this area it is considered to be a nonmigratory subspecies.

Adults leave the Mendenhall Wetlands in early April for nesting, and adolescents leave in late June to go to remote areas for molting. In August they all begin returning to the Wetlands, where they remain until they're chased out by hunters or extreme freeze-up.

During hunting season these intelligent birds usually leave the Wetlands each morning before hunting begins and fly to Auke Lake or to areas near Horse and Colt Islands, where they spend the daylight hours. After sunset, when hunting ends for the day, they return to the Wetlands and feed under cover of darkness.

We estimate that between 500 and 700 Vancouver Canada Geese use the Wetlands. This figure is based on counts covering the entire Wetlands when we were fairly sure the geese had not been disturbed.



Vancouver Canada Geese are some of the most easily observed birds on the Wetlands. Flocks of several hundred can often be seen feeding near Egan Expressway and along the Dike Trail.

Other Geese

We know that Cackling Geese use the Wetlands during migration, though our records for numbers of this species are fairly sparse. The Cackling Goose was recently split out as a separate species from the Canada Goose. Also, one of the subspecies of the Cackling Goose overlaps in size with the Canada Goose, so it is difficult to distinguish them in the field. Nevertheless, small flocks of up to about 100 Cackling Geese have been recorded using the Wetlands.

Greater White-fronted Geese have been observed on the Wetlands in the hundreds during late April and early May, especially in recent years. Snow Geese also occur in small numbers during this period.



Up to 600 Greater White-fronted Geese have been counted on the Wetlands in the spring.

Mallards

Mallards are the duck most commonly seen on the Wetlands. Many are year-round residents that nest in the numerous ponds and lakes within the Mendenhall Valley and a few nest within the Wetlands.

Mallards occur in greatest numbers on the Wetlands from December through April, when up to 2,000 individuals have been seen in a single day. In most other months the numbers range from 200 to 1,000 individuals.

Banding studies have shown that winter Mallards on the Wetlands are not the same as summer Mallards. Young produced in Juneau go mostly down the coast to Washington and California. The winter birds have come from nesting habitat in the Yukon River Valley.



Northern Shovelers were once seen in a flock of up to 800 birds on the Wetlands. We used to find nests of these birds on the Wetlands, but we have not in recent years.



Up to 5,000 Surf Scoters have been counted just off the mouth of Mendenhall River. These birds use the area for staging before migrating to their more northerly breeding grounds.



The Mendenhall Wetlands are an important wintering area for these birds, and judging from the peak numbers documented in April, they're also an important stopover for migrating Mallards. The Mendenhall Wetlands provide summer food and a limited amount of nesting habitat for Mallards. Every year at least one brood has been observed within the floatplane basin and we have seen Mallard nests in the vicinity of Wigeon Ponds near Mendenhall Peninsula.

Other dabbling ducks

Green-winged Teal, Northern Pintail, Northern Shoveler, and American Wigeon have been recorded in the hundreds, especially during April and May and again in August and September. Gadwall and American Wigeon overwinter regularly on the wetlands in small numbers of 10 to 100. The peak of spring migratory passage on the Wetlands is from the last week in April through mid-May. Fall passage is more protracted, lasting from August through October.

Diving ducks

The adjacent saltwater areas of Fritz Cove and Gastineau Channel, as well as ponds within Mendenhall Wetlands, provide habitat for several species of diving or sea ducks. The most numerous of these is the Surf Scoter, which occurs in the thousands in April and May. Other species that typically number in the hundreds include Greater Scaup, White-winged Scoter, Common Goldeneye, Barrow's Goldeneye, Bufflehead, and Red-breasted Merganser. Diving ducks almost completely abandon the Wetlands from June through September, with the majority travelling far inland to nesting grounds. Returning in October, most of these species occur regularly throughout the winter, although overwintering Surf Scoters have been fewer in recent years.



Bald Eagle

In 2008, about 68 Bald Eagle nests were close enough to Mendenhall Wetlands that the resident pairs could forage there; but only about 35 percent of those nests are active in any given year. The Wetlands have probably been essential to the nesting success of these birds.

Bald Eagles can be found on the Wetlands essentially any day of the year, although their spatial distribution differs among seasons. Usually 10 or so eagles can be seen on any given day. Assemblies of 100 or more eagles may gather to feed on Pacific sand lance and capelin – usually during April and May.

Despite the late-summer abundance of salmon on the Wetlands, our eagle counts in August and September have been relatively low. At this time eagles are probably widely dispersed on salmon streams throughout Southeast Alaska, and foraging on higher reaches of streams than the portions we observed in our surveys.

Other raptors

A variety of hawks, falcons and owls are attracted to the Wetlands, where they feed on rodents and other birds. The two species we see most often are Northern Harriers and Short-eared Owls.

The most commonly seen falcons are American Kestrel and Merlin, although Gryfalcon and Peregrine Falcon have occurred. The most commonly seen hawks are the Goshawk and Sharp-shinned Hawk, but some Rough-legged and Red-tailed Hawks have been sighted as well.

The most obvious pair of Bald Eagles are the two that hang out along the Dike Trail. This photograph was taken at one of their nests within the floatplane basin. In this year the eaglet hatched about May 22. The photo was taken on June 14, and the eaglet is in its second coat of down plumage.



Northern Harriers are one of the most common birds of prey seen on the Wetlands during their migration. Here they hunt primarily for voles and smaller birds.



Northern Goshawks have been seen hunting on the Wetlands during nearly all months of the year. These fierce predators sometimes nest in the adjacent forest. This female goshawk was photographed at her nest on a hillside overlooking the Wetlands. She is still in immature plumage. According to those who study goshawks a small percentage of the females nest in their second year, before they achieve full adult plumage.

Gulls and Terns

Gulls are present on Mendenhall Wetlands year-round. The two common overwintering species, Mew Gull and Glaucous-winged Gull, sometimes number more than a thousand individuals. Both species concentrate at the Salmon Creek estuary in fall to feed on salmon eggs and carcasses. Bonaparte's Gulls also occur regularly in the hundreds, and occasionally more than 1,000, from mid-April to early October.



Bonaparte's Gulls frequently forage for sand lance and Dolly Varden at low tide in Gastineau Channel at the mouth of Fish Creek.

Glaucous-winged and Herring Gulls have a nesting colony on the rock face near Mendenhall Glacier, and they use the Mendenhall Wetlands for foraging.

Arctic Terns also use the Wetlands for feeding from late April to late August. The former spoil-island nesting colony in the central wetlands has been recently abandoned and we observed no nesting there in 2002 or 2003. In 2007, however, we found several pairs nesting at their old site. A number of terns presently nest near the Mendenhall Glacier Visitor Center, and these birds probably use the Wetlands for foraging.



In recent years an estimated 75 pairs of Glaucous-winged Gulls have nested on the rock face in front of Mendenhall Glacier. These gulls and their offspring forage for food on the Mendenhall Wetlands.



A colony of Arctic Terns used to nest in the vicinity of the floatplane basin, then later on one of the treeless sand islands. In recent years, except for 2007, they have not used the Wetlands for nesting.

Crows and Other Corvids



Black-billed Magpies are most often seen in the Wetland area around the golf course.

Northwestern Crows are common year-round residents on Mendenhall Wetlands. In winter and early spring, hundreds of crows use the Wetlands. We suspect these are aggregations of several flocks that gather together after the breeding season. We observed nesting crows in smaller groups during our 2002-2003 study on some of the spruce-covered islands on the Wetlands.

Other corvids frequently seen on the Wetlands are Common Ravens and Steller's Jays, which are year-round residents. Black-billed Magpies nest elsewhere, but small numbers of them come to the Wetlands in late fall and spend the winter.



As the tide recedes, flocks of Northwestern Crows gather to feed. We often see them turning over small rocks and probing in the rockweed looking for invertebrates.

Other songbirds

Other songbird species utilize Mendenhall Wetlands in large flocks for feeding. Hundreds of Tree Swallows, Violet-green Swallows, and Bank Swallows sometimes hawk for insects from late April through July. A colony of Bank Swallows has nested in the vertical sand banks along Mendenhall River in Brotherhood Park for a number of years.

The Wetlands appear to be an important feeding area for flocks of American Robin, American Pipit, Savannah Sparrow and Lapland Longspur during spring and fall migration, when these birds may occur in the hundreds. Flocks of Pine Siskins and Common Redpolls, numbering in hundreds of individuals, have also been seen using the Wetlands, often in late fall and early spring.



Mendenhall Wetlands is a magnet for swallows. The open vegetated portions seem to attract large numbers of insects on which various species of swallows can feed. In this photo a number of Tree Swallows have gathered to take a break.



Savannah Sparrows are the most common songbird that nests in the higher meadows. At times up to 100 of these birds have been counted.

The woods around the floatplane basin north of the Dike Trail are a magnet for migrating songbirds. This area is one of the best places in Juneau to see northbound warblers, thrushes, and sparrows in April and May.

There are two explanations for this phenomenon. The first relates to the character of the habitat and the second to its location.

Deciduous habitat is much less common in Southeast Alaska than coniferous forest. While deciduous belts are often found along Juneau's coastlines, development has displaced most patches large enough to attract large numbers of stopover migrants. The floatplane woodland, with its rich mix of coniferous and deciduous trees and shrubs, is outstanding in this regard.



The numerous Nootka lupine plants that occur in the upper Wetland meadows serve as handy perches for small ground-nesters such as this Lincoln's Sparrow.

The second reason songbirds are drawn to the floatplane woodland is its "island" character. Birders refer to the phenomenon as "the Central Park effect," a term used to describe the concentration of migrating songbirds in New York City's only large natural area.

Birds migrating through Southeast Alaska follow straits and corridors like Gastineau Channel, especially in spring when uplands are still snowy. Songbirds that prefer deciduous habitats pass northwestward over Mendenhall Wetlands, naturally gravitating to the floatplane basin's wooded "island" rather than the salt marsh on one side (which lacks protective cover) or the areas of intensive development on the other.



Song Sparrows are one of the few small songbirds that live on the Wetlands year-round.

Other than corvids, the only songbirds that are true Wetland residents year-round are Song Sparrows. A number of them nest on the fringes of the Wetlands and stay throughout the year.

In summary, migratory shorebirds and waterfowl are the species most often discussed in association with Mendenhall Wetlands. But there is no question that the Wetlands are equally important to many other groups of birds, including gulls and terns, a number of migrating songbirds and the raptors that travel with and prey on them, and local resident species such as Mallards, Bald Eagles, Northwestern Crows, and Common Ravens.

Areas of Special Importance to Birds

See locations on map on pages 30-31.

The area around the Mendenhall River mouth is the most important feeding habitat for ducks and shorebirds on the Wetlands. At times Western Sandpipers, Surfbirds and Ruddy Turnstones have been seen here in the thousands. Northern Shovelers, Mallards and American Wigeon also feed in the sloughs and among the area's rockweed beds.

This area is also the premier spot to look for less common shorebirds such as American Golden-Plover, Pacific Golden-Plover, Whimbrel, Hudsonian Godwit, Bar-tailed Godwit, Marbled Godwit, Red Knot, and Baird's Sandpiper.

Mendenhall River Mouth



The mouth of Mendenhall River offers a variety of food-rich habitats for birds including sand, mud, barnacle/mussel/rockweed beds, algal mat communities, and a mix of fresh water and salt water.

Fritz Cove is an important feeding and staging area for a variety of sea ducks and other water birds. We have observed 3,000 to 4,000 Surf Scoters and up to 600 White-winged Scoters here. We've also seen sea ducks including Bufflehead, Barrow's Goldeneye, Common Goldeneye, Long-tailed Duck, and scaup in numbers of 20 to 100. Marbled Murrelets, Horned Grebes, Red-necked Grebes, and Red-breasted Mergansers also gather and feed in the cove, along with a few Pelagic Cormorants and Pigeon Guillemots.

Fritz Cove



Fritz Cove is an important staging area for thousands of Surf Scoters.

The western mudflat area near the mouth of Fish Creek is one of the top hotspots of bird activity for the entire Wetlands. Birds that feed within this area include Dunlins, Ruddy Turnstones, American Wigeon, Mallards, scaup, Lapland Longspurs, American Pipits, and hundreds of Western Sandpipers.

This is also a burrowing area for Pacific sand lance, which attract large concentrations of Bald Eagles, gulls, crows, and ravens.



Burrowing Pacific sand lance attract numerous Bald Eagles and crows to come and feed on them.

Lower Fish Creek Estuary



As part of their research in 2002-2003, Aaron Baldwin (left) and Mary Willson conducted a timed sample for invertebrate species and abundance at the mouth of Fish Creek.

At low tide the mouth of Fish Creek is an important feeding area for American Wigeon, Green-winged Teal, and Mallard. This may also be an important feeding area for swallows; up to 150 Barn Swallows and 100 Violet-green Swallows were reported hawking for insects here in July of 2002. This is also one of the best places in Juneau to observe Vaux's Swifts.

Gulls often use this area for resting. Eighty Bonaparte's Gulls were counted here in May 2002. Three hundred fifty Mew Gulls and 120 Glaucous-winged Gulls were counted in March 2003.

The area is also popular for feeding Northwestern Crows. We observed 200 of them in January 2003.

Upper Fish Creek Estuary



In April 2002 we counted 540 Mallards resting at high tide in the Fish Creek upper intertidal area.

The upper Fish Creek estuary is an important resting area for Mallards and other ducks at high tide. Ducks commonly feed in the lower estuary during low tides and rest in the upper area at high tides. We have also observed American Wigeon, Gadwall, and Northern Pintail using this area in numbers of 10 to 30.

Dowitchers, Dunlin, and Lesser Yellowlegs often feed in this area in groups of 10 to 50 individuals.

Salmon Creek Estuary



At the mouth of Salmon Creek ducks often rest on the sedge flats. Gulls concentrate here in August when spawning salmon return.

Salmon Creek estuary is an important feeding and resting area for ducks, shorebirds, and gulls. The area is heavily used for feeding by Mallards, scoters, and American Wigeons. Dunlin feed here in winter and early spring. When salmon are spawning, numerous Mew Gulls, Glaucous-winged Gulls, Bonaparte's Gulls, and Herring Gulls come to feed on their eggs. The spawning salmon also attract Bald Eagles, which feed on their carcasses.

Otter Pond

Otter Pond is an important feeding and resting area for waterfowl.

A variety of both dabbling and diving ducks are often seen feeding and resting here. We have seen Green-winged Teal, American Wigeon, Northern Shoveler, Northern Pintail, Blue-winged Teal, Bufflehead, Common Goldeneye, Canvasback, scaup, and Red-breasted Mergansers. These birds are usually in small numbers, but occasionally in groups of 10 to 30 per species.

Otter Pond is one of the best areas to observe birds from the Dike Trail. At its northeast end is a covered observation bench ("the Gazebo").



Otter Pond is often used as a resting area for Canada Geese. From here they can easily access the sedge flats for feeding.

Sedge Flats west of Otter Pond

These sedge flats are a very important feeding area for Canada Geese, especially in winter and spring. We have counted more than 600 Canada Geese feeding here during those times. High tides wash the snow away, exposing the sedge tips geese depend upon. Substantial numbers of Northwestern Crows and Western Sandpipers also occasionally feed in the intertwining muddy areas.



This area is one of the most extensive areas of Lyngbye sedge on the Wetlands. This sedge is an important food for Canada Geese and some other waterfowl.

Neilson Creek

Gastineau Channel and the flats in front of the Era heliport on Douglas Island are an important feeding area for waterfowl and gulls. Up to 1,000 Surf Scoters, 200 Mallards, 500 Mew Gulls, 130 Bonaparte's Gulls, and 100 Glaucous-winged Gulls have been counted feeding here. All feed in the barnacle/rockweed/mussel habitat but at different stages of the tide.

Ducks that feed in the area in smaller numbers (10-20 per observation) – American Wigeon, Bufflehead, Common Goldeneye, Green-winged Teal, and Northern Shoveler.



This area includes a mudflat with barnacle/mussel/ rockweed beds and the mouth of Neilson Creek.

Western Gastineau Channel



This area of deeper water is especially attractive to waterfowl.

Western Gastineau Channel is an important feeding and loafing area for a variety of waterfowl, especially in late winter and spring. We have counted up to 1,700 Surf Scoters, 160 scaup, 150 Mallards, 90 Red-breasted Mergansers, 80 American Wigeon, and 70 Green-winged Teal in this area. Up to 350 Bonaparte's Gulls and numerous Mew and Glaucous-winged Gulls use this area.

Lower Mendenhall River



Mendenhall River looking southwest from the Dike Trail.

Lower reaches of the Mendenhall River are important for seaducks and dabblers, especially in spring. Most of our records here are of birds resting and preening rather than feeding. The northern banks opposite the collapsed barge are a favored duck assembling area (elsewhere the river cutbanks rise more steeply from the water, restricting views of approaching predators). Dabblers use this area throughout the summer as well.

Wigeon Ponds



Wigeon Ponds are the only natural ponds on the Wetlands. All the others were formed by dredging or obstructions of stream flow.

Wigeon Ponds are important for several reasons. They are a resting area for Mallards, especially in April and May, when we have counted up to 500 of those birds at a time. They are also important as a feeding area for Canada Geese. We have counted over 100 geese here in June and have documented them feeding on Lyngbye sedges.

The ponds area also offers nesting habitat for waterfowl, and it supports the only known breeding population of western toads on the entire Wetlands.

Phalarope Slough

Phalarope Slough is an important feeding area for Lesser Yellowlegs and dowitchers. We have counted more than 100 of each species feeding here. The slough is loaded with small amphipods, which may be the main attraction for these shorebirds. Other species often seen feeding here include Greater Yellowlegs, Green-winged Teal, and Northern Shovelers.

Phalarope Slough is adjacent to the Dike Trail and is a popular spot for bird watching. It was named for the occasional Wilson's Phalarope seen here.



Large numbers of Lesser Yellowlegs often feed in Phalarope Slough.

Junk Car Slough

This small slough just to the east of the Gazebo usually attracts a small assemblage of feeding birds. We have counted up to 33 Long-billed Dowitchers, 25 Lesser Yellowlegs, 40 Mallards, 47 Lesser Snow Geese, and 10 each of Golden-crowned and White-crowned Sparrows feeding in or immediately adjacent to this slough.

The slough was named for the number of junk cars that used to line its landward bank. Like other sloughs along the Dike Trail it is a popular spot for watching birds.



Dowitchers are especially attracted to Junk Car Slough.

Miller-Honsinger Pond

Miller-Honsinger dredge pond is an important resting and feeding area for small groups of waterfowl, although on occasion we have counted up to 225 Greater-white Fronted Geese, 72 Canada Geese, and 60 Mallards. We have also occasionally seen pairs of Trumpeter and Tundra Swans, and small numbers of American Wigeon, Bufflehead, Greater Scaup, Canvasback, Hooded Merganser, and Redhead.

Local birders sometimes come here to see raptors such as American Kestrel, Gyr-falcon, Northern Harrier, and Rough-legged Hawk. Adjacent brush and small trees on the surrounding dikes attract songbirds.



Miller-Honsinger Pond near the Temsco heliport has a variety of habitats that attract waterfowl and song birds.

Floatplane Basin



Canada Geese and other waterfowl often concentrate in the floatplane basin to feed on ditch-grass just as soon as the ice is out in spring. This area is currently being dredged to eliminate the ditch-grass.

Pioneer Marsh



Pioneer Marsh as viewed from the Juneau Pioneers' Home. Note the number of Mallards resting and feeding.

The floatplane pond and attached "fingers" an important feeding area for Canada Geese and other waterfowl during April and May, when we have observed up to 230 geese and 160 Mallards. A variety of other birds also feed here in spring, including American Wigeon, Bufflehead, Green-winged Teal, Greater Scaup, Northern Shoveler, Ring-necked Duck, Tundra and Trumpeter Swans, and Greater White-fronted Geese.

The woodland-meadow mosaic surrounding the ponds provides nesting habitat for a variety of songbirds. During point counts for a project in 2001 we determined that 13 bird species nested in the area, and estimated they consisted of 496 individuals (female and male). The most common species of nesting songbirds were Ruby-crowned Kinglets, American Robins, Hermit Thrushes, Wilson's Warblers, Yellow Warblers, and Yellow-rumped Warblers.

Pioneer Marsh is an important feeding area and refuge for Mallards and scaup during fall hunting season. In surveys between October and December, we have counted some 150 Mallards hiding in the tall grasses here. We have also observed up to 100 scaup diving and feeding in the more open waters of the nearby Twin Lakes in October and November.

Great Blue Herons frequently hunt for fish in this marsh, and Red-winged Blackbirds often nest here.

This is a good place to look for the less common waterbirds. We have seen American Coot, Hooded Mergansers, Ring-necked Ducks, Canvasbacks, a Ruddy Duck, and a Pied-billed Grebe. A pair of Sora Rails has probably been nesting here. It's the best place in Juneau to find American Coot and Hooded Mergansers; several of each species have been observed in recent years.

Our Favorite Wetlands Birding Walk

The Dike Trail near the airport is the premier birding spot in Juneau for waterfowl and shorebirds. It is also a good place to look for songbirds, particularly during the spring migration. The 1.5-mile Dike Trail begins at the end of Radcliffe Road. It is extremely popular and is used by birders, joggers, people walking dogs, and from September through December, duck hunters.

Simply walking along this trail can be a rewarding birding experience. Freshwater marshes on one side, and intertidal ponds and sloughs on the other attract a number of waterfowl and shorebirds, especially during high tides, when much of the Wetlands is covered with salt water. Also, various songbirds flit about the willows, alders, and spruce that line this trail.

A favorite birding adventure on the Wetlands takes about two to three hours. Begin this walk one to two hours before low tide for ease of following birds as well as maintaining dry feet (rubber boots are recommended). Start at the parking area at the end of Radcliffe Road and walk along the Dike Trail to the first and very obvious left turn in the trail. Instead of turning left, walk down a steep bank toward the river to find a well-worn path into the Wetlands. Head toward the mouth of Mendenhall River, paralleling the river.

During spring and fall migrations, look for Lapland Longspurs, American Pipits, and occasionally, Horned Larks in the vegetated areas. Check the tidal sloughs for waterfowl, including Northern Shovelers, American Wigeon, Northern Pintails, Green-winged Teal, and occasionally Cinnamon Teal, Eurasian Wigeon (rare), and Blue-winged Teal. In winter, look for Snow Buntings.

The greatest number of shorebirds (particularly in May) can be seen at the mouth of the river. When walking near the river mouth, be very aware of the tides—you can easily become trapped here on an incoming tide. Soft mud can also present problems.

You may see quite a variety of shorebird species, including Western, Least, Pectoral, Rock and Baird's Sandpipers. Other shorebirds to look for include Surfbirds, Dunlin, Whimbrels, dowitchers (both species), and Black-bellied and American Golden-Plovers.



Birders at the mouth of Mendenhall River look for birds during the Juneau Audubon annual Christmas Bird Count.

From the river mouth, turn northeastward toward the tree-covered high spots (islands at high tide). You will cross sloughs where shorebirds and dabbling ducks can be seen.

On the other side of the outermost dredge island (the one without any vegetation) look for concentrations of gulls, Arctic Terns, Bald Eagles, and sometimes Caspian Terns. These species concentrate here to feed on sand lance, Dolly Varden, and other fish.

From here turn toward the Dike Trail and follow the series of dredge islands. Watch for raptors, including Northern Harriers, Short-eared Owls, Peregrine Falcons, American Kestrels, and Merlins during migration. Look for Northern Shrikes perched on top of the spruce trees. In spring and summer you will see Lincoln's and Savannah Sparrows on the "islands." In winter you may see Snow Buntings. Just before arriving back at the Dike Trail, look for shorebirds in the sloughs. These are favorite feeding areas for both species of yellowlegs and dowitchers.


Golf Course
Casa del Sol Creek
Wigeon Ponds
Duck Creek
Jordan Creek
Juneau International Airport
Floatplane Pond
Dike Trail
Otter Pond
Junk Car
Phalarope
Mendenhall River
Mendenhall Penninsula
Western Mudflat
Gastineau Channel
Ninemile Creek
Fritz Cove
refuge boundary
Fish Creek
Cove Creek
MENDENHALL
0
1


MAINLAND
Miller-
Honsinger
Pond
Switzer
Creek
Lemon Creek
Sunny
Point
spoil
islands
Vanderbilt
Creek
Pioneer
Marsh
Hendrickson
Point
Twin
Lakes
Johnson
Creek
Hendrickson
Creek
Neilson
Creek
Salmon
Creek
refuge
boundary
DOUGLAS ISLAND
WETLANDS
2001
2 miles
N

Chart of Highest Daily Counts by Month

Birds

of

Mendenhall Wetlands

Checklist



JUNEAU AUDUBON SOCIETY

To learn which birds you might see at various seasons of the year, pick up a free copy of the Birds of Mendenhall Wetlands Checklist *from the small plastic box attached to the large refuge sign at the start of the Dike Trail.*

THE CHART ON THE FOLLOWING PAGES shows the variety and seasonal abundance of birds on Mendenhall Wetlands since 1986. It compiles data from 17,400 observations. (One observation, for example, could be 30 crows counted on a particular date.) The observations were gathered from a variety of sources that included the following:

- Paul Suchanek's observations from 1990 through 2008. Paul has recorded more than 15,000 observations of birds on the Wetlands. His observations form a solid foundation for the phenology data base.

- Cain, S.L., J.I Hodges, E. Robinson-Wilson. 1988. *Bird use of the Mendenhall Wetlands in Juneau, Alaska.* U.S. Fish & Wildlife Service. Juneau Office. These researchers conducted bird surveys from February 19, 1986 to February 12, 1987. They visited study units near the airport twice a week, and more distant units twice a month. Their emphasis was on waterfowl and other highly visible species, but they counted all birds seen.

- Bob Armstrong and Richard Carstensen's point counts of birds on airport property from January through December 2002. This work was done for SWCA, consultants hired to produce the Environmental Impact Statement for expansion of the Juneau Airport. Counts were conducted monthly throughout the year, with additional surveys during the breeding season.

- Armstrong, R.H., R.L. Carstensen, and M.F. Willson. 2004. *Hotspots: Bird survey of Mendenhall Wetlands, April 2002 to May 2003*. Complete bird surveys of the Mendenhall Wetlands were conducted monthly or more often.

- Observations by local birders: Laurie Craig, Richard Gordon, Patty Rose, Mark Schwan, Gus van Vliet, and Steve Zimmerman.

Most Numerous Birds

To date, 15 species have been observed on the Wetlands in numbers greater than 1,000 at a time:

Canada Goose • Mallard • Surf Scoter • American Golden Plover (one-time event) • Ruddy Turnstone • Surfbird • Semipalmated Sandpiper • Western Sandpiper • Least Sandpiper • Pectoral Sandpiper • Bonaparte's Gull • Mew Gull • Glaucous-winged Gull • Northwestern Crow • Common Redpoll

Nine other species have been counted in numbers greater than 500 at one time:

Greater White-Fronted Goose • American Wigeon • Northern Shoveler • Greater Scaup • White-winged Scoter • Black Turnstone • Dunlin • Short-billed Dowitcher • Lapland Longspur

Symbols on the chart

Different size circles, squares, and rectangles represent the highest number of birds seen on at least one day during a particular month. These figures give a good sense of bird numbers by month, and demonstrate the real and potential value of Mendenhall Wetlands for accommodating birds.

Wi+, Sp+, Su+, Fa+ In a few cases, when observations were taken for the Birds of Mendenhall Wetlands *Checklist,* we have records that a species was present, but we don't know how many individuals were seen or in which month. For these observations we assign a (+) sign rather than a number, and indicate season using the abbreviations used in the *North American Birds* monographs: **Wi** (winter - December through February), **Sp** (spring - March through May), **Su** (summer - June through July), and **Fa** (fall - August through November).

Highest Daily Count of Birds on Mendenhall Wetlands - by Month, 1986-2008

• = 1 - 9 ● = 10 - 99 ● = 100 - 499 ■ = 500 - 999 ■ = 1000 or more

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
SWANS, GEESE, DUCKS												
Greater White-fronted Goose				●	■	•		●	●	•		
Emperor Goose				•								
Snow Goose				●	●	●			●	•	•	
Ross's Goose					•							
Brant	•				●	●	•	•				
Cackling Goose				•	●	•			•	●		•
Canada Goose	■	■	■	●	●	●	•	●	●	●	■	■
Trumpeter Swan	•	•	•	●	•			•	•	●	●	•
Tundra Swan			•	•	•				•	●	•	
Wood Duck	•				•							
Gadwall	●	●	●	●	●	●	●	•	•	•	•	●
Eurasian Wigeon	•	•	•	•	•	•				•	•	•
American Wigeon	●	●	●	●	●	●	●	●	●	■	■	■
Mallard	■	■	■	■	●	●	●	●	●	■	●	■
Blue-winged Teal				•	●	●	•	•				
Cinnamon Teal				•	•	•	•			•		
Northern Shoveler	•		•	●	■	●	●	●	●	●	•	•
Northern Pintail	●	●	●	●	●	●	●	●	●	●	•	•
Green-winged Teal	●	●	●	●	●	●	●	●	●	●	●	●
Canvasback	•	•	•	●	•	•			•	●	●	•
Redhead				•	●	•	•			•	•	
Ring-necked Duck	•			•	●				●	●	•	
Greater Scaup	●	●	■	■	●	●	●	•	●	●	●	●
Lesser Scaup	•	•	•	●	●	•	•		•	•	•	•
Scaup spp.	●	●	●	●	■	●		●	●	●	•	●
Steller's Eider							•					•
King Eider					•							
Harlequin Duck			•	●	•	•			•	●		•
Surf Scoter	■	■	●	■	■	●	●	●	•	●	●	●
White-winged Scoter	●	●	●	●	■	●	●			●	●	●
Black Scoter			•	•	•					•		
Long-tailed Duck	●	•	●	●	●	●	•	•		●	●	•
Bufflehead	●	●	●	●	●	•	•		•	●	●	●
Common Goldeneye	●	●	●	●	●	•		•	•	●	●	●
Barrow's Goldeneye	●	●	●	●	●	•	•	•	●	●	●	●
Hooded Merganser	•	•	•	•	•			•	•	•	•	•
Common Merganser	●	●	●	●	•	●	•	•	•	•	•	●
Red-breasted Merganser	●	●	●	●	●		•		●	●	●	•
Ruddy Duck				•	•					•		



Canada Goose



Mallard



Surf Scoter



Common Goldeneye

Highest Daily Count of Birds on Mendenhall Wetlands - by Month, 1986-2008



Red-throated Loon



Great Blue Heron



Bald Eagle

• = 1 - 9 ● = 10 - 99 ● = 100 - 499 ■ = 500 - 999 ■ = 1000 or more

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
GROUSE, PTARMIGAN												
Willow Ptarmigan			•									
Rock Ptarmigan	Wi+											
Sooty Grouse			•	•	•	•						
LOONS												
Red-throated Loon	•		•		•		•		•	•	•	•
Pacific Loon	●	●	●		•	•	•			•	•	•
Common Loon	•	•	•	•	•	•				•	•	•
Yellow-billed Loon	•	•	•		•					•	•	•
GREBES												
Pied-billed Grebe					•				•	•		
Horned Grebe	●	●	●	●	●	•	•	•	•	●	●	●
Red-necked Grebe	•	•	•	●	●				•	•	●	•
Eared Grebe					•							
Western Grebe			•	•	•						•	
CORMORANTS												
Pelagic Cormorant	•		•	•						•	•	•
HERONS												
Great Blue Heron	•	•	•	•	•	•	•	●	•	•	•	•
Great Egret	•					•						•
Snowy Egret					•							
Green Heron						Su+						
Black-crowned Night-Heron					•	Su+						
NEW WORLD VULTURES												
Turkey Vulture									•			
HAWKS, EAGLES												
Osprey					•		•	•	•	•		
Bald Eagle	●	●	●	●	●	●	●	●	●	●	●	●
Northern Harrier			•	•	•	•		•	•	•	•	•
Sharp-shinned Hawk	•		•	•	•	•	•	•	•	•	•	•
Northern Goshawk	•		•	•	•	•		•	•	•	•	•
Swainson's Hawk					•							
Red-tailed Hawk				•	•	•		•	•	•	•	
Rough-legged Hawk				•						•	•	•
Golden Eagle	Wi+			•								
FALCONS												
American Kestrel	•		•	•	•			•	•	•	•	
Merlin		•	•	•	•	•	•	•	•	•	•	•
Gyrfalcon		•	•	•					•	•	•	•
Peregrine Falcon				•	•		•	•	•	•	•	

Highest Daily Count of Birds on Mendenhall Wetlands - by Month, 1986-2008

• = 1 - 9 ● = 10 - 99 ⬤ = 100 - 499 ■ = 500 - 999 ▮ = 1000 or more

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
RAILS, COOTS												
Virginia Rail										•		
Yellow Rail							•					
Sora				•	•	Su+						
American Coot				•	•					•	•	
CRANES												
Sandhill Crane				•	•	•			⬤	•		
PLOVERS												
Black-bellied Plover				●	⬤	•	•	•	●			
American Golden-Plover				•	■	•	•	•	•	•		
Pacific Golden-Plover				•	●			•	•	•		
Semipalmated Plover				●	●	•	●	●	•			
Killdeer	•	●	●	•	•	•	•	●	●	●	●	●
OYSTERCATCHERS												
Black Oystercatcher				•	•	•						
AVOCETS												
American Avocet						•						
SANDPIPERS												
Spotted Sandpiper					•	•	•	●	•			
Solitary Sandpiper				•	•		•	•	•			
Wandering Tattler					•		•	•				
Greater Yellowlegs	•		•	●	●	●	⬤	⬤	●	•		
Lesser Yellowlegs				●	●	●	⬤	⬤	•	•		
Upland Sandpiper					•		•	•	•			
Whimbrel					●	●	•					
Hudsonian Godwit				●	●	•	●	●				
Bar-tailed Godwit					•	•	•	•	•			
Marbled Godwit				•	•	•						
Ruddy Turnstone				•	■	•	⬤	●				
Black Turnstone				●	■		•	●		•		
Surfbird				■	■		■	⬤		●		
Red Knot					●	•	•					
Sanderling					●	●	•	•	•			
Semipalmated Sandpiper					⬤	●	■	●	•			
Western Sandpiper				■	■	●	■	⬤	⬤			
Long-toed Stint					•							
Least Sandpiper				■	■	●	⬤	■	●			
White-rumped Sandpiper					•							
Baird's Sandpiper				•	●		•	•	•			
Pectoral Sandpiper				•	■		●	●	⬤	●	•	
Sharp-tailed Sandpiper					•			•	•	•		



American Coot



Black-bellied Plover



Lesser Yellowlegs



Ruddy Turnstone

Highest Daily Count of Birds on Mendenhall Wetlands - by Month, 1986-2008



Wilson's Snipe



Bonaparte's Gull



Lesser Black-backed Gull



Caspian Tern (large)
Arctic Tern (small)

• = 1 - 9 ● = 10 - 99 ⬤ = 100 - 499 ■ = 500 - 999 ▮ = 1000 or more

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Rock Sandpiper	•	●	●	●	●			•		●	•	●
Dunlin	●	●	●	■	■	•			•	●	●	●
Curlew Sandpiper					•							
Stilt Sandpiper				•			•	●	•			
Buff-breasted Sandpiper					•			•	•			
Ruff					•			•	•			
Short-billed Dowitcher				●	■	•	●	●	•	•		
Long-billed Dowitcher					●	•	●	●	●	●		
Dowitcher spp.				●	●		●	●	●			
Wilson's Snipe	•		•	•	•	•	•	•	•	●	•	•
Wilson's Phalarope					•	•	•	•				
Red-necked Phalarope					•		•	•				
GULLS, TERNS												
Franklin's Gull						•	•					
Little Gull					•							
Black-headed Gull						•						
Bonaparte's Gull		●		■	■	■	■	■	●	●	●	•
Mew Gull	●	■	■	■	●	●	●	■	●	■	●	■
Ring-billed Gull				•	•	•	•	•	•	•	•	
California Gull			•	•	•	●	●	●	●	●		•
Herring Gull		•	●	●	●	●	●	●	●	●		•
Thayer's Gull	•	•	•	●	●	•	•	•	•	•	•	●
Lesser Black-backed Gull			•	•	•	•	•	•	•	•		
Slaty-backed Gull			•					•		•	•	
Western Gull							•	•				
Glaucous-winged Gull	●	■	■	■	●	●	●	■	●	■	●	●
Glaucous Gull			•	•	•	•	•	•	•			•
Sabine's Gull							•					
Black-legged Kittiwake					●	●	●	•	•	•	•	•
Caspian Tern				•	●	●	●	●				
Black Tern					•							
Arctic Tern				●	●	●	●	●				
JAEGERS												
Parasitic Jaeger					•			Fa+				
ALCIDS												
Common Murre	•	●	●								•	•
Pigeon Guillemot			•	•	•	•	•	•				
Marbled Murrelet	●	•	•	●	●	●	•	•	●	•	•	●
PIGEONS, DOVES												
Rock Pigeon				•	•							
Mourning Dove							•					

Highest Daily Count of Birds on Mendenhall Wetlands - by Month, 1986-2008

• = 1 - 9 ● = 10 - 99 ⬤ = 100 - 499 ■ = 500 - 999 ■ = 1000 or more

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
OWLS												
Western Screech-Owl						•	•					
Great Horned Owl			•			•		•			•	•
Snowy Owl										•		
Northern Hawk Owl												•
Northern Pygmy-Owl	•		•								•	
Barred Owl										•		
Short-eared Owl	•	•	•	•	•	•			•	•	•	•
Boreal Owl	Wi+										•	
Northern Saw-whet Owl	Wi+		Sp+									
NIGHTHAWKS												
Common Nighthawk								•	•			
SWIFTS												
Black Swift			Sp+									
Vaux's Swift					●	●	●	●	⬤			
HUMMINGBIRDS												
Rufous Hummingbird				•		•	•	●				
KINGFISHERS												
Belted Kingfisher	•	•	•	•	•	•	•	•	•	•	•	•
WOODPECKERS												
Red-breasted Sapsucker			•	•	•	•	•	•	•			
Downy Woodpecker	•	•	•	•	•			•		•	•	•
Hairy Woodpecker	•	•	•	•	•	•	•	•	•	•	•	•
Northern Flicker				•	•	•		•	•	•	•	
FLYCATCHERS												
Olive-sided Flycatcher					•	•		•	•			
Western Wood-Pewee					•	•		•	•			
Alder Flycatcher						•	•	•				
Hammond's Flycatcher					•			•	•			
Pacific-slope Flycatcher					•	•	•	•	•			
Say's Phoebe									•			
Western Kingbird						•		•				
Eastern Kingbird						•						
Scissor-tailed Flycatcher			Sp+				•					
SHRIKES												
Northern Shrike	•	•	•	•					•	•	•	•
VIREOS												
Cassin's Vireo					•							
Warbling Vireo					•	•			•			



Short-eared Owl



Downy Woodpecker



Western Wood-Pewee

Highest Daily Count of Birds on Mendenhall Wetlands - by Month, 1986-2008



Common Raven



Chestnut-backed Chickadee



American Dipper



Hermit Thrush

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Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
JAYS, MAGPIES, CROWS												
Steller's Jay	●	●	●	●	•	•	•	•	•		•	
Black-billed Magpie	●	●	●	●					•	●	●	●
Northwestern Crow	⬤	■	⬤	⬤	⬤	●	⬤	⬤	⬤	⬤	⬤	⬤
Common Raven	●	●	•	●	●	•	•	●	•	●	●	●
LARKS												
Horned Lark	•			●	●				•	•	•	•
SWALLOWS												
Tree Swallow				●	●	●	⬤	●				
Violet-green Swallow				●	●	⬤	⬤	●	•			
Northern Rough-winged Swallow					•	•	•					
Bank Swallow					●	●	⬤	●	•			
Cliff Swallow				•	•	●	•	•	•		•	
Barn Swallow					●	●	●	⬤	●			
CHICKADEES												
Mountain Chickadee	Wi+											
Chestnut-backed Chickadee	•	•		•	•	•	•	•		•	•	●
Boreal Chickadee										•		
NUTHATCHES												
Red-breasted Nuthatch		•	•	•	•	•		•	•	•	•	•
CREEPERS												
Brown Creeper		•	•					•	•	•	•	•
WRENS												
Winter Wren	•	•	•	•	•	•	•	•	•	•	•	•
DIPPERS												
American Dipper	•	•	•		•		•	•			•	•
KINGLETS												
Golden-crowned Kinglet	•	●	•	•	•	•	•	•	•	•	•	•
Ruby-crowned Kinglet	•		•	●	●	●	•	●	●	●	•	•
THRUSHES												
Mountain Bluebird				•	•					•		
Townsend's Solitaire				•	•			•				
Swainson's Thrush					•	•	•					
Hermit Thrush				•	•	•	•	•	•	•		•
Eyebrowed Thrush								•				
Dusky Thrush					•							
American Robin			●	⬤	●	●	●	●	•	•	•	•
Varied Thrush		•	•	•	●	•	•	•	•	•	•	•
MOCKINGBIRDS												
Northern Mockingbird							•					

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Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
STARLINGS												
European Starling	•		●	•	●	●	⬤	●	●			●
PIPITS												
Eastern Yellow Wagtail						•						
Red-throated Pipit									•		•	
American Pipit	•	•	•	⬤	⬤	•		●	●	●	•	•
WAXWINGS												
Bohemian Waxwing	Wi+							Fa+				
Cedar Waxwing				●		•	•	Fa+				
WOOD WARBLERS												
Tennessee Warbler					•	•	•	•	•			
Orange-crowned Warbler				•	•	•	•	●	•	•	•	
Yellow Warbler				•	•	●	•	•	•	•		
Magnolia Warbler								•				
Cape May Warbler					•							
Yellow-rumped Warbler				●	●	●	•	●	•	•	•	
Townsend's Warbler				•	•	•	•	•	•			
Palm Warbler				•							•	
Blackpoll Warbler					•	•		•				
American Redstart					•	•		•	•			
Northern Waterthrush					•			•	•			
Mourning Warbler								•				
MacGillivray's Warbler								•	•			
Common Yellowthroat					•	•	•	•	•	•		
Wilson's Warbler					•	●	•	•	●	•	•	
TANAGERS												
Western Tanager					•			•				
SPARROWS, BUNTINGS												
American Tree Sparrow	●	•	•	•	•				•	•	●	●
Chipping Sparrow						•		•	•	•		
Brewer's Sparrow					•	•			•			
Savannah Sparrow	•		•	●	⬤	●	●	⬤	●	●		•
Fox Sparrow			•	•	•	●	•	•	●	●		•
Song Sparrow	●	●	•	•	●	●	•	●	●	●	•	•
Lincoln's Sparrow				•	•	•	•	●	•	•		
Swamp Sparrow					•		•					
Harris's Sparrow	Wi+									•		
White-crowned Sparrow				•	●			•	●	•	•	
Golden-crowned Sparrow				●	●			•	●	●		
Dark-eyed Junco	●	●	●	●	●	•	•	•	●	●	●	●
Lapland Longspur	•		•	⬤	⬤			⬤	■	⬤	●	•



American Pipit



Yellow-rumped Warbler



Savannah Sparrow



Song Sparrow

Highest Daily Count of Birds on Mendenhall Wetlands - by Month, 1986-2008



Snow Bunting



Common Redpoll



Pine Siskin

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Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Smith's Longspur					•			•				
Chestnut-collared Longspur					•							
Snow Bunting	⬤	●	●	•						•	●	⬤
McKay's Bunting	•											•
CARDINAL ALLIES												
Lazuli Bunting						•	•					
Dickcissel					•							
BLACKBIRDS												
Red-winged Blackbird	•	•		•	•	●	●	●	•	•	•	
Western Meadowlark									Fa+			
Yellow-headed Blackbird				Sp+		•						
Rusty Blackbird	•		●	•	•			•	●	•		•
Brewer's Blackbird										•		
Brown-headed Cowbird					•	•		•				
FINCHES												
Brambling				•								
Gray-crowned Rosy Finch				●								
Pine Grosbeak	•	•			•						•	•
Red Crossbill	•	●	●	●	●	●	●	●	⬤	●	●	●
White-winged Crossbill	●	●	●	•	●		•	●	•		●	●
Common Redpoll	●	■	⬤	■	•				⬤		⬤	⬤
Hoary Redpoll		•	•									
Pine Siskin	●	●	⬤	●	●	●	●	●	●	⬤	⬤	⬤
American Goldfinch					•					•		

Origins of Birds Seen on Mendenhall Wetlands

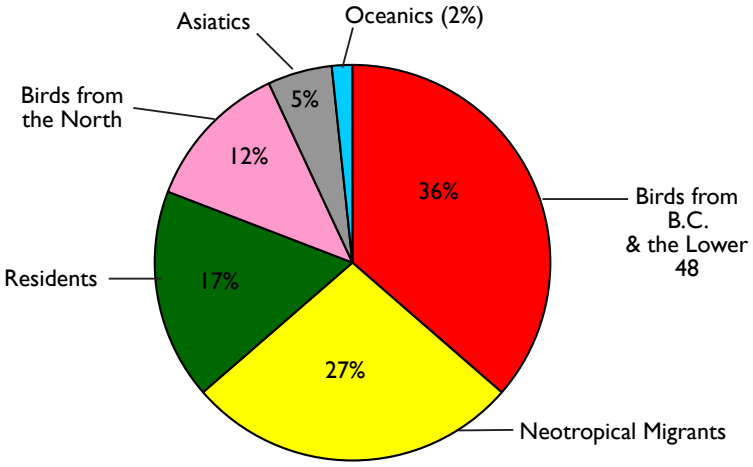


This Greater Yellowlegs just finished bathing in a pool on the Wetlands. These birds are neotropical migrants and may have flown more than 9,000 miles from Tierra del Fuego at the southern tip of South America to Mendenhall Wetlands.

Most of the 256 species of birds seen on Mendenhall Wetlands are found on the Wetlands for only part of the year. Most (83 percent) of those are migrants who stop on the Wetlands to rest and feed on their way north or south, or come to the region to nest or spend the winter. Only 17 percent of the species live here as year-round residents.

The pie graph below shows what we know about these various groups. The narrative on the next pages tells more.

Where the Birds Come From



Some 256 species of birds have been seen on Mendenhall Wetlands. This chart groups those species according to where we think most of their members come from.



Rock Sandpipers nest farther west and north in Alaska in the Aleutians and islands of the Bering Sea. Up to 250 at a time have been seen on the Wetlands in winter.

• Neotropical Migrants (70 species): These birds winter in Mexico, Central America, or South America, then migrate to Southeast Alaska to breed or travel farther northward. They include Greater Yellowlegs, Cinnamon Teal, American Golden Plover, Hudsonian Godwit, Rufous Hummingbird, Olive-sided Flycatcher, and Yellow Warbler.

• Birds from British Columbia and the Lower Forty-eight (93 species): In winter most swans and several species of dabbling ducks migrate only as far as farmers' fields, productive marshes, and national wildlife refuges to the south. Northern Pintails have strong ties to California, where an estimated 85% of the birds that breed in Alaska overwinter. Other birds that migrate only to B.C. or the Lower Forty-eight include many of the sparrows and blackbirds.

• Birds from the North (31 species): About an eighth of the bird species we see on the Wetlands breed in areas north and west of Southeast and migrate here to spend the winter. Those include several of the diving ducks such as Bufflehead, Long-tailed Duck, Common and Barrow's Goldeneye, and White-winged Scoters; Rock Sandpipers, which winter in Southeast Alaska and usually fly west and north to nest in the Aleutians



This Arctic Tern nested on the Wetlands in 2007. It may have flown more than 9,000 miles from Antarctica, where these terns live during northern winters.

and islands of the Bering Sea; and perhaps Snow Buntings and the occasional Snowy Owl or Gyrfalcon.

- **Oceanics (4 species):** A small number of the species seen on the Wetlands come from or across the open ocean, often from islands and distant continents. Most common among these is the Arctic Tern. Rare Oceanic species on the Wetlands include Pacific Golden-Plover, Parasitic Jaeger, and Red-necked Phalarope.
- **Asiatics (14 species):** Only 14 of the 256 species seen on the Wetlands come from Asia, but these are the species that serious birders may find especially exciting. Though many species of Asiatics occur regularly in western Alaska, most of those seen on the Wetlands are vagrants. They have probably come by accident—perhaps lost or blown off course by a storm. However, at least one, the Eurasian Wigeon, seems to occur every year on the Wetlands in small numbers.
- **Residents (44 species):** Birds seen year-round on the Wetlands include Bald Eagles, Northwestern Crows, Common Ravens, Glaucous-winged Gulls, Marbled Murrelets, American Dippers, and Song Sparrows.



This Bald Eagle with its young was photographed at a nest on one of the small islands on the Wetlands. Nesting eagles typically spend the entire year near their nest sites.



The Lesser Black-backed Gull originates from Asia. This bird was photographed at the gull nesting colony near Mendenhall Glacier. A Black-backed has been seen foraging on Mendenhall Wetlands for about 20 years.

Worldwide Connections

As one of only three well-documented staging areas for migrating birds in Southeast Alaska, Mendenhall Wetlands is undeniably a crucial link in the yearly cycle of many species. We have evidence of its global connections in records for a variety of species:

■ A male Snow Goose seen on Mendenhall Wetlands May 3, 2002, had hatched in summer 2000 and been banded on July 14, 2001, on Wrangel Island, at 72 degrees N in Russia's Chukchi Sea.

■ A male Brant banded on Banks Island, Canada on August 1, 1992, was sighted during the 1997 spring migration in Nanvak Bay, Alaska, and during the winter of 1998 in Baja California. It was seen on the Wetlands on May 14-21, 2003.

■ Two banded Tundra Swans were seen by Paul Suchanek on October 19, 2008. One was marked as an adult male just south of King Salmon, Alaska, on July 22, 2006. The other was marked as an adult female northeast of Bethel, Alaska, July 24, 2008.

■ Two White-winged Scoters were captured in the Juneau area and tagged with satellite transmitters in February 2001. One was captured at Middle Point and the Other at Spuhn Island. They were then tracked inland to various locations in Yukon Territory, Canada. One returned to Juneau on August 3 and the other on October 2, 2001.

■ A female Western Sandpiper was color-banded in her hatch years in La Paz, southern Baja, Mexico, in September 2001 by Daniel Galindo Espinosa, a Mexican university biologist. She was seen by Paul Suchanek on April 30, 2002, on Mendenhall Wetlands.

■ A radio-tagged Short-billed Dowitcher, initially tagged at San Francisco Bay by USGS biologist John Takekawa and others, was relocated at Gray's Harbor, Washington, on May 9, 2001, then on the Wetlands by Gwen Baluss on May 17, eight days later.

■ A Red Crossbill, banded by Ralph W. Williams near the Wetlands on May 13, 1991, was recovered in St. Albert, Alberta, Canada, on May 9, 1992.

■ A male Golden-crowned Sparrow was banded after his hatch year by Ralph W. Williams near the Wetlands on April 18, 1990. He was recovered in Victoria, B.C., Canada, on November 2, 1992.

More connections will undoubtedly be documented in years to come.

The male Snow Goose in the photo below was seen on Mendenhall Wetlands May 3, 2002. It had been banded July 14, 2001, and had hatched in summer 2000 on Russia's Wrangel Island in the Chukchi Sea.



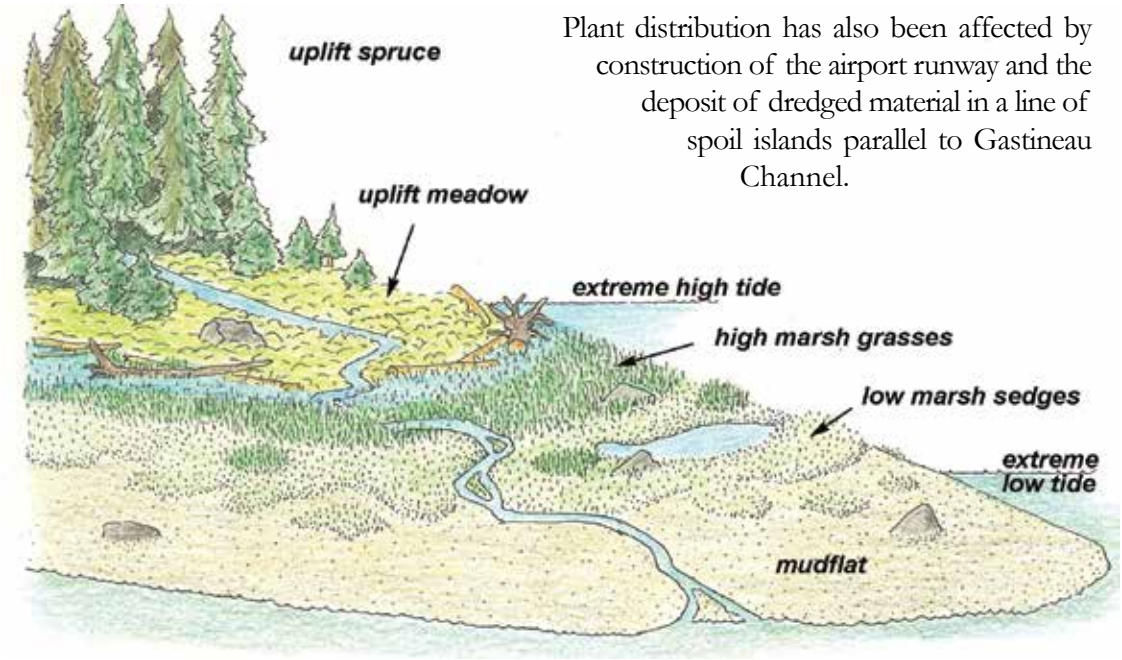


Vegetation

As glaciers in Southeast Alaska retreat and decrease their weight on the land, the Mendenhall Wetlands area is "rebounding," rising above sea level a little more than half an inch per year. This rate currently exceeds the global rise of sea level. Since wetlands plants are fine-tuned to living with the effects of tidal changes, the distribution of vegetation types on the Wetlands has changed dramatically—and it continues to change. As the land rises, what we recognize as "zones" of typical plant distribution change. Plants typically found in meadows move into high marsh once exposure to tides there has decreased; high marsh plants invade low marsh, once exposure to salt water there has decreased, and so on.

Plant distribution has also been affected by construction of the airport runway and the deposit of dredged material in a line of spoil islands parallel to Gastineau Channel.

Lyngbye sedge is the dominant plant in the low marsh zone of the Wetlands. It's an important food for Canada Geese.



On the Wetlands you can see that plant types typically distribute themselves in "zones," depending on exposure to the tides.



From the Dike Trail you can see Mendenhall Glacier in the distance, with fireweed and cow parsnip in the foreground.

An uplift meadow near the golf course is covered with lupine and buttercups.

Zones of vegetation

As part of Southeast Alaska's temperate rainforest, the Mendenhall Wetlands are surrounded by conifer forest. In some places, old-growth forest on steep bedrock ends abruptly at the high tide mark. But more often mature forest dominated by hemlock is separated from the open meadows and marshes of the Wetlands by younger stands of Sitka spruce. Growing on land that has risen above the tides during the past century, these spruces grow either as a tight belt of even-aged forest, or as single or small groups of trees and saplings colonizing outward into the wetlands.



Closed spruce stands are the preferred nesting habitat for Northwestern Crows. Scattered spruces serve as perches for birds such as Merlin. Smaller birds such as Song and Lincoln's Sparrows nest in or near them. Below the spruce groves are uplift meadows, former tidelands that have risen above the high tide line. Uplift meadows foster a great variety of plants, and plant species vary from place to place, depending on the substrate and the source of seeds for initial colonists. Meadow plants provide habitat for Savannah Sparrows, which nest here in great numbers.

Although many meadow plants offer palatable grazing for mammals such as deer, bear, and porcupine, they are much less attractive to grazing birds such as geese, which cannot tolerate the tannins and other compounds the plants produce as a defense against being eaten.

Uplift meadows on the Wetlands end at the extreme high tide line, about 20 feet above zero tide level. Here the meadows give way to the salt marsh zone, an intertidal

community sheltered from waves. This is an estuarine environment where salt and fresh water mingle. Though this zone is substantially vegetated with grasses and sedges, it provides little hiding cover. Birds using this area tend to forage in large groups, where more pairs of eyes and ears can be on the alert for predators.

Wetland ecologists ofen divide the salt marsh into high marsh – dominated on the Wetlands by several species of grasses – and low marsh – dominated by Lyngbye sedge.

The high marsh extends from extreme high water to 16 or 17 feet above zero tide. It's populated mostly by three species of grasses: rye grass, hair grass, and foxtail barley.

High marsh grasses are used by migrating flocks of seed-eaters like Snow Buntings and Lapland Longspurs. Crows often forage among them, and grassy swards serve as resting habitat for birds such as geese and mallards.

The grasses also support long-tailed voles, which attract hunters like Northern Harriers, American Kestrels, and Short-eared Owls. High tides reach up into these grasses several times a month, forcing brief evacuation by voles, and destroying the eggs of ground-nesting birds that have placed their nests too far below the uplift meadow. In early spring, freshly sprouting grasses attract migrant grazers like Snow and Greater White-fronted Geese. In general, though, grasses are more fibrous and less palatable to grazers than the sedges that dominate the low marsh.



A Snow Bunting is feeding on the seeds of beach rye, one of the three most common grasses in the high marsh.

Lyngbye sedge, the dominant plant in the low marsh zone, is an important spring forage plant for geese. It also produces large numbers of seeds. Even though the seeds rarely germinate in the salt marsh (the plant spreads largely by vegetative propagation), sedge seeds make up a large part of the fall diet of resident Vancouver Canada Geese. The shift from spring focus on sprouts to autumn seed consumption is driven by nutritional requirements as well as food availability. Protein and nitro-



Photo by Richard Carstensen

These Lyngbye sedges in the low marsh have been nipped off by geese. Sedges are less fibrous and more palatable than grasses. They can be distinguished from grasses by stems that are triangular in cross-section. The stems of grasses are round.



Sea milkwort (above) and arrowgrass are dominant plants in succulent marsh.

gen requirements of Canada Geese are highest in spring, while the need for carbohydrates increases in fall. Lyngbye sedge is also critical for geese in the winter; they would not survive on Mendenhall Wetlands without it. As its greenery fades in the fall, a good deal of the nutrient value of the sedge moves down to the top of the root stock, where it is available for the initial growth surge in spring. Geese dig out this high-quality food, which provides a good deal of their conditioning for nesting.

There is evidence that sedge seed also feeds mallards, teal and pintails: studies of the crop contents of birds on the Stikine River showed Lyngbye sedge was by far the most important food for these birds during autumn migration.

The Lyngbye sedge community also plays a role in marine food chains of the low marsh. Marine algae trapped in the stems and leaves of sedges form the food base for invertebrates that feed young fish rearing in the salt marsh. These include juvenile herring, stickleback, staghorn sculpin, starry flounder, and coho salmon, which often spend their first summer in the marsh estuaries before retreating into headwater streams to overwinter. All of these species are potential prey for fish-eating birds from terns to mergansers.

Below the low marsh sedge zone are several types of vegetative communities, depending on whether the substrate is finer muds or coarser sands and gravels, and depending on exposure to tidal currents. Here you see broad expanses of mud, sand, and gravel, broken by patches of plants or small "lawns" of alkali grass, goosetongue, sea milkwort, and arrowgrass. This area may look barren, but in fact it's extremely rich in food for specialized bird groups like shorebirds. Here you'll find three distinctive community types amid the open sand and mudflats.

We call the first type succulent marsh because it's rich in succulent vascular plants like goosetongue and arrowgrass. Favorite foods of geese, these low-growing plants are found on coarser substrates than the pure mudflats that foster Lyngbye sedge. Arrow-grass (*Triglochin maritima* - not a true grass) is low in fiber and high in nitrogen, most important to geese in spring and early summer.

All the communites described to this point are dominated by essentially "terrestrial" plants that have evolved varying degrees of tolerance to salt water. In contrast, the lower limits of the salt marsh



Succulent marsh covers large areas of the Wetlands below the sedge-dominated low marsh.

Photo by Richard Carstensen



The barnacle/ mussel/rockweed community at the mouth of the Mendenhall River is a hotspot of bird activity.

support two communities dominated by essentially marine organisms. Their residents — both plants and animals — live mainly in salt water, but to varying degrees they can tolerate being exposed to air.

The most diverse of these marine communities is patches of barnacles, mussels, and rockweed. These patches are found from zero tide level to about 12 feet above it. Barnacles, mussels, and rockweed cannot attach to pure mud, so they develop only where there is at least a partial mix of coarse gravel or cobbles--a substrate found at the mouths of Mendenhall River and several creeks on the Wetlands. In this "hotspot" of bird activity, larger birds like scoters and gulls forage on the mussels and barnacles, while smaller species like turnstones hunt for invertebrates that shelter under fronds of rockweed and in crevices between barnacles.

A second marine community is made up of bright green carpet-forming algae that in some places covers hundreds of square meters of sandy surface near the boundary between the low marsh and mudflats. The dominant genus in this felted mat is usually one of the yellow-green algae called *Vaucheria.* Other members of the community include diatoms, blue-green algae, and green algae. Because these plants lack roots or even the holdfasts of seaweeds like rockweed, this mat community is the most ephemeral of the Wetlands vegetative communities. Still, the mats appear to grow in roughly the same positions from year to year. They're frequented by Bonaparte's Gulls and Surfbirds, which flip aside the algae in search of invertebrates to eat.

In addition to the mat-forming algae, a bright green tube-shaped genus called *Enteromorpha* is common, especially on the deltas of small intertidal streams. This seaweed has high concentrations of mineral nutrients that are not available in other marsh plants, and is therefore important to Canada Geese.

This Red Knot is feeding in the algal carpet zone.



Ditch-grass is a salt-tolerant aquatic plant that grows in dredge ponds near the airport and in brackish ponds near Walmart. Ditch-grass is essentially restricted to ponds of human origin, but for waterfowl it has been called one of the most valuable species of submerged aquatics in the whole United States. Geese of all species, swans, and many dabbling ducks consume the entire plant, from narrow leaves to seeds to rootstock. It also supports crustaceans and dense schools of sticklebacks that attract predatory birds such as mergansers and herons.



Canada Goose eating ditch-grass



Important Foods for Waterfowl

Lyngbye sedge may be the most important plant for Canada Geese and other waterfowl on the Wetlands. Geese graze the green stems and eat the seeds and roots. In spring they seem to especially like to nip off the protein-rich new growth that starts under the horny tips that emerge in the fall.



If you walk into the sedge zone, you can sometimes see where geese have been eating the new shoots, leaving behind the discarded tips.



Also important to geese on the Wetlands are goosetongue . . .



. . . and arrow-grass.



More evidence that geese have been grazing: goose droppings and nibbled arrowgrass.

Fish



Fifteen fish-producing streams empty out onto the Mendenhall Wetlands. If we count their tributaries as well, 28 streams connect to the Wetlands. Salmon and Dolly Varden—anadromous fish that spend all or part of their adult lives in salt water then return to fresh water to spawn—access these streams through the Wetlands. They probably use the Wetlands for feeding and short-term rearing of their young as well.

The Wetlands also serve as a rearing, and in some cases spawning, area for other species of fish. Eulachon, capelin, Pacific herring, Pacific sand lance, Pacific staghorn sculpin, starry flounder, other flounders, and threespine stickleback are all found here. These are all fish that are eaten by birds.

Salmon

At least 31 species of birds in Southeast Alaska feed on adult salmon and/or their eggs and young. In addition to the direct benefits salmon provide to these birds, nutrients from carcasses of spawned-out salmon help sustain the productivity of stream and lake communities, often benefiting plants and invertebrates used by birds.

Most of the salmon found naturally on the Wetlands (coho, chum, sockeye, and pinks) use the freshwater and/or intertidal portions of Wetland streams for spawning and rearing of their young. All four species also pass through the Wetlands during migration to and from the sea.

The Macaulay Salmon Hatchery, operated by Douglas Island Pink and Chum, Inc. (DIPAC) is located adjacent to Mendenhall Wetlands near Salmon Creek. Young and adult chum, coho, pink, and possibly chinook salmon from the hatchery also use tidal sloughs and streams around the Wetlands for early marine rearing and spawning. In most years the hatchery releases millions of young salmon into Gastineau Channel. Many returning adults stray into and spawn in streams associated with the Wetlands.

Coho salmon occur in most streams that flow into the Wetlands. Juvenile coho may rear for some time in intertidal portions of Wetlands streams.

Many Birds Eat Fish



A number of fish species spawn, feed, and rear on Mendenhall Wetlands and areas adjacent to it. These fish attract a variety of fish-eating birds, including:

American Dippers • Bald Eagles • Belted Kingfishers
Arctic Terns • Bonaparte's Gulls • Mew Gulls • Herring Gulls
Glaucous-winged Gulls • Great Blue Herons • Red-breasted
Mergansers • Common Mergansers • Northwestern Crows
Common Ravens • Greater Yellowlegs



This Arctic Tern is feeding a juvenile coho salmon to its chick on Mendenhall Wetlands.



Spawned-out salmon carcasses often wash out into the Wetlands from streams and provide food for Bald Eagles.

Dolly Varden

Dolly Varden use most of the streams entering the Wetlands for spawning and for rearing of their young. In addition, Mendenhall Lake, 4.2 miles upriver from the Wetlands, is a major overwintering haven for Dolly Varden of the Juneau area. In spring, large numbers of Dolly Varden smolts, subadults, and adults leave the lake, migrating down the Mendenhall River and out to sea. During this migration we have observed Bonaparte's Gulls feeding on the smolt and subadult Dolly Varden near the northwestern end of the airport runway.

Dolly Varden feed on other fish within the Wetlands, and their feeding activity attracts birds that then feed on the Dolly Varden themselves. For example, when Dolly Varden gather off the mouth of Fish Creek to feed on Pacific sand lance, birds such as Arctic Terns and gulls also gather to feed on both Dolly Varden and their prey.



Bonaparte's Gulls often capture Dolly Varden in Gastineau Channel off the mouth of Fish Creek.

Eulachon

Eulachon have been documented within the lower reaches of Mendenhall River during spring. These little fish are unusually high in fat, and they attract numerous predators. At Berners Bay, 35 miles north of Juneau Airport, observers have counted a daily average of 40,000 gulls and 600 Bald Eagles feeding on eulachon in the lower reaches of the rivers. Some of these birds may be individuals found on Mendenhall Wetlands at other times.

Capelin

Capelin, like sand lance, eulachon, and herring, are an important forage fish in Alaska. We have often observed numerous spawned-out capelin in some of the sloughs adjacent to the lower Mendenhall River. These dead and dying fish attract Bald Eagles and other birds that feed on them.

Pacific herring

We know that Pacific herring are an important food for Bald Eagles in the Juneau area because researchers have often found herring cached in Bald Eagle nests. Eagles also concentrate to feed on spawning herring wherever they occur in Southeast Alaska. We have observed both juvenile and adult herring trapped in small tidal ponds on the Mendenhall Wetlands. Studies also have shown that occasionally large numbers of juvenile herring use the Wetlands for early feeding.



We found this spawned-out capelin on Mendenhall Wetlands. In recent years, numbers of these little fish seem to be increasing on the Wetlands.

Pacific sand lance

Pacific sand lance are small, thin, silver-sided forage fish that grow six to eight inches long as adults. They typically form dense schools along tidal channels and also burrow in sand. They are extremely important in the diet of several species of birds.



Bald Eagles are attracted to the dead and dying capelin within a Wetlands slough.

At night or when they are not feeding, Pacific sand lance burrow into the sand to conserve energy and escape from predators. This sand lance is just emerging from sand on the Wetlands and is under about three inches of water.



On Mendenhall Wetlands, at least two areas of sand lance burrowing activity have been noted. One is straight out from the mouth of Fish Creek near channel marker 19A. The other is up the channel near marker 18. In the area near marker 19A we have observed numerous gulls, ravens, crows, and up to 85 Bald Eagles feeding on sand lance during low tides. We have also observed Arctic Terns bringing sand lance to their young at the colony on the Wetlands.



Burrowing sand lance attract a flock of eagles and gulls on the Wetlands.

Pacific staghorn sculpin

Pacific staghorn sculpin are abundant in the Wetlands' shallow intertidal areas, and they are easy prey for Greater Yellowlegs, Great Blue Herons, Arctic Terns, Common Mergansers, and Belted Kingfishers. Juvenile staghorn sculpins are especially abundant within the Wetlands' intertidal channels, and we have sometimes caught up to 200 of them per seine haul.



Juvenile Pacific staghorn sculpins are common in the sloughs of Mendenhall Wetlands.



A male Belted Kingfisher holds a sculpin in preparation for feeding its young at a nest along Mendenhall River.

This river otter, photographed on the Wetlands, is eating a starry flounder.

Starry flounder

Starry flounder were the most common flounder captured on Mendenhall Wetlands during a study in 2002 by Lynn Mattes. They were also numerous within the intertidal channels near the airport in 1986. We have observed Great Blue Herons feeding on them, and one Southeast study found they were common prey items brought to eaglets by their parents. We have also observed river otters feeding on them within the Wetlands, and we've watched American Dippers eating juvenile flounder within the lower reaches of Switzer Creek.



Great Blue Herons often capture juvenile flounders in sloughs on the Wetlands.



We often observe Greater Yellowlegs capturing threespine stickleback in Wetlands sloughs and ponds.



Threespine stickleback

Threespine stickleback provide a source of food for Arctic Terns, mergansers, diving ducks, and Great Blue Herons.

Two forms of threespine stickleback occur in southeastern Alaska—a marine form and a freshwater form. Both forms occur within Mendenhall Wetlands streams and sloughs. In a survey of Jordan Creek in 1970 we estimated 10,000 stickleback occurred in decreasing numbers from the mouth to the headwaters.



Feasting on Sand Lance

In 1987 we found a sand lance burrowing area on Mendenhall Wetlands. We saw some 85 Bald Eagles feeding on something in a sandy area not far from the mouth of the river. Through a spotting scope we were able to see that the eagles were walking around and rapidly moving their feet up and down, almost as if they were dancing. Hundreds of sand lance, apparently panicked by the activity, were popping up out of the sand and lying on the surface exhausted. The eagles were having a feast.



Several years later we saw Northwestern Crows digging sand lance in the same area. They generally captured sand lance in eight digs or fewer.

Invertebrates



A rockweed isopod, about an inch long, was photographed crawling about on a patch of rockweed at the mouth of Salmon Creek.

The large expanses of sand and mudflat on Mendenhall Wetlands may look barren, but in fact many of them are treasure-fields of marine invertebrates that provide important food for wetland birds. Buried in mud and sand, or tucked among rocks and clumps of seaweed, is an amazing variety of small creatures such as amphipods (small, shrimp-like invertebrates), tiny clams, snails, worms, and other creatures often invisible to people casually visiting the area. Even the larger more obvious invertebrates such as mussels and barnacles are important food for certain birds.

In addition, hordes of insects venture onto the Wetlands in search of algae to eat. These bugs in turn attract predatory insects that feed on them. The vegetated portions of the Wetlands also attract numerous insects looking for flower nectar.

We don't know a lot about the diversity, distribution, and density of invertebrates in Southeast Alaska wetlands. But in 2003 Mary Willson worked with Aaron Baldwin, then a graduate student at the University of Alaska School of Fisheries and Ocean Sciences, to sample the abundance and distribution of invertebrates in six widely separated areas of Mendenhall Wetlands. Amongst and under beds of mussels and rockweed, and buried in areas of mixed sand and mud, they found polychaete worms, isopods, snails, small clams, and amphipods—types of organisms that provide important food for ducks and shorebirds.

Bare sediments hosted the greatest diversity of invertebrates all year round, averaging several hundred per square meter. Small clams were the most numerous, except in winter, when marine worms predominated. Rockweed and mussel beds held fewer invertebrates than bare sediments. Snails were the most common invertebrates there, along with isopods and amphipods in some seasons.



Pseudoscorpions live beneath the rocks in the upper intertidal barnacle zone near freshwater streams.



Barnacles and Mussels

Barnacles and mussels are key players in the Wetlands ecosystem. Mussels are an important food for huge rafts of scoters that visit the mouth of Mendenhall River, and several species of shorebirds eat barnacles. Barnacles and mussels also provide shelter for other invertebrates that are important food for birds.

Northwestern Crows (above) drop mussels on the rocks below to break the shells. White-winged Scoters (right) swallow them whole and let their gizzards grind them up.





When barnacles (top right) are covered with water, the shell opens and pairs of appendages called "cirri" extend into the water above. Cirri make sweeping movements to strain fine food particles from the sea water.

When the tide goes out and barnacles are exposed, some birds such as this Surfbird eat them.



Amphipods

Amphipods can be amazingly abundant in certain areas of the Wetlands, especially under rockweed and among beds of mussels.

Certain species of tiny amphipods build double-ended U-shaped tubes in the sediment of sloughs. The tubes appear to be slightly sticky and stick up above the sediment a short distance, so debris collects around them, making a fuzzy mat. These amphipods feed from one end of the tube by sweeping the surrounding area for algae and plant debris with their antennae. These tube-dwelling amphipods are an extremely important shorebird food in some areas. One study concluded that Semipalmated Sandpipers prefer these amphipods over other food, and a part of the Wetlands where these amphipods are abundant is a favored feeding spot for several species of shorebirds.



This Northwestern Crow is carrying a fairly large amphipod that it has captured.



Large numbers of amphipods can be found beneath clumps of rockweed, where gulls and crows forage on them.



Dowitchers probe into the mud with their long beaks, searching for tube-dwelling amphipods and other organisms.



The Sanderling above is feeding on a juvenile macoma clam.

Snails (far right) can be quite abundant on rocks and in mussel beds.

Clams

Juvenile *Macoma balthica* clams are sometimes found on the Wetlands in the thousands per square meter. They are important for mud-probing shorebirds. Adult macomas seldom grow larger than about half an inch in diameter. They live in muddy sand close to the surface, where they are also eaten by gulls and sea ducks.



Tiny juvenile macoma clams are important food for probers such as dowitchers.

Isopods

Isopods tend to live amongst the fucus and barnacle/mussel communities on the Wetlands. They are primarily nocturnal and are known to be eaten by intertidal fishes such as sculpins. Their role as food for birds is not as clear as that of amphipods because they often wedge themselves into inaccessible crevices.

This Oregon pillbug is the most abundant easily observed isopod around Juneau.

Snails

Small snails can be quite abundant on the Wetlands, especially wherever there are rocks and barnacles. Some species are known to be eaten by diving ducks such as Buffleheads, goldeneyes, scaup, scoters, and Harlequin Ducks. Snails also occur in the diets of some shorebirds.



Worms

Various marine worms can be important food for intertidal fish. They also appear in the diets of several species of shorebirds.



Marine worms such as this sand worm are often pulled out of the sediments by shorebirds.



Insects

Insects can be abundant along the edges of intertidal sloughs on the Wetlands. Some are algae-eaters and run about feeding on the surface of sand and mud. Others come onto the Wetlands to feed on the algae-eaters. As the tide advances, these insects seem to get momentarily trapped in the surface tension of the advancing water. Shorebirds take advantage of this, darting this way and that, feeding on them.

There are often large numbers of insects flying about on the Wetlands, too. Some are no doubt searching for mates, while others are looking for food. The fliers attract insect-eating birds, and you can usually observe various species of swallows hunting over open mudflats, sedge and uplift meadows. The mouth of Fish Creek is a good place to find Vaux's Swifts searching for flying insects, and various species of warblers can be found foraging among the alders that usually grow at the edges of the Wetlands.



Western Sandpipers probe the Wetlands for invertebrates.



Numerous flies forage on algae in the Wetlands.



Birds eat other invertebrates not mentioned here, such as the tunicate this gull has captured.



Insects are attracted to the abundant blossoms of cow parsnip growing at the margins of the Wetlands.



Checking for Contaminants on the Wetlands

Urban wetlands like the Mendenhall face severe challenges to their ability to remain healthy and support the wide variety of life within them. One example of how people are looking out for wetlands is a Tree Swallow study being conducted on and near Mendenhall Wetlands by Deborah Rudis, a U.S. Fish and Wildlife Service environmental contaminants biologist.

Nesting Tree Swallows typically feed on insects within a 400- to 500-meter radius of their nest. They eat mostly adult insects, which spend their larval stages rearing in nearby streams and ponds. If the insects have picked up contaminants from nearby water and soil, those substances could be traced in the swallows, their eggs, and their young. The birds and their success or failure at nesting could be early indicators of problems with pollutants.

In 2006 Rudis installed some 50 Tree Swallow nest boxes in five locations around Juneau—from ponds near the Juneau landfill to the banks of the Mendenhall River. The focus of her study is the area around the landfill and former incinerator site, which is immediately adjacent to Mendenhall Wetlands.



After three years, swallows had successfully nested and laid eggs in 25 of the boxes. Rudis is monitoring the birds, checking the health of adults, banding chicks, and collecting any eggs that do not hatch. The collected eggs were frozen to be analyzed for contaminants at some later time.



Mammals

A VARIETY OF MAMMALS HAVE BEEN SEEN on Mendenhall Wetlands. On rare occasions, moose and brown bear have been among them, but the most commonly seen are Sitka black-tailed deer, black bears, harbor seals, and smaller mammals such as river otters, mink, and short-tailed weasels.

The most important mammals for birds are small rodents and insectivores. Voles, mice, and shrews are important prey for Short-eared Owls, Northern Harriers, and American Kestrels.

Long-tailed voles (*Microtus longicaudus*) are the most common year-round mammals on the Wetlands. They inhabit sedge and grass areas, where they feed on roots, seeds, and the tender bases of stems.

These small rodents are considered "irruptive;" that is, every five to 10 years their population reaches very high densities on the upper perimeter of the Wetlands. Then, shortly after, the population drops to more normal levels.

Long-tailed voles are excellent swimmers, so the tidal sloughs do not necessarily restrict their movements; but during higher tides, they are often forced to swim. At those times we have observed Bald Eagles, Short-eared Owls, and gulls taking advantage of the voles' vulnerability.



River otters (above) frequent Miller/ Honsinger Pond, especially in winter. They may be attracted to the staghorn sculpins and starry flounders living in the pond.



Rodents such as this red-backed vole (left) and the Keen's deer mouse (below) are eaten by a variety of predatory birds and mammals.

Other small mammals such as red-backed voles, deer mice, and shrews live in the upland meadows, especially where the meadows meet the forest. On the Dike Trail we once saw a Northern Pygmy-Owl snatch a shrew and eat it while we watched from only a few feet away.

Raptors that Prey on Mammals



Most raptors, such as the Northern Harrier (above) hunt for small rodents and birds in the grassy high marsh and uplift meadows. Others, such as the Great Horned Owl, near right, hunt mostly at night.







American Kestrels (right) often sit on high perches around the Wetlands. They are probably on the lookout for small rodents and birds.

(Above) a Short-eared Owl on the Wetlands. After examining hundreds of Short-eared Owl pellets collected over many years, we have concluded that long-tailed voles are the owls' major, and sometimes only, prey on the Wetlands.



Mink (left) and short-tailed weasels (below left) prey on voles and mice. Weasels feed mostly on rodents.







Beavers are common in the upper Mendenhall Valley. Some disperse through sub-optimal habitat on the Wetlands.

We often see Sitka black-tailed deer foraging in the meadows around Wigeon Ponds.

Harbor Seal Rescue





One year a newborn harbor seal was found on the Wetlands. After a few days, when it appeared that the pup's mother was not caring for it, help was called in.

Marine mammal rescue coordinator for the National Marine Fisheries Service, Aleria Jensen (on the right) and Rachel Dziuba, a veterinarian, examined the pup and concluded that it would not survive without help.



The pup (later named Garnet) was shipped to the Sealife Center in Seward for rehabilitation.



Garnet was returned four months later and released in Fritz Cove. Fitted with a radio transmitter, he was tracked venturing up the Taku River, and eventually spending most of his time near Glacier Bay.

Ecological Interactions



Mendenhall Wetlands is the meeting place of marine, freshwater, and terrestrial ecosystems. It is one of the richest areas in Southeast Alaska, in terms of the variety and productivity of the organisms that use it. Some of this richness originates in the three major ecosystems and is brought to the Wetlands by flowing water and other means. Some of it originates in the Wetlands themselves. The Wetlands in turn, provides sustenance to each of the interacting ecosystems, perhaps to an even greater extent than it receives from them.

Input to the Wetlands

Numerous freshwater streams flow from the slopes of the coastal mountains and over the Wetland tideflats to salt water. They bring fresh supplies of sediment, which builds up the flats and increases their fertility. Zones of differing vegetation are inhabited by plants with differing tolerances for exposure to salt water. The resulting diversity of vegetation provides habitats ranging from nearly bare mud in the lower zones to salt marsh with rooted vegetation in the upper zones.

Fresh water flowing over the flats supports several kinds of freshwater animals that can withstand being inundated by the tides. The streams also carry nutrients from decomposing leaves, dead fish, and leached soils out over the flats and into their estuaries.

Thus, streams make a link between terrestrial and marine systems. The estuaries enriched by this input are home to numerous kinds of crabs, snails, and fish. More direct input from terrestrial systems comes as wind-blown leaves and seeds and the excretions of animals that fed in forests and meadows.

Sockeye salmon travel through Mendenhall Wetlands when they migrate from the open ocean and return to spawn in Steep Creek near Mendenhall Lake. The spawning fish are important food for animals such as this small black bear. Young salmon of the next generation will migrate back through the Wetlands to the sea, feeding and/or resting in some part of the Wetlands.



Great Blue Herons often feed on Dolly Varden in Steep Creek near Mendenhall Lake. This fish would have migrated through Mendenhall Wetlands and may have spent time feeding there.

The sea provides the greatest input to the area. Tides wash the flats twice a day, their reach varying day to day and with the season. They wash nutrients and micro-organisms across the flats and refresh the water in channels and sloughs. This input provides food for organisms that live on the tide flats and associated sloughs: small clams, worms of various types, amphipods and isopods, mussels and barnacles, algae, sedges and other rooted plants. These animals and plants in turn feed other creatures that visit the area daily or seasonally. Per-acre productivity of these wetlands far exceeds that of any place on Alaskan uplands.

The sea is also a source of fish that live much of their lives in salt water but use the intertidal area for part of their lives. Sand lance sometimes, especially in spring, bury themselves in loose sands near the northwest end of Gastineau Channel. Eulachon occasionally spawn in spring in the lower reaches of the Mendenhall River. Juvenile flatfish, such as starry flounder, and sculpins rear in the sloughs and tributary streams. Salmon and Dolly Varden come in to spawn in several of the tributary streams, and their juveniles eventually pass through the Wetlands on their way to salt water.

The Wetlands as a feeding area

Invertebrates, fish, and plants on the Wetlands feed migratory and resident birds, otters and mink, and sometimes each other. Here are some examples:

Gulls gather on streams when mature salmon come in to spawn, and they use the salmon in different ways, depending on their body size. The small Bonaparte's Gulls typically forage for loose salmon eggs, either by hovering over the stream and then diving in, or by paddling on the surface and dipping down to grab eggs one by one. Middle-sized Mew Gulls forage on eggs and, more than the other gulls, on invertebrates in nearby algal mats; they avoid fish carcasses if the larger gulls are present. The large Herring and Glaucous-winged Gulls wade in search of eggs and salmon, dead or alive, but immature large gulls concentrate more on



Mendenhall Wetlands are a crucial resting area for thousands of birds during their long migration from southerly wintering areas to nesting sites farther north in Alaska. The resting birds in this photo are Snow Geese.

eggs than adults of the same species do. Large gulls, especially Glaucous-winged Gulls, sometimes pull live salmon to the stream edge, poking at the eyes and also at the vent area to force egg extrusion.

Buried sand lance attract predatory gulls, Bald Eagles, Common Ravens, and Northwestern Crows, which poke in the sand to extract these buried prey. The predators concentrate their activity in areas with high densities of sand lance. Eagles capture sand lance in two ways: by wading in the shallows and grabbing a fish with bill or feet, and by repeatedly patting the sands with their feet, causing the fish to emerge where they can be easily captured. Crows and ravens dig in the sand with sideways motions of the bill, sometimes making several digs before capturing a fish. Glaucous-winged Gulls are less successful at digging their own fish and probably get most of their sand lance by stealing them from other birds.

A common invertebrate in many parts of the tideflats is a small pink clam called *Macoma balthica*. It lies buried in the sediments with just its siphon reaching to the surface, where it gathers small particles on the surface or suspended in the water. Small flatfish of several species graze on *Macoma* siphons, nibbling off the upper end. This forces the clam to move closer to the surface, where it becomes more accessible to foraging shorebirds. Siphons can be regenerated, more quickly in well-nourished clams than in hungry ones.

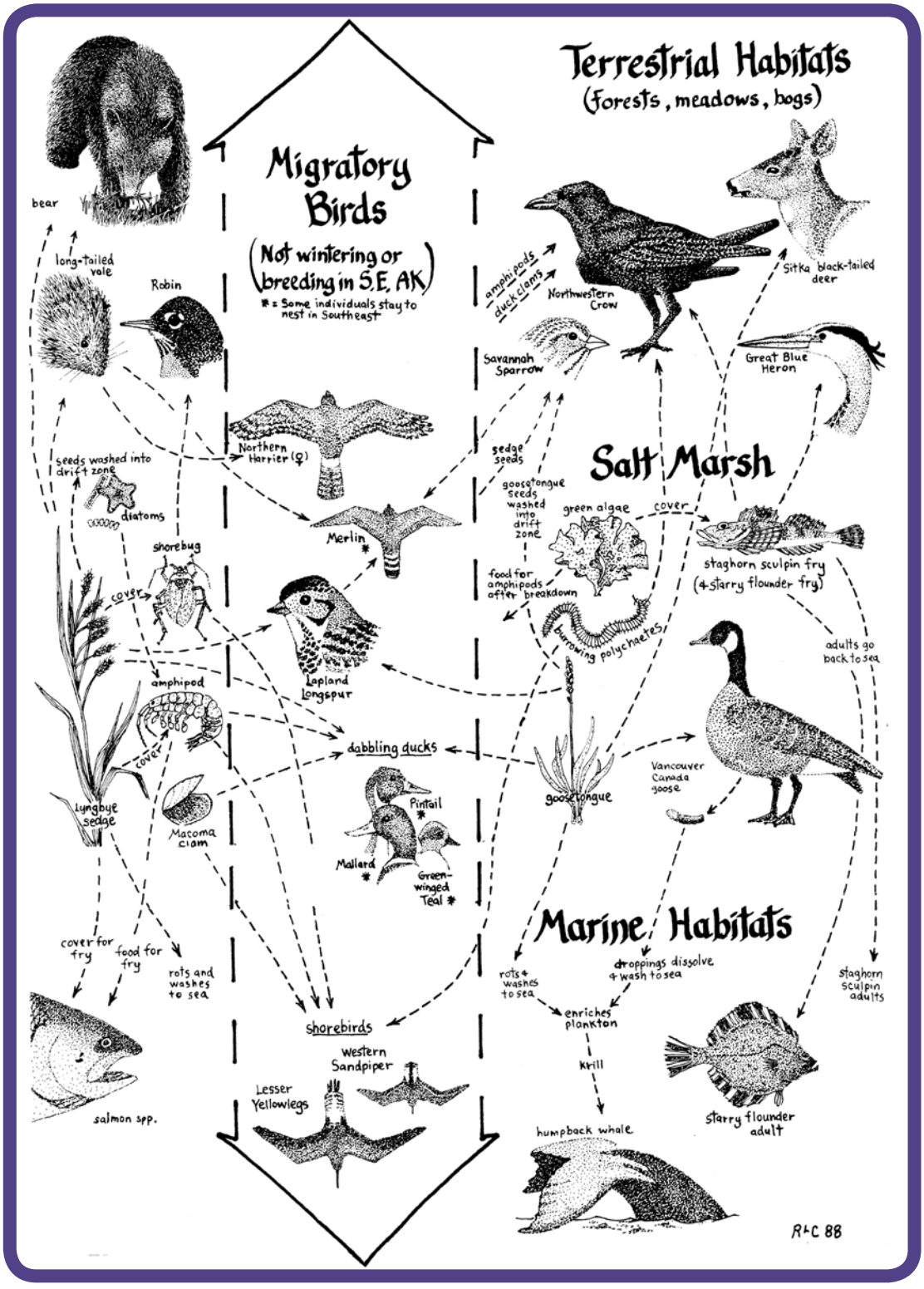
Many kinds of shorebirds use the Wetlands, and they range from tiny Least Sandpipers to large godwits and Whimbrels. Each species has a characteristic style of foraging that depends partly on the length of the bill. Long-billed species can probe more deeply into mud or water than short-billed ones, so each species has access to different kinds and quantities of invertebrate prey.

Bald Eagles nest in the trees surrounding the tideflats and on the spoil islands (formed by dredging) near Gastineau Channel. They prey on gulls, ducks, and fish. Eagles (and gulls) also gather by the dozen along the river when eulachon are running.

In winter, when the upper parts of streams are frozen, American Dippers look for food in intertidal areas of the Wetlands. At this time, most of the food they find is small amphipods. This dipper was feeding in the intertidal portion of Fish Creek.



Mendenhall Wetlands provides food for a remarkable variety of birds, mammals, fish, and invertebrates. Its value as a "provider of nutrients" extends well beyond its boundaries to nearby terrestrial and marine habitats.



Small fish abound in and near the Wetlands; there are sand lance, flatfish, sculpin, sticklebacks, juvenile salmonids, and occasionally capelin. Small fish are prey for many species, including the eagles just mentioned. Flocks of mergansers sometimes gather near the Wetlands; their serrated bills are adapted for catching fish. Yellowlegs and Arctic Terns regularly capture small fish as well. Great Blue Herons stalk the shallows, usually looking for small fish but occasionally taking fish more than

a foot long. In addition, harbor seals cruise along the shores and sometimes follow the in-migrating salmon upstream.

Geese forage extensively on the underground parts of sedges in the saltmarsh, grubbing shallow depressions in the sediment. They also clip the tops of sedges and arrowgrass. Their scat is deposited on the flats, returning some of the nutrients to the system.

During migration season in spring and fall, songbirds and shorebirds are sometimes abundant on the Wetlands. They typically consume invertebrates and sometimes seeds, but in turn they are prey to migratory raptors, such as Merlins, Northern Harriers, and Short-eared Owls.

Seeds from salt marsh plants often form windrows of seeds at the high tide line that attract seed-eating birds such as Common Redpolls and Snow Buntings.

Nutrient transfer to terrestrial areas

Some of the foragers on the Wetlands carry prey, digested or otherwise, to shore, thereby carrying nutrients from marine sources to the terrestrial ecosystem. Ravens and crows carry small fish to their nests or



Several hundred Herring and Glaucous-winged gulls nest in a colony in front of Mendenhall Glacier. This Herring Gull most likely flew down the valley to forage on Mendenhall Wetlands and obtain food for its chick.



Humpback whales bubblenet feeding in Juneau's marine waters may be eating sand lance, capelin, or herring that reared on Mendenhall Wetlands.

store them in trees or under clumps of vegetation for future consumption

Eagles carry fish and ducks to their nests. Terns carry small fish to their mates and chicks as far away as the shores of Mendenhall Lake. Bears visit salmon runs and haul their prey ashore, often leaving a good part of the carcass. Digested prey from all these and other predators is often deposited on land also, bringing additional nutrients to the terrestrial system. Research has shown that marine-derived nutrients from salmon are picked up by streamside vegetation and that the density of songbirds near salmon streams is greater than near streams that have no spawning salmon.

The Wetlands as a resting area

But the value of the Wetlands is not only about food and nutrients. The area provides important resting places, especially for migrants and overwintering waterfowl. Predators of such birds often lurk in trees or use trees as cover. They fly low over the flats with dark trees in the background, making it difficult for foraging birds to detect them. Prey species often prefer to rest in open areas, well away from trees, where they have better chances of detecting an approaching predator. Shorebirds vulnerable to predators are flightier in dim light than in bright light, so in low light conditions (not uncommon in Southeast Alaska) they may lose foraging time.

Fear has a great impact on waterfowl behavior and distribution on the Wetlands, particularly during and just after hunting season. Ducks and geese are more easily disturbed from resting or foraging at that time, and some of them leave the Wetlands and fly to the relative safety of Auke Lake, sacrificing the good forage of the Wetlands for less threatening surroundings. To our knowledge, the effects of fear and disturbance on the body condition of waterfowl have not been studied. We do know, however, that body condition greatly influences birds' ability to breed and the number of eggs laid.

Ecological interactions on the Wetlands are many and complex, and most of them have never been studied. There is a wealth of fascinating research projects out there for curious naturalists to pursue.

Threats to Birds and Their Habitats on Mendenhall Wetlands

Mendenhall Wetlands may be one of the most threatened Important Bird Areas in Alaska. It is surrounded by extensive urban development and has an international airport at its center. Also directly adjacent to the Wetlands are one of Juneau's primary sewage treatment plants, and the city and borough landfill and former incinerator site. A number of future plans and actions could also diminish the Wetlands' value for birds. Projects proposed or in various stages of planning include expanding the airport terminal and runways, a second bridge crossing Gastineau Channel, and efforts by adjacent land owners to claim land accreted as a result of glacial rebound.

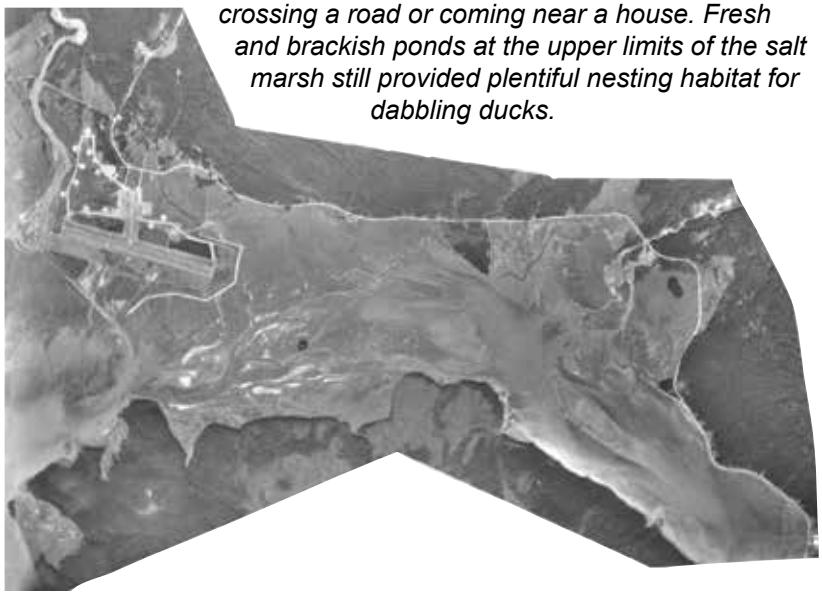
As a pocket of scenic and natural beauty within a large urban community, the Wetlands are frequented by numerous recreational users, some of whose activities can disrupt birds and alter their habitat. These include dog walkers, mountain bikers, fishermen, boaters, kayaking tour groups, bird watchers, horseback riders, and waterfowl hunters in fall.

Past Development

Much of Mendenhall Wetlands has already been lost to development. Areas of upland marsh, a transition zone between intertidal areas and the forest, are gone—a loss of habitat that once supported nesting waterfowl and a variety of other birds. These areas are now populated by the airport terminal, runways, and associated buildings; commercial and industrial businesses and activities along Industrial Boulevard; Fred Meyer and WalMart superstores; the Juneau Christian School; the four-lane Egan Expressway; and other encroachments. Much of this development required portions of the Wetlands to be filled, which directly destroyed feeding and resting habitat for birds.

Mendenhall Wetlands, 1948

The newly built airport and surrounding dike system severely impaired the estuaries of Duck and Jordan Creeks, but tides still flowed freely through the Wetlands. The extensive sedge flats of the Lemon/Switzer/Vanderbilt estuary were still an integral component of Gastineau Channel's fish and wildlife habitat. Deer and bear could access the entire Douglas Island coastline without crossing a road or coming near a house. Fresh and brackish ponds at the upper limits of the salt marsh still provided plentiful nesting habitat for dabbling ducks.





Mendenhall Wetlands, 2001

The most significant impacts to the Wetlands since 1948 have been the construction of Egan Drive, re-routing and channelizing streams, dredging of Gastineau Channel and the deposition of spoil islands, eastward extension of the airport runway, and dredging of ponds for fill material. Much of that fill later became road beds and building pads that further encroached on the Wetlands.

By 2001 the land had risen 2.3 feet since 1948. This uplift, combined with human impediments to tidal flow, fostered the rapid advance of vegetation into former mudflats.



The airport's floatplane basin is currently being dredged to remove ditch-grass, a food much sought after by Canada Geese and other waterfowl. This is one of several modifications planned to reduce the area's attractiveness to birds, which are considered a safety hazard.

Future Development

The proposed expansion of Juneau International Airport will require filling a portion of the Wetlands, destroying yet more feeding and resting habitat for birds. Removal of ditch-grass is one of several modifications planned on airport property to reduce its attractiveness to birds, which are considered a safety hazard.

Substantial planning has been completed for a bridge to cross Gastineau Channel and connect mainland Juneau with Douglas Island. The recommended crossing site is at the Vanderbilt and Egan Expressway intersection and would go from there across the Wetlands. This crossing would require filling and loss of more bird habitat on the Wetlands, and might also be disruptive to the movement of birds.

Also proposed is construction of a coastal bicycle trail adjacent to a portion of Egan Expressway and the Wetlands. Much of the trail would run through an area where humans seldom go and birds now forage undisturbed. Construction of the trail would allow birds to be disturbed in favor of expanding human recreational use.

Pollution

The Juneau landfill drains directly into the Wetlands in the vicinity of Lemon Creek. Pollution from this source could be dispersed to other parts of the Wetlands by Lemon Creek, Vanderbilt Creek, and Switzer Creek. The Tree Swallow study described elsewhere in this book is attempting to assess the presence and effects of contaminants. Raising further questions, we have noted in our surveys that birds use the area at the mouth of Lemon Creek less than they use other areas on the Wetlands. We found fewer invertebrates there as well. Potential effects of pollution from the landfill, however, have not been evaluated.

One of Juneau's primary sewage treatment plants is located adjacent to the Mendenhall River and the Wetlands near the Juneau airport. On occasion this plant has failed and discharged pollutants directly into the Mendenhall River. In addition, it has discharged chlorinated hydrocarbons directly into the Mendenhall River. The effect that these actions have on the Wetland birds or their food has not been studied.

There are two other possible sources of pollution. During winter, de-icing of

airplanes and runways at the airport releases chemicals that eventually leach into the Wetlands. The effect this may have on birds in the area has not been studied. Secondly, the DIPAC hatchery sometimes grinds up large numbers of salmon carcasses and deposits millions of pounds of ground salmon slurry into the middle of Gastineau Channel near the Wetlands. The effect this may have on invertebrates, fish, or birds is not known.





(above) The marsh near the Juneau Pioneers' Home is used by Mallards and other ducks as a sanctuary during hunting season.

(left) Uncontrolled dogs are one threat to birds that could be avoided. These two dogs flushed and chased a group of Snow Geese that were feeding on the Wetlands.

The Wetlands are bordered at either end by boat harbors and cruise ship docks. Some wastes and poisons such as anti-fouling paint, oil, sewage, and cleaning materials inevitably get into the water and are distributed across the Wetlands.

Other Disturbances

Many of the multiple uses of Mendenhall Wetlands displace birds. Low-flying helicopters, unleashed dogs, runners, cyclists, boaters, fishermen, hunters, photographers, and even bird watchers can disturb birds and cause them to flush. Two major heliports run numerous daily flights for tourists during the season. Power boaters use Gastineau Channel to travel between downtown Juneau harbors and northern Stephens Passage. Guided kayak tours from the North Douglas boat launch take tourists into portions of the Wetlands where birds concentrate. Most of these activities are unavoidable and are considered normal and allowed uses of the area.

Some activities that disturb birds may be avoidable, however. Over the years we have documented numerous instances where unleashed dogs chase birds. On occasion we have observed dogs from adjacent landowners running loose and unattended, chasing birds on the Wetlands for hours at a time. There is a Juneau Borough leash law along the Dike Trail, and state and federal laws governing harassment of wildlife on and near the refuge, but these laws are seldom enforced.

Waterfowl hunting on the Wetlands displaces Canada Geese and ducks. As noted elsewhere in this book, local populations of Vancouver Canada Goose and resident Mallards have learned to cope with hunting by flying to Auke Lake before hunting begins each day and returning to the Wetlands to feed at night. The effect this has on the birds' overall condition is not known. Most wildlife refuges we are familiar with in the Lower 48 States have fairly large zones closed to hunting, where birds can forage undisturbed. The only sanctuary on the Wetlands, however, is the small marsh near the Pioneers' Home. This is used by some Mallards but not by geese.



Photo by Bruce Baker

Some landowners have received quiet title from the State of Alaska to accreted wetlands. The owners of this home have since granted a conservation easement to the Southeast Alaska Land Trust. Terms of the easement require that the accreted land be managed in a manner similar to the way the state manages land in the Mendenhall Wetlands State Game Refuge.

In an effort to decrease the possibility of birds striking aircraft, wildlife control personnel at Juneau International Airport frequently harass and sometimes shoot birds on airport property. Similar control efforts also take place at the Juneau landfill because it is located under and near the flight paths of some jets.

Loss of Accreted Lands

As land in the Mendenhall Wetland area rises due to "post-glacial rebound," upland land owners have the right to seek title to accreted land adjacent to their property. Because of the very low gradient of the Wetlands, this accreted land sometimes totals several acres. Once owners obtain title to accreted land, they have the right to certain types of development, which can displace birds or alter their habitat. Southeast Alaska Land Trust has been working with land owners surrounding the Wetlands in hopes of acquiring the accreted land and making it part of the Mendenhall Wetlands Game Refuge. SEALTrust also encourages owners to consider attaching conservation easements to protect the newly exposed lands in support of birds.

Looking to the Future

The history of Mendenhall Wetlands repeats the continent-wide loss of coastal wetlands in North America. Wetlands in urban areas have been filled even when that depleted the resources that attracted the original settlers. Cities such as Boston, New York, Baltimore, New Orleans, San Francisco, and Seattle were built upon the country's largest and richest estuaries. Millions of dollars are being spent to repair a fraction of our national coastal wetlands. The values of these wetlands are now known to be the source of our nearshore seafood, as buffers against storm surges, their ability to filter many pollutants, and their importance in providing food and habitat for a wide variety of birds and other animals. In the past there have been attempts to fund a socioeconomic study of the Mendenhall Wetlands as a guide to current planning and activities in the area. It is not too late to do such a study.

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Birds come to Mendenhall Wetlands from many places



Bald Eagle
(resident)



Rock Sandpiper
(breeds in western and northern Alaska)



Trumpeter Swan
(winters in Lower 48)



Lesser Black-backed Gull
(vagrant from Asia)



Pectoral Sandpiper
(winters in South America)



Arctic Tern
(winters in Antarctica)

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Mendenhall Wetlands Study Group

Second Crossing to Douglas Recommendations and Comments

January 30, 2023

Introduction:

This is the response of the Juneau Mendenhall Wetlands Study Group (MWSG) to the requests for comments on the Juneau Douglas North Crossing PEL study. Although the opportunity to provide comments on the alternative routes at this point in the PEL study is somewhat of a surprise and contrary to our previous understanding of the process, we sincerely appreciate the opportunity to provide our input while the prescreening process is still in play.

Our group has extensive experience in studying and documenting the values associated with the Mendenhall Wetlands. The Mendenhall Wetlands State Game Refuge is a legislatively established special area which has specific legal and management requirements. Documents like the Mendenhall Wetlands State Game Refuge Management Plan, The Mendenhall Wetlands by Armstrong, Willson, Osborn, & Carstensen, and the December 22, 2003 letter from the Department of Natural Resources (Office of Habitat Management and Permitting) to DOT&PF are important references. The latter letter in particular clearly outlines most of the issues that are required to be addressed when selecting and finalizing a crossing route. We have attached a copy of the letter for your use.

Although the PEL process so far has outlined a number of justifications for a second crossing, it isn't clear what the priorities really are and they should be clarified. The suitability of each particular alternative shifts depending on the relative importance of access to EMS, infrastructure resiliency, developable land, etc. Recognizing that access to Douglas Island is important to our borough assembly and many residents, we describe the significant values of the Mendenhall Wetlands; the risk to those values from various alternatives; and, the alternatives we think should move forward to the next stage of analysis so that the second crossing effort can be successful.

Any planning for North Douglas Island must include the development of a Douglas Island Bench Road to facilitate the projected traffic which DOT&PF has indicated the North Douglas Highway is incapable of handling. Second, it seems irresponsible to develop a major project like this without a clear understanding of what the fiscal limitations are. It is prudent to develop recommendations based on the route which has the least negative impacts and the most cost effective positive benefits.

The following provides our comments and recommendations for the various crossing routes presented in the existing PEL process.

Legal and Regulatory Issues

It is important for the PEL analysis to explain to the public the legal context and issues that will have to be dealt with for each proposed alternative. For example, the PEL analysis should explain that each alternative that crosses or impacts the Mendenhall Wetlands State Game Refuge must meet the legal standards for the Refuge. ADF&G Refuge regulations state that Refuges shall be managed to maintain and enhance fish and wildlife populations and their habitat and maintain and enhance public use of fish, wildlife and public lands (5 AAC 95.520).

The Mendenhall Wetlands State Refuge Statute, 16.20.034(i), and regulations (p. 9-10 of the Mendenhall Wetlands Refuge Plan) specify criteria for a potential transportation corridor or docking facility on refuge land. Specifically:

> "The City and Borough of Juneau may acquire refuge lands for a transportation corridor, including a water corridor, only after the following have been demonstrated:
>
> - That there is a significant public need for the corridor which cannot be met off-Refuge;
> - That the use of refuge lands is avoided or minimized to the maximum extent feasible including the use of subsurface or elevated, no-fill corridor options where feasible;
> - That public access to the refuge is maintained; and
> - That all unavoidable impacts to the refuge and to refuge resources are fully mitigated through restoration, replacement, and/or other compensation."

Further, the PEL analysis should explain that if U.S. Department of Transportation federal funds are to be used for a project that permanently incorporates, or substantially impairs the attributes of refuge land, then Section 4(f), The Department of Transportation Act of 1966 applies. If a section 4(f) evaluation identifies a feasible and prudent alternative that completely avoids the refuge it **must** be selected. The PEL analysis should note that there are feasible and prudent off-refuge alternatives that avoid the need for a 4(f) analysis and clearly meet the stated purpose and need for this project.

Any solid fill causeway alternatives proposed in the Mendenhall Wetlands State Game Refuge will have unavoidable significant impacts on refuge resources and uses. Any of the on-refuge options built as a solid fill causeway would lie perpendicular to the tidal flow from Gastineau Channel. Culverts and a small bridge over the dredge channel will not be adequate to pass the large flow of water at high tides coming from Gastineau Channel. The large area of wetlands and refuge lands from the causeways west to the airport will lose tidal wetlands from the reduced and changed pattern of flow. This lost tidal flow will not be replaced from Auke Bay to the west because: 1. there is a natural hydrologic divide at the east end of the airport; and 2. the airport

and diking that protect it; and, the large dredge islands southeast of the airport have reduced flow from the west. Because of these unavoidable and unacceptable impacts, and because there are feasible and prudent off-refuge alternatives that meet the stated purpose and needs, we suggest that consideration of solid fill causeway proposals for the Sunny Point east and west, Vanderbilt, and Twin Lake alternatives be eliminated from further consideration.

Further, because there are feasible alternatives off-refuge, in particular the Salmon Creek crossing with a Douglas Island bench road, and because even elevated crossings at Sunny Point east and west, Vanderbilt and Twin Lakes will have significant impacts on refuge resources and uses, the option of elevated crossings in those areas should be eliminated and focus should be on detailed analysis of feasible off-refuge options.

Finally, the PEL should explain that all alternatives and structures that require dredging or filling wetlands of the United States will need a U.S. Army Corps of Engineers 404 permit.

Miscellaneous Considerations

Footprint

Frequently the second crossing discussions are distorted by referring to the footprint of the crossing and the relatively small size of the structure in comparison to the size of the total wetlands area. In reality, the impact of the structure on the surrounding area is greater than the actual "footprint". If the structure does not allow free tidal flow then the impact area is much larger. Similarly, if an area is closed to hunting for one-half mile on each side of the structure, then the impact area is at least a mile wide. If the calculations include altered bird movements, the impact area increases in size accordingly. Other current public uses, such as nature walks, birdwatching, hiking, fishing and wetland studies will be impacted to varying degrees depending on the location and type of structure created. Certainly, viewsheds of the wetlands will be permanently altered.

As mentioned above, the issue of hunting is a critical issue for the community. The refuge was originally supported by local high school students that valued the local access to annual waterfowl hunting opportunities literally in their backyard, a practice that is encouraged to this day. Facilitating a reasonable hunting opportunity requires a productive wetlands environment, adequate space to accommodate and spread out hunters and a natural environment that provides a pleasant and sometimes successful experience.

If the immediate impact area includes fisheries habitat modifications then the actual impact area may well include portions of the northern southeast region depending on the species involved. Since the Mendenhall Wetlands is a major resting area for migratory birds, the impact area may well include major portions of the flyway. A critical examination of the listed birds in this document will clearly amplify the importance of the channel crossing decision.

Mitigation

A variety of activities have been taking place the last few years that have positively affected the Mendenhall Wetlands and the Mendenhall State Game Refuge. Mitigation efforts with the expansion of the airport and use of other available funds have resulted in the purchase of areas near or in the Refuge by Southeast Alaska Land Trust to protect existing public values and critical wetlands and associated uplands. However, the availability of lands to mitigate future crossing impacts in kind and locally are clearly limited.

Bench Road

We believe it is crucial that the bench road project be included in this analysis. The existing North Douglas Highway is not adequate for the current high density zoning the Borough implemented along the North Douglas Highway, much less the projected traffic from a second crossing and the eventual development of West Douglas. The benefits of a second crossing are limited and the hazards of the North Douglas Highway increased unless a bench road is part of the project.

Analysis of Alternatives

The primary needs identified for the Second Crossing are alternate access and infrastructure resiliency. Alternate access would allow for access to emergency services, especially transport to the hospital, should the existing bridge be somehow blocked or compromised. The PEL document also states that an alternative should reduce traffic pressure on the Douglas Island Bridge and intersections. All of the alternatives meet these needs in some fashion.

There is a gradient to how well they meet the emergency access concern, especially in terms of medical transport. The two alternatives northwest of the airport would not improve transport times for the vast majority of Douglas Island residents. Of the alternatives southeast of the airport, the Salmon Creek crossing stands out as the best alternative to provide reduced transport/response time, landing at the intersection with the hospital.

The alternatives also have a range of impacts or benefits relative to maintaining Refuge integrity and ecosystem function of the Refuge and associated wetlands. The MWSG is particularly concerned with how well the alternatives meet the goals to "avoid, minimize, and mitigate impacts to the environment…" and "maintain the visual, cultural, and scenic identity of Juneau and Douglas Island." The MWSG provides below an overview of the ecological and environmental importance of the wetlands encompassed by the study area. The State of Alaska recognized the importance of the Wetlands by establishing the Mendenhall Wetlands State Game Refuge. It also needs to be recognized that over 40% of the original wetlands have been filled and developed since the late 19th and early 20th centuries up until today. The incremental destruction and sectioning of the Mendenhall Wetlands emphasizes the need for choosing a

crossing alternative that avoids impact to the integrity of the Refuge and the ecosystem functions of the Mendenhall Wetlands.

The best way to maintain the integrity of the Refuge is to keep the crossing out of the Refuge. Alternatives need to meet the Mendenhall Wetlands State Game Refuge Management Plan requirement to allow a transportation corridor on refuge land only if "there is a significant public need for the corridor which cannot be reasonably met off-refuge". This requirement would pertain to the Sunny Point, Vanderbilt, and Twin Lakes alternatives, given that other alternatives that avoid the Refuge have been identified.

Alternatives that avoid the Refuge include Downtown, Eagle Creek, and Salmon Creek. The North Douglas Tunnel alternative could also be designed to avoid impacts to the Refuge by going under it. The entry and exit points for the tunnel would need to be designed to be sufficiently upland to be outside the Refuge and to avoid sensitive habitat areas included in the map schematic for this alternative.

The Mendenhall Peninsula route, although outside of the Refuge, has the potential for significant impacts to Mendenhall Wetlands resources; the specific routing chosen for this alternative would determine its position in one of the groups discussed above.

Environmental Resource Values

The Mendenhall Wetlands is the most important area for fish, birds, invertebrates and some mammals on the Juneau road system. It also has been documented and officially designated as an Important Bird Area of Statewide and Global Significance (Alaska IBAs are mapped at :https://ak.audubon.org/important-bird-areas-4.).

In the broader context of Southeast Alaska's great river-mouth estuaries, according to NWI mapping (National Wetlands Inventory), the Mendenhall Wetlands are 9th in total size, with 3,632 acres. Comparing only salt marsh---the vegetated portion so critical to water birds, rearing fish, and nutrient export---the Mendenhall has 1,450 acres, 3rd among all Southeast estuaries. Unfortunately this size has been much diminished by dikes, fill and roads. (https://juneaunature.discoverysoutheast.org/content_item/american-wetlands-month-features-taashuyee/)

Much of this information has been documented in the book "The Mendenhall Wetlands a globally recognized Important Bird Area" by Robert H. Armstrong, Richard L. Carstensen, Mary F. Willson and Marge Hermans Osborne (available as a pdf on http://naturebob.com/sites/default/files/Mendenhall%20Wetlands%20book.pdf). Here are a few examples and documentation on the importance of the Mendenhall Wetlands:

Fish

Dolly Varden – Mendenhall Lake is a major overwintering area for Dolly Varden in the Juneau area. Of special interest is the overall condition of Dolly Varden leaving the lake in the spring is about the same as when they entered in the fall. This indicates that the cold water of the glacial lakes may be the most important overwintering areas for these fish. In the warmer non-glacial lakes these fish lose a fair amount of body fat overwinter. Since these fish have to migrate up Mendenhall River to reach the lake the connections between the wetlands and the lake could be quite important. When the overwintering Dolly Varden leave the lake in the spring the wetlands with their abundance of invertebrates and other fish is a very important feeding area.

Dolly Varden have been documented as one of the most sought after sport fish in the Juneau area. This is especially true for the "land-based fishermen".

Some useful references for these fish are:

Armstrong, R.H. 1974. Migration of anadromous Dolly Varden (*Salvelinus malma*) in southeastern Alaska. Journal of the Fisheries Research Board of Canada 31: 435-444.

Bethers M., K. Munk, and C. Seifert. 1995. Juneau Fish Habitat Assessment. Alaska Department of Fish and Game, Division of Sport Fish, Douglas, Alaska. 128 p.

Reed, R. and R.H. Armstrong. 1971. Dolly Varden Sport Fishery – Juneau Area. Federal Aid to Fish Restoration Research Project Segment. Project F-9-3, Study R-IV, Job R-IV-C.

Schmidt, A., S. Robards, and M. McHugh. 1973. Inventory and cataloging of the sport fish and sport fish waters in Southeast Alaska. Alaska Department of Fish and Game. Annual Progress Report. Federal Aid in Fish Restoration. Project F-9-5 Job G-I-A. 62 p.

Pacific herring -- We know that Pacific herring are an important food for Bald Eagles in the Juneau area because researchers have often found herring cached in Bald Eagle nests. Eagles also concentrate to feed on spawning herring wherever they occur in Southeast Alaska. We have observed both juvenile and adult herring trapped in small tidal ponds on the Mendenhall Wetlands. Studies also have shown that occasionally large numbers of juvenile herring use the Wetlands for early feeding.

Whale watching in the Juneau area is an established resource. The Mendenhall Wetlands, with its importance for herring, Pacific sand lance and capelin may be a considerable help in attracting the humpback whales.

Pacific sand lance – On Mendenhall Wetlands, at least two areas of sand lance burrowing activity have been noted. One is straight out from the mouth of Fish Creek near channel marker 19A. The other is up the channel near marker 18. In the area near marker 19A we have observed numerous gulls, ravens, crows, and up to 85 Bald Eagles feeding on sand lance during low tides.

We have also observed Arctic Terns bringing sand lance to their young at the colony on the Wetlands.

Some useful references for these fish are:

Neff, Darcie 2021. A Nonlethal, Whole Oocyte Approach to determining Spawn Readiness in Pacific sand lance, *Ammodytes personatus*, in Southeaster Alaska. A Thesis Submitted in Partial Fulfillment of the Requirements for the Degree of Master of Science in Fisheries University of Alaska Fairbanks (note: the field work for this project was done on the Mendenhall Wetlands).

Willson, M.F. and R.H. Armstrong 1998. Intertidal foraging for Pacific sand lance, Ammodytes hexapterus, by birds. Canadian Field-Naturalist 112(4):715-716.

Willson, M. F., R. H. Armstrong, M. D. Robards, and J. F. Piatt. 1999. Sand lance as cornerstone prey for wildlife predators. Pages 17-44 in: Robards, M. D., M. F. Willson, R. H. Armstrong, and J. F. Piatt. 1999. Sand lance (Ammodytes): Biology, ecology, and annotated bibliography. Pacific Northwest Research Station PNW-RP 521: 1-327.

Capelin -- Capelin, like sand lance, are an important forage fish in Alaska. We have often observed numerous spawned-out capelin in some of the sloughs adjacent to the lower Mendenhall River. We think that the spawning areas for capelin on the Mendenhall Wetlands may be very important for the overall abundance of these forage fish in the Juneau area.

Salmon -- Fifteen fish-producing streams empty out onto the Mendenhall Wetlands. If we count their tributaries as well, 28 streams connect to the Wetlands. Salmon spend all or part of their adult lives in salt water then return to fresh water to spawn—access these streams through the Wetlands. They probably use the Wetlands for feeding and short-term rearing of their young as well.

Most of the salmon found naturally on the Wetlands (coho, chum, sockeye, and pinks) use the freshwater and/or intertidal portions of Wetland streams for spawning and rearing of their young. All four species also pass through the Wetlands during migration to and from the sea.

The Macaulay Salmon Hatchery, operated by Douglas Island Pink and Chum, Inc. (DIPAC) is located adjacent to Mendenhall Wetlands near Salmon Creek. Young and adult chum, coho, pink, and possibly chinook salmon from the hatchery also use tidal sloughs and streams around the Wetlands for early marine rearing and spawning. In most years the hatchery releases millions of young salmon into Gastineau Channel. Many returning adults stray into and spawn in streams associated with the Wetlands.

The sport and commercial salmon fisheries are very important in Juneau. We believe the Mendenhall Wetlands contributes considerably and may even be critical to the health of these fisheries.

Some useful references are:

Bethers M., K. Munk, and C. Seifert. 1995. Juneau Fish Habitat Assessment. Alaska Department of Fish and Game, Division of Sport Fish, Douglas, Alaska. 128 p.

Bishop, D., R. Armstrong, and R. Carstensen. 1987. Environmental analysis of lower Jordan Creek and nearby wetlands in regard to planned airport taxiway extension. Environaid, Juneau, AK. 67 pp.
https://juneaunature.discoverysoutheast.org/content_item/bishop-armstrong-carstensen-1987/

Briscoe, R. 2004. Overwinter use of microhabitats by juvenile coho salmon in Jordan Creek. Alaska Department of Fish and Game, Southeast Sustainable Salmon Funds Project on Duck and Jordan Creeks, Juneau, Alaska.

Celewycz, A.G., A.C. Wertheimer, J.A. Orsi, and J.L. Lum. 1994. Nearshore distribution and residency of pink salmon (Oncorhynchus gorbuscha) and chum salmon (O. keta) fry and their predators in Auke Bay and Gastineau Channel, southeast Alaska. U.S. Dep. Commer., AFSC Proc. Rep. 94-05, 39 p.

Gerke, B., M. Lorenz, and K V. Koski. 1999. Distribution of Pink and Chum Salmon Fry in Estuaries near Juneau. In Proceedings of the Northeast Pacific Pink and Chum Salmon Workshop, Juneau Alaska, June 1, 1999, NMFS, 11305 Glacier Hwy, Juneau, pp 73-79.

Koski, K.V. 2009. The fate of coho salmon nomads: the story of an estuarine-rearing strategy promoting resilience. Ecology and Society 154(1): 4. [online] URL;
http://www.ecologyandsociety.org/vol14/ iss1/art4/

Mortensen, D.G., A.C. Wertheimer, J.M. Maselko, and S.G. Taylor. 2002. Survival and straying of Auke Creek, Alaska, pink salmon marked with coded wire tags and thermally induced otolith marks. Transactions of the American Fisheries Society 131(1):14-26.

Thrower, F.P. 1988. Migratory behavior of maturing pink salmon in Gastineau Channel, Southeast Alaska. Unpublished MS Thesis, University of Alaska.

Starry Flounder -- Starry flounder were the most common flounder captured on Mendenhall Wetlands during a study in 2002 by Lynn Mattes. They were also numerous within the intertidal channels near the airport in 1986. We have observed Great Blue Herons feeding on them, and one Southeast study found they were common prey items brought to eaglets by their parents. We have also observed river otters feeding on them within the Wetlands, and we've watched American Dippers eating juvenile flounder within the lower reaches of Switzer Creek.

Mattes, Lynn A. 2003. Habitat usage by flatfish (Pleuronectidae) in the Mendenhall wetlands, Juneau, Alaska. M.S. Thesis, University of Alaska, Fairbanks. 76 pp.

Birds

Mendenhall Wetlands provides food and/or resting space to a remarkable variety and abundance of birds. As of November 2008, observers had recorded sightings of 256 different species of birds. That's 83 percent of the 308 species seen in the entire Juneau area (from Taku Inlet to Berners Bay) and 73 percent of the 352 bird species seen in all of Southeast Alaska (from Dixon Entrance to Yakutat). Because of the variety and complexity of its habitats, Mendenhall Wetlands is widely acknowledged to be one of the key stopover points for migratory waterfowl and shorebirds in coastal Alaska.

To help identify, monitor, and prevent further degradation of shorebird stopover areas, the Western Hemisphere Shorebird Reserve Network has been established. The Alaska plan recognizes only three important shorebird sites in all of Southeast Alaska the Stikine River Delta, Yakutat Forelands, and Mendenhall Wetlands. These sites are currently under consideration for inclusion within the Western Hemisphere Shorebird Reserve Network.

Besides the importance of the Mendenhall Wetlands for birds of Southeast Alaska it is also considered important for many species both state and world-wide. In order to qualify for a globally or continentally significant IBA a site must support a significant portion of the flyway population of a particular species. In general, to qualify the site must have supported over one percent of the North American population at one time, or more than five percent of the population for the season. At the time of application there were more than 10,000 documented observations of the number of birds, by species, that occurred on the Mendenhall Wetlands at one time. Several species fell within the IBA qualifying criteria. They included Greater White-fronted Goose, Canada Goose (Vancouver subspecies), Surfbird, Thayer's Gull, Surf Scoter, American Golden-Plover, Lesser Yellowlegs, Ruddy Turnstone, Black Turnstone, Western Sandpiper, Pectoral Sandpiper, Rock Sandpiper, Dunlin, Shortbilled Dowitcher, and Bonaparte's Gull. Some of these species were also on the Audubon WatchList because of concerns about their conservation status. Those included Surfbird, American Golden-Plover, Rock Sandpiper, and Short-billed Dowitcher.

For example **Canada Geese** are essentially year-round residents on the Mendenhall Wetlands, favoring the sedge meadows and ponds near the dike. The resident subspecies is the Vancouver Canada Goose (*Branta canadensis fulva*), which lives and nests from northern Southeast Alaska southward to northern Vancouver Island, British Columbia. Within this area it is considered to be a nonmigratory subspecies. We estimate that between 500 and 700 Vancouver Canada Geese use the Wetlands. This figure is based on counts covering the entire Wetlands when we were fairly sure the geese had not been disturbed.

Another example is **Mallards**. They occur in greatest numbers on the Wetlands from December through April, when up to 2,000 individuals have been seen in a single day. In most other months the numbers range from 200 to 1,000 individuals. Banding studies have shown that winter Mallards on the Wetlands are not the same as summer Mallards. Young produced in Juneau go

mostly down the coast to Washington and California. The winter birds have come from nesting habitat in the Yukon River Valley. The Mendenhall Wetlands are an important wintering area for these birds, and judging from the peak numbers documented in April, they're also an important stopover for migrating Mallards. The Mendenhall Wetlands provide summer food and a limited amount of nesting habitat for Mallards. Every year at least one brood has been observed within the floatplane basin and we have seen Mallard nests in the vicinity of Wigeon Ponds near Mendenhall Peninsula.

And **Bald Eagle**--In 2008, about 68 Bald Eagle nests were close enough to Mendenhall Wetlands that the resident pairs could forage there; about 35 percent of those nests are active in any given year. The Wetlands have probably been essential to the nesting success of these birds.

Glaucous-winged and **Herring Gulls** have a nesting colony on the rock face near Mendenhall Glacier, and they use the Mendenhall Wetlands for foraging. **Arctic Terns** also use the Wetlands for feeding from late April to late August.

Shorebirds What is it about the Mendenhall Wetlands that makes the area attractive to so many shorebirds? For one answer we can consider what birds need. According to Scott Weidensaul, the author of Living on the Wind, a book about bird migration: Most of the world's surface is useless to a shorebird—too wet, too dry, too forested, too mountainous, too farmed, too urban, too this or that. Much of the wetland habitat on which many species depend has been lost. So the relatively few places that still suit the birds' needs are important beyond measure. The Mendenhall Wetlands are indeed important beyond measure because they are one of very few places in Southeast that provide enough food and habitat that migrating shorebirds need. Along their migration routes, which may extend for thousands of miles, shorebirds depend on relatively few stopover sites for refueling and resting. Those sites are usually separated by considerable distances, and during stopovers, food is often available for only a few hours around low tide. For a small bird traveling thousands of miles between its wintering and breeding ranges, efficiency in refueling and quality of resting time can mean the difference between life and death, or between succeeding or failing to reproduce in a given year.

In summary, migratory shorebirds and waterfowl are the species most often discussed in association with Mendenhall Wetlands. But there is no question that the Wetlands are equally important to many other groups of birds, including a number of migrating songbirds and the raptors that travel with and prey on them, and local resident species such as Northwestern Crows and Common Ravens.

Some useful references:

Armstrong, R.H., R.L. Carstensen and M.F. Willson. 2004. Hotspots: Bird Survey of Mendenhall Wetlands, April 2002 to May 2003. Juneau Audubon Society and Taku Conservation Society. 74 pp.

Armstrong, R. and R. Gordon, 2002. Birds of Mendenhall Wetlands, checklist, Juneau Audubon Society.

Cain, S., J. Hodges, and E. Robinson-Wilson. 1988. Bird Use of the Mendenhall Wetlands in Juneau, Alaska. USFWS, Juneau, AK. 72 pp.

Hodges, J. I., and B. Conant 1986. Experimental Vancouver Canada Goose Survey – Northern Portion of Southeast Alaska. Waterfowl Investigations, U.S. Fish and Wildlife Service, Juneau, Alaska. 9 pp.

King, J.G. 2008. Attending Alaska's Birds. Trafford Publishing. 470 pp.

Watson, S. 1979. Avian habitats and use of the Mendenhall Wetlands Wildlife Refuge, 30 April-30 June 1979. ADF&G unpublished report, Juneau, AK 28 pp.

Watson, S. 1979. Avian Habitats and Use of the Mendenhall Wetlands Wildlife Refuge. Prepared in partial fulfillment of graduate degree from Utah State University.

Invertebrates

The large expanses of sand and mudflat on Mendenhall Wetlands may look barren, but in fact many of them are treasure-fields of marine invertebrates that provide important food for wetland birds. Buried in mud and sand, or tucked among rocks and clumps of seaweed, is an amazing variety of small creatures such as amphipods (small, shrimp-like invertebrates), tiny clams, snails, worms, and other creatures often invisible to people casually visiting the area. Even the larger more obvious invertebrates such as mussels and barnacles are important food for certain birds.

Certain species of tiny amphipods build double-ended U-shaped tubes in the sediment of sloughs. The tubes appear to be slightly sticky and stick up above the sediment a short distance, so debris collects around them, making a fuzzy mat. These amphipods feed from one end of the tube by sweeping the surrounding area for algae and plant debris with their antennae. These tube-dwelling amphipods are an extremely important shorebird food in some areas. One study concluded that Semipalmated Sandpipers prefer these amphipods over other food, and a part of the Wetlands where these amphipods are abundant is a favored feeding spot for several species of shorebirds.

This is the best source of information on the invertebrates of the Mendenhall Wetlands: Willson M.F. and A.P. Baldwin. 2004. Invertebrate surveys on the Mendenhall wetlands. pp 1-32. Report to USFWS.
https://juneaunature.discoverysoutheast.org/content_item/willson-baldwin-invert-study-2004/

Mammals

A variety of mammals have been seen on Mendenhall Wetlands. On rare occasions, moose and brown bear have been among them, but the most commonly seen are Sitka black-tailed deer, black bears, harbor seals, and smaller mammals such as river otters, mink, and short-tailed weasels. The most important mammals for birds are small rodents and insectivores. Voles, mice, and shrews are important prey for Short-eared Owls, Northern Harriers, and American Kestrels. Long-tailed voles (*Microtus longicaudus*) are the most common year-round mammals on the Wetlands. They inhabit sedge and grass areas, where they feed on roots, seeds, and the tender bases of stems. Our examination of regurgitated Short-eared Owl pellets indicates they prey here almost exclusively on long-tailed voles. The owls periodically overwinter in numbers when vole populations are high. Of interest is beavers have been recently moving into and living in the wetlands. The ponds they create often provide good habitat for fish and aquatic insects.

Development around the periphery of the Wetlands has created nearly impassable barriers for large mobile mammals such as deer, black bear, wolf, porcupine and beaver. Although primarily forest-dwelling, these species throughout Southeast Alaska move seasonally onto more open estuarine habitats for grazing, hunting, and strategic crossings, in our case between Sayeik (Douglas Island) and mainland. Much of this use is nocturnal, especially around high human densities.

Glacial rebound, along with restrictions to tidal flow from roads, dikes and spoil islands, is rapidly altering the array of vegetation types throughout the Wetlands. Trends are generally discouraging for fish and water birds, but there is one positive progression. Around the periphery, uplift parkland---former tideland raised above extreme high tide---is advancing seaward. Almost completely lost to development outside the Refuge boundary, this belt of uplift parkland is now growing again within it. That's good news for the above-listed widely traveling mammals, and some smaller resident species such as long-tailed vole. Managers should do all in their power to maximize such benefits, which means minimizing further fragmentation that comes with additional crossings of the Wetlands.

Vegetation

Vegetation of the Wetlands is constantly changing in response to glacial rebound and human-induced changes to landforms and tidal flow. Estuarine vegetation was mapped and described in 2003 for Southeast Alaska Land Trust (SEALT) by Carstensen (2004) GIS Mapping for Mendenhall Wetland State Game Refuge. A pdf can be downloaded from:

https://juneaunature.discoverysoutheast.org/content_item/glacial-rebound-in-the-mendenhall-wetlands/

Before impacts of any proposed crossing can be understood, updated maps are necessary, both in the immediate vicinity and wetlands-wide, in order to identify rare and decreasing vegetation

types, and trends. Vegetation types in the 2004 report should be used, for analysis of change over time.

Historical Note

According to Jim King: "The history of Mendenhall Wetlands repeats the continent-wide loss of coastal wetlands in North America. Wetlands in urban areas have been filled even when that depleted the resources that attracted the original settlers. Cities such as Boston, New York, Baltimore, New Orleans, San Francisco, and Seattle were built upon the country's largest and richest estuaries. Millions of dollars are being spent to repair a fraction of our national coastal wetlands. The values of these wetlands are now known to be the source of our nearshore seafood, as buffers against storm surges, their ability to filter many pollutants, and their importance in providing food and habitat for a wide variety of birds and other animals. In the past there have been attempts to fund a socioeconomic study of the Mendenhall Wetlands as a guide to current planning and activities in the area. It is not too late to do such a study."

Summary

Our recommendations concerning the specific potential crossing routes are listed here.

Mendenhall Peninsula:

The Mendenhall Peninsula alternative could be designed to stay out of the refuge, with connection points at the end of the Peninsula and west of the North Douglas boat ramp. However, the location of the connection point at the end of Mendenhall Peninsula would be crucial and must avoid the area at the Mendenhall River mouth, which has been identified as the most important feeding habitat in the Refuge for waterfowl, terns, shorebirds, and other seabirds (Armstrong et al. 2009) and constitutes an important Pacific sand lance spawning area.

If this alternative cannot be routed so as to avoid impacts to the Mendenhall River Estuary it should not go forward for Level 2 screening. Tunneling from the Peninsula might be a better alternative if this route is seriously considered.

North Airport:

The only way this route can be accommodated without significant environmental damages is through tunneling the entire distance. An above ground structure would be unacceptable for a variety of reasons involving the airport and the environmental impacts.

Sunny Point West:

This crossing route creates some of the most serious environmental impacts because it travels through the heart of the Refuge/wetlands areas. The only way it can be environmentally acceptable is if it is tunneled the entire way. All of the negative issues come in to play with this route.

Sunny Point East:

This crossing route creates some of the most serious environmental impacts because it travels through the heart of the Refuge/wetlands area. The only way it can be environmentally acceptable is if it is tunneled the entire way. All of the negative issues come in to play with this route.

Vanderbilt:

This crossing route is marginal at best. Although it does not run through the heart of the Refuge, it does cross critical wetlands that are improving annually due to the glacial rebound issue. Marginal mud flats now surfacing during the tidal flushes will eventually provide critical salt marsh vegetation and food critical to the birds utilizing the Refuge during critical parts of the year. If the route is selected for further analysis, it is important that the crossing be on pilings because of the tidal flux issue.

Twin Lakes:

This crossing route is similar to the Vanderbilt route but is important to a lesser degree as the channel is deeper at this time and it is uncertain how much the glacial rebound will affect this area. If this route is selected, it would be preferable to move it further to the east if at all possible. Placing this crossing on pilings is important because of the tidal issues associated with the wetlands.

Salmon Creek:

From a safety issue and access to the hospital, this route is the most logical. If the crossing is on piling, then there are no obvious tidal concerns that would impact the wetlands.

Eagle Creek:

This crossing provides few negatives as long as the crossing is elevated and there are no tidal flux issues.

Downtown:

This crossing provides few negatives as long as the crossing is elevated and there are no tidal flux issues.

Attachment

Letter from the Department of Natural Resources
(Office of Habitat Management and Permitting) to DOT&PF
December 22, 2003

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
OFFICE OF HABITAT MANAGEMENT AND PERMITTING
JUNEAU AREA OFFICE

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22 December, 2003

Mr. Michael Lukshin
ADOT&PF, Southeast Region
Statewide Design & Engineering Services
Juneau, AK 99801

Dear Mr. Lukshin:

RE: Gastineau Channel Second Crossing, NEPA scoping comments
ADOT&PF Project No. 68540, Fed. Project No. HP-0954(18)

The Alaska Department of Natural Resources Office of Habitat Management and Permitting (DNR OHMP) has received your request for scoping comments for the Second Crossing EIS and offers the following comments.

In summary, DNR OHMP recommends the following:

1. **Clarify, rank, and fully document the project purposes and needs.**
2. **Incorporate environmental goals in the Purpose & Need Statement.**
3. **Broaden geographic scope to include reasonably foreseeable impacts.**
4. **Realistically assess potential benefits, beneficiaries and costs.**
5. **Fully explore off-refuge alternatives, including water-based transport.**
6. **Consider interchange sites other than those existing.**

Project Overview

The 1984 CBJ Second Gastineau Channel Crossing Feasibility Study looked at 15 alternative alignments to connect the Mendenhall Valley with North Douglas Island; most were located on the Mendenhall Wetlands State Game Refuge. The recommended alternative extended from 8-Mile Egan to Fish Creek Road on Douglas Island. The 1992 update to the 1984 feasibility study identified a low-level crossing through the Mendenhall State Game Refuge in the Mendenhall Bar area as the least costly alternative.

The 1984 feasibility study assumed very extensive fill footprints (up to 4000 linear feet) at the crossing locations within the refuge, with much of the fill being obtained from dredging within Gastineau Channel or elsewhere on the refuge. The feasibility study stated that alternatives located near, but not on, the refuge would also have significant effects on refuge habitats and use.

According to DOT, crossing types now under consideration for the Second Crossing EIS include fixed bridge, bascule bridge, floating bridge, causeway, and tunnel. The currently proposed Gastineau Channel Second crossing EIS project has not as yet identified specific alternatives. It

appears, however, that some of the alternatives, including alternatives currently favored by DOT and CBJ, would cross the refuge near its widest extent, with significant impacts to refuge hydrology, wildlife, and human use. Such crossings could compromise the basic function and purpose of the refuge, fragmenting habitats and reducing their long-term value for wildlife, hunting, and recreation.

The Mendenhall State Game Refuge was established in 1976 to protect natural habitat and game populations, especially waterfowl, and to provide recreation. It contains approximately 3,800 acres of saltwater and freshwater intertidal habitat along Gastineau Channel from Salmon Creek to the Mendenhall Peninsula. Salt marsh and mud flat habitats are regionally rare due to the extreme topography and strong currents of southeast Alaska. There is no other extensive salt marsh of comparable value to migratory birds in northern southeast Alaska. The refuge is perhaps the most popular public recreation and outdoor education area in Juneau, and provides habitat for a large proportion of the regions' Vancouver Canada geese and for other waterfowl, bald eagles, shorebirds, passerine birds, terrestrial and marine mammals, invertebrates, and anadromous and marine fish.

Purpose and Need

The project purposes should be ranked in importance and clarified so that alternatives may be evaluated with respect to each one. The primary stated goal is for improved access to the West Douglas potential New Growth Area in order to facilitate its development. What is the degree of access improvement deemed necessary to meet the need and why? Are cars and trucks the only transport means under consideration? Water-based transport, as provided for many remote communities, may be a feasible means of transport for West Douglas and therefore must be considered to meet review criteria for refuge lands.

Given the public resources at stake and the stringent criteria for disposal of refuge land, the specific needs for the project, as well as the populations served, should be well defined and thoroughly documented. For example, is the need for West Douglas residents to gain quicker access to commercial areas of the Valley, or to downtown? Or is the main concern to gain quicker access from Valley residential areas to commercial areas of West Douglas? Is creation of new housing an important part of the rationale for West Douglas development, and if so, is the type of housing in line with community needs?

Population projections in the 1984 Feasibility Study substantially overestimated the population growth that has occurred since then. The current analysis should carefully re-evaluate population and growth assumptions.

Another need mentioned as secondary, but apparently important, is for alternate access in case of a major disaster affecting the existing bridge. A risk assessment and comparison with other isolated communities would be helpful to address this concern.

In explaining the rationale for and scope of the proposed Second Crossing EIS, city and the consultants have described the West Douglas Conceptual Plan as a Master Plan. The plan itself states that it is "conceptual," however, and not intended to meet the more detailed CBJ land use

criteria for a "Master Plan". This may be an important distinction. Project materials that refer to the Conceptual Plan as a Master Plan should be corrected.

Similarly, the North Douglas Highway Extension Corridor Identification EIS has been informally referenced in the rationale for the Second Crossing project as well as the rationale for the proposed omission of West Douglas from the scope of the Second Crossing EIS. The Final EIS for the North Douglas Corridor ID EIS responded to comments from ADF&G concerning the lack of resource and impact information in the draft EIS by explaining that the document considered corridor designation only and therefore did not warrant the more thorough analysis of impacts needed for a road proposal. The EIS also states that in 1988, respondents were generally opposed to building a highway in the West Douglas area. More recent information on public need may be required to support a finding of "superior public need" for a Second Crossing.

Given the project location, it would be wise, and realistic, to incorporate environmental goals, including refuge management goals, into the purpose and need. The *Mendenhall Wetlands State Game Refuge Management Plan* (page 6) states that the refuge will be managed to maintain and enhance fish and wildlife populations and their habitat and to maintain and enhance public use of fish, wildlife, and refuge lands. Cumulative impacts of incremental developments and actions must be considered, and habitat degradation due to fragmentation must be minimized.

Key criteria for permitting activities on the refuge are that use or activity is consistent with the protection of fish and wildlife and their habitat, and public use and enjoyment of the resource values for which the special area was established. Specific criteria for a transportation corridor on the refuge are that there is a significant public need for the corridor which cannot reasonably be met off-refuge, that use of refuge lands must be avoided or minimized to the extent feasible, that public access must be maintained, and all unavoidable impacts must be fully mitigated.

Scope of Review

If the primary purpose of the second crossing is to allow development of West Douglas, it is 'reasonably foreseeable' that the project would result in development of West Douglas, including habitat impacts to that area which would not otherwise occur. Given the project purpose, the scope of review needs to be extended to include the West Douglas potential New Growth Area. As noted above, detailed planning and impact analysis documents for a road and related development on West Douglas do not currently exist.

Similarly, the project scope should be extended to include some analysis of the bench road corridor parallel to the North Douglas Highway and upgrade of the North Douglas Highway. The 1984 Second Gastineau Channel Crossing Feasibility Study concluded that a "bench road" would likely be needed if a second crossing were built because it would not be possible to upgrade North Douglas Highway sufficiently to meet the increased traffic needs.

The effects of the project on congestion at the current bridge could also be dealt with to evaluate the need for the second crossing in the context of related, and potentially more urgent traffic concerns. Development of West Douglas may increase use of the North Douglas Highway and further burden the busy highway and existing bridge.

As we understand it, DOT will consider only those routes that connect to existing interchanges. This constraint may unduly constrain crossing locations, unnecessarily limiting opportunities to avoid or minimize effects on refuge habitats and public access.

ADF&G and DNR review roles

A memorandum of understanding between DNR and ADF&G dated October 16, 2003 provides guidelines regarding habitat/review responsibilities for each agency, including the following:

Alaska Department of Fish and Game (ADF&G) is the lead for

- Special Area (including game refuges) management and permitting
- Coastal management reviews (and COE permit reviews) within Special Areas, and
- habitat-related review of DNR land disposals, including those for acquisition of land or easements within state game refuges.

DNR Office of Habitat Management and Permitting (OHMP) is the lead for

- Fish Habitat permitting,
- Coastal management reviews (and COE permit reviews) outside Special Areas, and
- NEPA reviews for federal actions.

Potential impacts to Mendenhall State Game Refuge will be central to this NEPA review, so we expect that ADF&G and DNR will coordinate closely and that both agencies will participate. Depending on the preferred alternative, either ADF&G or OHMP may be the lead for coastal management review of this project. Coastal management review normally coincides with release of the draft EIS.

An AG's opinion (*366-045-84* and *366-122-84*, 11/8/85), addresses in detail the land management authorities of DNR and ADF&G with respect to state game refuges. In brief, it states that ADF&G has authority over activities that affect fish and game or their habitats. Any activity that normally requires a DNR authorization or action outside a refuge is also likely to require a similar DNR action inside a refuge. Decisions of both agencies must reflect the legislative intent for the refuge.

Review Criteria for the Refuge

Alternative routes and designs for the second crossing must be evaluated for impacts on refuge resources and goals. Regulations governing the refuge include a management plan that outlines management goals (*Refuge Mgmt Plan 5 AAC 95.520*): "The goals and policies of the *Mendenhall Wetlands State Game Refuge Management Plan* dated March 1990 are adopted by reference."

As noted above, the *Mendenhall Wetlands State Game Refuge Management Plan* (page 6) states that the refuge will be managed to maintain and enhance fish and wildlife populations and their habitat and to maintain and enhance public use of fish, wildlife, and refuge lands. Cumulative impacts of incremental developments and actions must be considered, and habitat degradation due to fragmentation must be minimized.

According to the refuge plan, all management decisions affecting the Mendenhall Wetlands State Game Refuge, whether for activities undertaken by the department, other agencies, or the public, must be in accordance with the following goals:

For wildlife--
*Protect important wildlife habitat including water quality;
*Minimize harmful disturbance to wildlife especially to nesting, rearing, staging and wintering waterfowl;
*Maintain, protect, and where appropriate, enhance the quality and quantity of nesting, rearing, staging and wintering habitat for resident and migrant waterfowl;
*Protect bald eagle nesting, perching, and roosting habitat including the maintenance of wind firm boundaries around large old trees;
*Protect habitat and minimize harmful disturbance to endangered species, such as peregrine falcon and humpback whales.

For fish--
*Protect water quality and circulation patterns to maintain fish habitats;
*Maintain refuge water quality sufficient for growth and propagation of fish, shellfish and other aquatic life in fresh, estuarine, and marine waters;
*Maintain refuge water quality sufficient for harvest for human consumption of raw mollusks or other raw aquatic life;
*Maintain and, where necessary, improve the hydrologic integrity of the refuge.

For human activities--
*Maintain public access to and within the refuge consistent with the Refuge Plan;
*Maintain opportunities for hunting waterfowl and fishing;
*Maintain opportunities for recreation, viewing, photography, education and the study of fish and wildlife;
*Provide information about the refuge to the public.

The refuge mgmt plan is implemented through Special Area Permitting for activities affecting fish and wildlife, their habitat, or their use (5 AAC 94.410 (b), AAC 95.700—760.) Special Area permit review criteria require that the basic purpose and function of the refuge be maintained. Permits are issued only if

1. the use or activity is consistent with the protection of fish and wildlife and their use, protection of fish and wildlife habitat, and the purpose for which the special area was established; and

2. the use or activity does not unduly restrict or interfere with the public use and enjoyment of the resource values for which the special area was established; and

3. any adverse effect upon fish and wildlife, and their habitats, and any restriction or interference with public use, is mitigated in accordance with 5AAC 95.900.

[5AAC 95.430 Conditioning, Approval, or Denial of Special Area Permits.]

For reference, ADF&G Special Area Permit Regulations, 5 AAC 95.900, contain the following requirements for mitigation on state game refuge lands, with primary emphasis on impact avoidance:

(a) Each permittee shall mitigate any adverse impact upon fish or wildlife or their habitat, which the commissioner determines may be expected to result from, or which actually results from, the permittee's activity, or which was a direct result of the permittee's failure to

(1) comply with the permit condition or a provision of this chapter; or
(2) correct a condition or change a method foreseeably detrimental to fish or wildlife, or their habitat.

(b) Mitigation techniques must be employed in the following order of priority:

(1) avoid an impact altogether by not taking a certain action or parts of an action;
(2) minimize an impact by limiting the degree of magnitude of the action;
(3) rectify the impact by repairing, rehabilitating, or restoring the affected environment;
(4) reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action;
(5) compensate for the impact by replacing or providing substitute resources or environments.

A special area permit from ADF&G cannot convey an interest in state land or grant any preference right for the lease or purchase of state land (5 AAC 95.440. Limitations on Special Area Permits). Lease or acquisition would entail additional review and criteria, and would be contingent upon a joint finding by ADF&G and DNR.

In accordance with AS 16.20.034, the Mendenhall Wetlands State Game Refuge Management Plan (p.10) specifies criteria for a potential transportation corridor or docking facility on refuge land:

"The City and Borough of Juneau may acquire refuge lands for a public transportation corridor, including a water corridor, only after the following have been demonstrated:

(1) that there is a significant public need for the corridor which cannot reasonably be met off-refuge;

(2) that the use of refuge lands is avoided or minimized to the maximum extent feasible including use of subsurface or elevated, no-fill corridor options where feasible;

(3) that public access to the refuge is maintained; and

(4) that all unavoidable impacts to the refuge and to refuge resources are fully mitigated through restoration, replacement and/or other compensation. "

"The City and Borough of Juneau may acquire land for use as a publicly owned and operated docking facility only if there is a significant public need for which there is no feasible off-refuge

alternative and impacts to the refuge and to refuge resources are fully mitigated. Any such site must avoid dredging and filling for construction and maintenance to the maximum extent feasible."

Each of these criteria must be fully and explicitly addressed through the identification and evaluation of alternatives for the second crossing.

Refuge Advisory Group Recommendations
Per the refuge management plan, a citizens committee advises ADF&G on issues relating to the protection and management of the refuge. Mendenhall Refuge Citizen's Advisory Group members have requested that impacts to refuge resources and uses, including indirect, secondary and cumulative impacts, be fully identified and avoided. They have requested clarification of the project need and advised that off-refuge alternatives should be fully explored and considered in preference to those crossing the refuge. They have requested that they be informed of project status throughout the EIS process.

Additional Review Criteria
Habitat impacts of the project within and outside of the refuge will also be reviewed with reference to other applicable municipal and state land use documents and regulations, including state habitat standards, coastal management enforceable policies (including the Juneau Wetlands Management Plan, Juneau Coastal Mgmt Plan and Policies), impaired waterbody recovery plans, state species of concern, and state fish passage/habitat requirements (AS 41.14.840 and .870).

Impact Assessment
Because of the need to evaluate extensive and significant potential impacts to the refuge and other affected habitats, a thorough analysis of biological and hydrologic functions and impacts will be critical. We would like to see comprehensive cumulative impact analysis to provide context for long-term land management decisions on North and West Douglas Island as well as the Mendenhall wetlands. Impacts to human use of resources should receive special attention.

Cumulative, indirect and secondary effects. Impact assessment for affected Gastineau Channel wetlands and streams should address cumulative habitat loss and degradation due to development, including proposed expansion of the airport. It should also address cumulative impacts from stormwater, wastewater, and industrial discharges; colonization by invasive species; isostatic uplift; and potential, pending, and approved accretion claims.

Preliminary results from recent re-sampling of wetlands plots from the 1960s indicate that striking changes have occurred over large portions of the remaining Gastineau Channel wetlands. Dredge spoils, runways, and roads appear to have contributed to changes in remaining wetlands via changed salinity, sediment transport, and/or drainage patterns. Impact assessment for fill in estuarine wetlands must therefore address cumulative and potential effects on natural communities from changes in water quality, tidal flushing, salinity, sediment and nutrient transport.

"Pilings-only" design options. Cost estimates for each alternative should take into account criteria for avoidance and minimization of habitat damage. For example, alternatives analysis will need to include cost estimates for "pilings-only" design options for routes within wetlands. Structures

supported by pilings, rather that fill, would be expected to have fewer impacts on hydrology and fish and wildlife movement through the refuge.

Behavioral effects. Analyses should consider effects of alternatives on bird habitat use as well as habitat availability and should consider potential effects on airport safety. Effects of noise and lighting, and effects on wildlife movement and resting as well as foraging, should be considered.

Douglas Island impacts. West Douglas is a popular deer hunting area for Juneau residents. It hosts a number of productive salmon streams and provides winter refuge habitat for deer. To cover the scope of reasonably foreseeable project impacts, the analysis should address important fish and wildlife resources, and current human use of those resources, along North Douglas Highway, the along the potential alignment of the "bench road", and in the potential new growth area on West Douglas. Habitat identification and impact assessment should include freshwater and estuarine wetlands, resident and anadromous fish habitat, deer winter refuge habitat, waterfowl concentration areas, amphibian breeding ponds, productive eelgrass and shellfish beds, and rare natural communities/forest types.

According to CBJ land use code, a Master Plan is needed in advance of development of a new growth area. CBJ Master Plan criteria include identification of important habitats. The West Douglas Conceptual Plan and North Douglas Highway Extension Corridor EIS do not identify resources or potential impacts in adequate detail to predict significant impacts. An example of this information gap is the extensive additional fish habitat recently mapped in the Peterson Creek watershed that was not available and therefore not included in these documents. Additional habitat mapping and fieldwork is needed to identify Douglas Island resources that may be affected by the Second Crossing project.

Human use. The EIS should address effects of the project on access, hunting, shellfish gathering, sport and commercial fishing and related vessel traffic, outdoor education, wildlife viewing, and other recreational uses and values, including scenic values of the refuge.

Selected Refuge Information Needs

Geographically referenced recreational and hunter use information will be needed to assess potential impacts on access and use. Water quality and benthic toxicology data for the refuge is lacking and would be required to address cumulative impacts of urban pollutants from proposed and existing road run-off and other sources.

Relatively little information is available for the refuge concerning habitat use by invertebrates; bird resting and night-time use areas; quantification of marsh productivity or waterfowl foraging intensity in different habitats; patterns of use by juvenile anadromous and marine fish; use by adult capelin, sand lance, and eulachon; bird use of habitats on the central Douglas side of the refuge; and wildlife disturbance effects from development and recreational use. The refuge has been selected by the Alaska Shorebird Working Group as a key regional site for shorebird population monitoring, but currently available stopover population estimates are limited to informal observations.

New and Existing Information
We have briefly reviewed the extensive project bibliography and have noted a few omissions. We will provide additional citations and/or contact information for salt marsh vegetation work by C. Stone and by J. Crow; ADF&G-funded amphibian surveys; FWS-funded refuge "Hotspots" and invertebrates surveys; estuarine rearing and juvenile marine fish habitat use papers by Atagi, Koski and others; and accretion/vegetation mapping by Sealtrust. Hunter survey information from the Mendenhall Wetlands registration hunt will be available from ADF&G later this winter. Limited sport-fishing, commercial use, and escapement information is also available from ADF&G.

Thank you for the opportunity to comment. We look forward to continued involvement in the scoping and impact analysis process. If you have any questions, please contact OHMP, Catherine Pohl, at 465-4182.

Sincerely,

Moira Ingle
Office of Habitat Management and Permitting, Juneau

cc: Al Ott, OHMP, Fairbanks
Kerry Howard, OHMP, Juneau
Catherine Pohl, OHMP, Juneau
Brian Glynn, ADF&G, Juneau
Neil Barten, ADF&G, Juneau
Kevin Monagle, ADF&G, Juneau
Gretchen Bishop, ADF&G, Juneau
Dale Rabe, ADF&G, Juneau
Doug Larsen, ADF&G, Juneau
Robin Willis, ADF&G, Anchorage
Wayne Dolezal, ADF&G, Anchorage
Jim Powell, DEC, Juneau
Chris Meade, EPA
Susan Walker, NMFS, Juneau
Linda Shaw, NMFS, Juneau
Richard Enriquez, FWS, Juneau
Deborah Rudis, FWS, Juneau
John Leeds, Army Corps of Engineers

Mendenhall Wetlands Study Group Meeting Summary

Wednesday, April 10, 2024, 2:30 p.m. – 3:30 p.m.

Attendees

Christy Gentemann	Department of Transportation and Public Facilities
Renee Whitesell	DOWL
Theresa Dutchuk	DOWL
Adam Morrill	DOWL
Tim Jameson	DOWL
Morgan McCammon	DOWL
Mike Hall	Parametrix
Tad Schwager	Parametrix
Ron Somerville	Mendenhall Wetlands Study Group
Alex Wertheimer	Mendenhall Wetlands Study Group
Matt Robus	Mendenhall Wetlands Study Group
Catherine Pohl	Mendenhall Wetlands Study Group

Introduction

Theresa Dutchuk, DOWL, opened the meeting by welcoming participants and introducing study team members. She then asked meeting participants to introduce themselves. Theresa explained that the meeting format would be free form and opened the meeting for comments and questions.

Summary of Questions and Comments

Ron Sommerville, Mendenhall Wetlands Study Group (MWSG), began by asking what the next steps would be. Theresa answered the next steps would be closing the comment period tomorrow, April 11, 2024. Level 2 screening is in process, and the study team will be reviewing all the comments received. After that, the level 2 screening memo will be drafted, showing adjustments made. The level 2 screening memo will be provided to the Statewide Environmental Office (SEO) for review and concurrence. Ron requested further clarification on the timeline. Theresa and Renee confirmed the level 2 screening findings, along with the SEO input would take approximately two months.

Alex Wertheimer, MWSG, asked for timing of a public meeting. Renee answered the third and final public meeting would be held after the level 2 screening memo was complete. Theresa added the study team will

prepare a draft PEL study report with the components of the PEL study collected from the last two and a half years and provide a public comment period.

Ron asked what happens after the PEL Study is finished. Theresa said the next steps have not been confirmed, but DOT& PF and CBJ could decide to pursue a National Environmental Policy Act (NEPA) process, which would require additional studies and more robust evaluations.

Alex expressed concerns on behalf of the MWSG with the scoring matrix, particularly structure skews the scoring. He commented the scoring from minus two to plus two is a very narrow range, which makes differentiation more difficult, limiting the positive or negative weighting of criteria.

Alex commented the MWSG have found their comments have been ignored by the study team in terms of the evaluation matrix, especially evaluating impacts to the Mendenhall Wetlands State Game Refuge (Refuge) integrity, ecosystem function, fragmentation of habitat, viewsheds, and recreational use. He continued they find Steve Noble's response of "that will be taken care of in NEPA" inappropriate because if the study team uses the PEL study process to limit alternatives, the larger ecosystem considerations must be used in determining the alternatives to go forward into NEPA. This approach could lead to a NEPA process where alternatives have been eliminated that best address the issues.

As an example, Alex mentioned the Sunny Point East alternative as being the most egregious because it scored as having "no impact" to migratory bird habitat. Alex said the MWSG conducted their own scoring based on the study team's scoring criteria. Their scoring led to Twin Lakes, Salmon Creek, and Vanderbilt as the top three alternatives rather than Sunny Point East, Twin Lakes, and Sunny Point West, which were the highest scoring for the study team.

Theresa thanked Alex and the MWSG for their robust analysis and considerations they have provided. She had Tim pull up the map of the alternatives and explained Sunny Point East potentially impacted the least acreage of migratory bird habitat, compared to Sunny Point West, which requires an intersection with Egan Drive to be built.

Alex commented acreage is one small aspect of evaluating the alternatives. It seemed the landing on Douglas Island, called Hendrickson Point, and the effects through the peatlands connecting to the Douglas Highway were ignored. He said habitat fragmentation was also ignored, only the footprint was evaluated but not appropriate at this stage. He continued the whole roadway and buffer going through prime migratory bird habitat should be considered rather than acreage of pilings. He said the study team bird consultant stated this needed to be evaluated regarding habitat impacted. Alex concluded the study team's scoring is too limited.

Ron expressed concern with the hot spots identified for Sunny Point. He suggested the area will need additional research to document the importance of those areas to geese and dabblers.

Catherine Pohl, MWSG, commented on the quality of documentation available on eBird and other recent observations of that area, including, frequently counts of 200 to 300 Vancouver Canada geese and counts of up to 500 Mallard. Theresa asked if eBird is a good data source for us to use for this study. Catherine agreed the study team could use eBird for where the hot spot coverage on our maps is not as dense. The study team conducted limited surveys there but did not conduct the full complement of surveys at Sunny Point. Catherine

added MWSG have photograph documentation from this year where hundreds of geese can be counted along Sunny Point.

Theresa requested a report associated with that documentation. Catherine said those observations are mentioned in the comments MWSG submitted and some of those observations are mentioned in the Southeast Alaska Land Trust (SEALT) wetlands functional assessment draft. Theresa said she had not yet seen the SEALT functional assessment draft and asked if the MWSG was aware when it would be released. Catherine directed the study team to SEALT. Catherine added there is significant data in eBird to indicate important bird use of the area. Theresa reminded the group of the eBird data displayed.

Catherine offered to send photo documentation collected this spring and picked up from other sites during their surveys. Theresa asked if these photos were reported to eBird to upload into the database. Catherine said the MWSG had not, but many others have.

Ron reminded the study team the Refuge is a 4(f) resource and legislatively protected. He commented in the level 2 screening, the scale rates from -2 to 0, scoring all but one alternative -1 and -2 for Mendenhall Peninsula. He also said protected lands directly affected were scored 0 for all alternatives except Sunny Point East, scoring -2, which he assumed because of the SEALT mitigation lands. Theresa agreed.

Ron recalled Steve Noble saying at the Advisory Committee meeting the study team would avoid SEALT mitigation lands; however, the data is not presented that way. Ron said Margaret Custer from SEALT had expressed concern the Sunny Point alternatives potentially impacted mitigation lands after they were told this would be avoided.

Ron quoted the National Transportation Act of 1966: “The Secretary shall not approve any programmer project which requires the use of any land from a public park, recreation area, wildlife and waterfowl refuges or historic side. Unless there is no feasible and prudent alternative to the use of such land and two such program includes all possible planning to minimize harm to such part recreation, area, wildlife and waterfowl, refuge area storks are resulting from such use in addition.”

Ron additionally quoted from the DOT&PF manual regarding 4(f) and 6(f) lands: “The final individual section 4(f) evaluation must document the analysis and identification of the alternative that has a least overall harm in light of the statue of preservation purpose. If the analysis concludes that there is no feasible improvement, prudent alternative, then DOT&PF May approve from among the alternatives that use section 4(f) property and only the alternative causing the least overall harm.”

Ron commented the study team has not given 4(f) resources much consideration and asked if that will come up in the NEPA process. Theresa agreed the NEPA process would address 4(f) resources thoroughly. She continued the reason 4(f) has not been addressed to a detailed degree is because it requires consultations that are not a part of the PEL process, such as with State of Alaska Department of Fish and Game, the Refuge manager, and with the SEO. These agencies are required to make decisions and approvals best suited for NEPA.

Theresa further explained the 4(f) process has four levels of approval, and Ron referenced the individual evaluation. The first level of approval is use or no use; is a 4(f) resource impacted or not. Alternatives going through the Refuge obviously would have impacts, but sometimes the 4(f) determinations require the agency

with jurisdiction to recognize the site as significant or not. Theresa then moved on to the next level of approval, which would be unlikely to happen due to being exceptions to 4(f) uses. She explained an example, upgrading a trail as a part of a transportation project would be considered an enhancement, making it exempted from the 4(f) evaluation. Theresa noted this is unlikely to apply here, though nothing is confirmed.

She went on to describe the third level of approval which is called a “De minimis finding,” where impacts to the 4(f) resource are reviewed and compared to identify the level of impact when considering all mitigation options. As an example, a scenario is an impact to a park. If the project provided mitigation to some of the park amenities such that the impact to the park is at a de minimis level. The de minimis finding does not require an evaluation of the other alternatives regarding being reasonable and prudent. Theresa said the study team does not know how that process would apply to these alternatives the study has not yet recommended alternatives. Then she explained the four level of approval as a rigorous process to find whether there is a reasonable and prudent alternative.

Theresa shared another example, some cases in Alaska a project area has numerous types of impacts, such as wetland and 4(f) resource impacts. The NEPA evaluation weighs impacts to determine which are more significant. The Cooper Landing Bypass project is a prime example of where there was not one alternative having the least impact, so they had to choose.

Ron shared concerns with public perception. He said the last time a second crossing was proposed, he was involved in adamantly opposing the Sunny Point crossing, describing it as primarily a landfill across the Refuge, causing terrible impacts on the Refuge. When it was defeated, he noted some people primarily blamed cost, but he commented on a large segment of Juneau residents that considers itself environmentally friendly. Ron added he had also been involved with senior issues. Ron continued a significant portion CBJ residents consider the Refuge a very important part of the environment. He also summarized previous conversations noting the importance of making sure the public understands and appreciates the effort in making these final decisions.

Ron mentioned the Salmon Creek alternative has been their preferred choice because it is outside the Refuge regardless of the ranking. Should that not get chosen as one of the recommended alternatives, Ron listed the Twin Lakes or Vanderbilt crossing as their next preferred alternatives. He emphasized both Sunny Point alternatives would upset a lot of people.

Theresa thanked Ron for his perspective and noted the U.S. Army Corps of Engineers (USACE) is an agency having a similar process to 4(f) with wetland permitting. She said if a project was to move forward from the PEL study, 4(f) would not be the only benchmark needing to be met under NEPA. The least environmentally damaging practicable alternative is the benchmark for the USACE permitting process, also a rigorous alternative evaluation process. Ron said he appreciated that information.

Catherine added the State of Alaska has a similar process to 4(f), and commented it is inappropriate to wait until the NEPA process to deal with 4(f). She explained 4(f) regulations specify a project with potential for within the Refuge, all possible planning is supposed to happen occur to avoid and mitigate impacts to the Refuge. These considerations should occur at the very beginning. She further commented the study team seems to have tried to make the highest impact crossings as a set of alternatives by placing them on river deltas, on the greatest extent of salt marsh, and richest salt march habitats.

Theresa thanked Catherine for her perspective and invited the environmental specialists on the call to respond or comment. Ron commented that even though the MWSG is opposed to alternatives crossing in the Refuge, they could accept the Twin Lakes alternative coming out of this process. He commented the political situation would start to weigh more heavily at some point in this decision.

Catherine disagreed, noting the tide land fill at Twin Lakes is so great it would be difficult to justify that as the least environmental impact scoring. She said Salmon Creek will come out as the least environmental impact if adjusted away from the river delta. It should also demonstrate the least impact on the study team's scoring. Theresa confirmed that the study team has this data quantified and mapped. Catherine replied the MWSG has reviewed it in detail, and they have presented their own analysis in their comments.

Ron mentioned the issue of mitigation with SEALT and others involved in those issues. The MWSG participated in the airport expansion project and concluded there is little land available for mitigation purposes. He continued improving coho spawning areas is not equivalent to loss of waterfowl habitat.

Matt Robus, MWSG, said he appreciated the update on the PEL study timeline and summarized the impacts to the Refuge are greater moving north and west. Sunny Point East invitingly points at an existing interchange but is not the least impactful alternative for the Refuge. Additionally, bird hotspot surveys were not completed at Sunny Point East due to time or funding; however, it does not mean birds are not present. He reiterated other's comments regarding local experience on Egan Dive, observing Vancouver Canada geese siting on the right-of-way. The Refuge may be becoming more valuable habitat for waterfowl, which is the reason the Refuge was created in the early 1970s. This is one of the comments submitted in the level 2 screening document that MWSG transmitted on April 10, 2024.

Ron observed the Juneau Empire published an article stating Sunny Point West and East were the preferred alternatives. He said expectations are being built among the people with primarily commercial interest for these alternatives. He continued to express concerns about public relations issues. He said the Chamber of Commerce and others think Sunny Point East or West will going to go through.

Theresa questioned Ron use of the term "preferred alternative". Ron said the Juneau Empire used that term. Theresa reminded the group PEL studies do not select a preferred alternative; they evaluate alternatives and recommends ones to move forward to NEPA. Theresa said "preferred alternative" is a NEPA term, but not an appropriate PEL study term.

Catherine questioned the nest buffers are on the data portal as "eBird nests". Theresa confirmed these points are from the eBird mapper. Catherine asked what type of bird nests. Theresa responded these are not differentiated by species. Catherine questioned nests sites on the map, noting several in areas with periodic intertidal flooding. Theresa acknowledged the comment and noted the study team got the data from the Cornell Ornithology Lab and could not answer for their survey methods.

Tim Jameson, DOWL, clarified those were not nests, rather hot spots. Catherine asked why they say nests in the scoring matrix. Tim responded by showing the legend noting "eBird Hot Spot 500ft buffer" which were pulled from Cornell.

Catherine requested clarification if the points were from hot spots or observation points, which are distinctly different. She commented hot spots are places established as repository for checklists where there is public

access and observations are posted. The individual observations are helpful but would need to be analyzed. A regular eBird observation is not helpful because the spatial accuracy of those is approximately ¼- or ½-mile range and usually refers to a whole birded area. She criticized the study team's use of this data as reflecting a lack of understanding, invalidating the level 2 scoring. She referred the study team to the MWSG comments, sent April 10, 2024, for additional information.

Theresa requested clarification because previous comments suggested the study team use the eBird mapper. Catherine responded eBird is a good data source if it is understood and used correctly. She added putting buffers around individual points without reasonable spatial accuracy is not a good idea when observations of large numbers of waterfowl are most useful for this analysis. This data can be found by searching eBird species by species.

Ron said the MWSG appreciated study team meeting with the group and answering questions. They will continue to be engaged as the process continues.

Theresa noted that Catherine had asked the study team for GIS information, which was developed. She asked if everyone had gotten the link to the public facing GIS maps. Catherine confirmed she received it but was not able to do measurements as the measurement tools needed additional access. As the GIS maps are not shape files, they could not conduct their own measurements. Catherine added she noticed the alternative alignments seemed to be entirely different than shared previously, which impact calculations by the study team. Theresa said she did not know about that.

Catherine continued the fill alignments on the GIS maps for impervious surfaces are probably shown for the calculations presented by the study team. She had to recreate the alignments to measure, and the MWSG wetland acreage calculations did not match what the study team presented because the study team appeared to be using something else not shared.

Theresa asked Catherine if MWSG had interchanges included in their calculations. Catherine said she did not know what Theresa meant by interchanges. Theresa explained interchanges to include areas past the abutment to be built to create intersections with Egan Drive, including turn lanes and other needed features.

Catherine repeated in the GIS mapper the fill areas appear to be different from alignments shared previously. Catherine shared the example of Sunny Point East, with wetlands acreage impacts calculated by the study team being smaller than what was shared previously. Theresa said she would investigate the issue.

Ron Somerville commented the footprint of alternatives becomes a contentious issue. He shared an example these alternatives do not accommodate hunting. He said there will be a ½-mile closure to hunting on every quarter mile on each side of a north crossing. Theresa responded this is a point of interest for several groups and will be a future discussion with the Alaska Department of Fish and Game (ADF&G) as an important parameter. There are some additional topics reviewed during NEPA, such as indirect effects and cumulative analysis.

Ron indicated he had no more comments. Matt said the same. Catherine Pohl said she thought some of these effects are direct and should be dealt with now in the PEL study, adding the scoring could be adjusted to be more useful and realistic to include some of these effects.

Ron thanked the study team again for meeting with them. Theresa said the study team would expect to see the group again at the next public meeting.

Question Log

Participant	Question	Response
Ron Somerville	What are the next steps [after this comment period]?	The next steps would be closing the comment period April 11, 2024. Level 2 screening is in process, and the study team will be reviewing all comments received. After that, the level 2 screening memo will be drafted, showing adjustments. The level 2 screening memo will be provided to the Statewide Environmental Office (SEO) for review and concurrence. These steps will take approximately two months.
Alex Wertheimer	Will the study team be holding a public comment meeting in between then or after that?	The third and final public meeting will be held when the draft PEL study report is available for public review and will include a 30-day comment period.
Ron Somerville	What happens after the PEL Study is finished?	The next steps have not confirmed, but DOT& PF and CBJ could decide to pursue a National Environmental Policy Act (NEPA) process, which would require additional studies and, more robust evaluations
Ron Somerville	Will 4(f) come up in the NEPA process?	Yes
Catherine Pohl	What are the bird points the data portal, nest sites, hot spots, or observation points,	These points are eBird hot spots.

Mendenhall Wetlands Study Group Meeting Summary

Thursday, May 23, 2024, 1:00 – 2:15 p.m.

Attendees

Christy Gentemann	Alaska Department of Transportation and Public Facilities
Steve Noble	DOWL
Renee Whitesell	DOWL
Theresa Dutchuk	DOWL
Adam Morrill	DOWL
Chris Harrington	DOWL
Morgan McCammon	DOWL
Mike Hall	Parametrix
Alex Wertheimer	Mendenhall Wetlands Study Group
Matt Robus	Mendenhall Wetlands Study Group
Roy Churchwell	Alaska Department of Fish and Game/Mendenhall Wetlands Study Group
Frand Rue	Mendenhall Wetlands Study Group
Catherine Pohl	Mendenhall Wetlands Study Group

Introduction

Theresa Dutchuk, DOWL, opened the meeting by welcoming participants and introducing study team members. She shared an update on the changes to level 2 screening, methods, impacts tables, revised calculations, and emphasis on the importance of the Mendenhall Wetlands State Game Refuge (Refuge) resources. Theresa then opened the meeting for comments and questions.

Summary of Questions and Comments

Matt Robus, Mendenhall Wetlands Study Group (MWSG), began by noting the revisions to emphasize the importance of the Refuge addresses some of the MWSG's concerns. He shared his understanding of the meeting to discuss the questions Catherine Pohl, MWSG, had in and following the meeting on April 10, 2024, regarding bird habitat, assessment, and scoring.

Before the discussion, Frank Rue, MWSG, asked for clarification on the changes to scoring potential impacts to the Refuge. Theresa informed the MWSG the scoring criteria and impact tables have not yet been approved. The study team proposes to calculate potential impacts in terms of acreage where appropriate but proposes to

score the acreage in the Refuge with higher weight. Weighting potential impacts will differentiate the alternatives.

Catherine Pohl, MWSG, requested clarification on how acreage was calculated. Theresa confirmed acreage was calculated to include pilings, fill footprints, displacement of land, or direct impacts to land, intertidal, or marine environments.

Catherine followed up by suggesting construction impacts should be included in this calculation because constructing pilings will disturb intertidal and deeper marine environments, especially if track vehicles are used. Theresa responded construction means and methods are not determined during this PEL study.

Catherine further shared concerns about potential construction impacts, which could impact vegetation long-term. She asked if the study team biologists considered the length of time for vegetation to re-establish. Mike Hall, Parametrix, responded the fieldwork conducted in September 2023 focused on identifying existing conditions, habitat types, and identifying bird species present at that time. The purpose was to add more information to the large body of information already available and included in the PEL study documentation. Regarding evaluating potential construction impacts, that has not yet occurred. Mike stated an understanding of a loss of benthic habitat when pilings are installed in the intertidal areas and a loss of upland habitats where the fill is installed. Mike continued the study team is considering calculating potential impacts associated with overhead structures (e.g. bridge decks), such as loss of sunlight and interception of precipitation. The habitat mapping, intertidal study, and upland study will inform those potential impact evaluations.

Catherine continued to express concerns about potential construction impacts, such as construction vehicles accessing the Refuge. Mike noted construction impacts would be addressed in the environmental evaluation, including short-term temporary impacts, long-term temporary impacts, and permitted impacts. Mike reiterated Theresa's statement that temporary construction impacts will be identified and evaluated when more is known about construction methods as a potential future project design advances.

Catherine asked for clarification if design was complete at this stage of the PEL study or in additional design work would be completed prior to the PEL study completion. Theresa responded the PEL study team would not conduct additional design at this point to complete the PEL study. Additional design would be completed during a potential future National Environmental Policy Act (NEPA) phase, where more details would be determined, including construction contractor means and methods. Theresa reiterated what is known at this point in the PEL study is direct potential impacts of a structure may include bridge decks in addition to pilings, adding this will be discussed further with the Alaska DOT&PF Statewide Environmental Office (SEO).

Frank referenced level 2 screening preliminary scores for Sunny Point East, sharing the example of the scoring of 0 for the migratory bird habitat impact criterion, while the MWSG takes the position Sunny Point East has the highest impacts of any alternative. Theresa discussed the study team had used eBird hot spots with a buffer, and emphasized the study team would be reevaluating more broadly the Refuge in its entirety as important bird habitat.

Catherine shared a map of the Sunny Point area using eBird 1994-2024, indicating hot spots not included in the study team's evaluation.

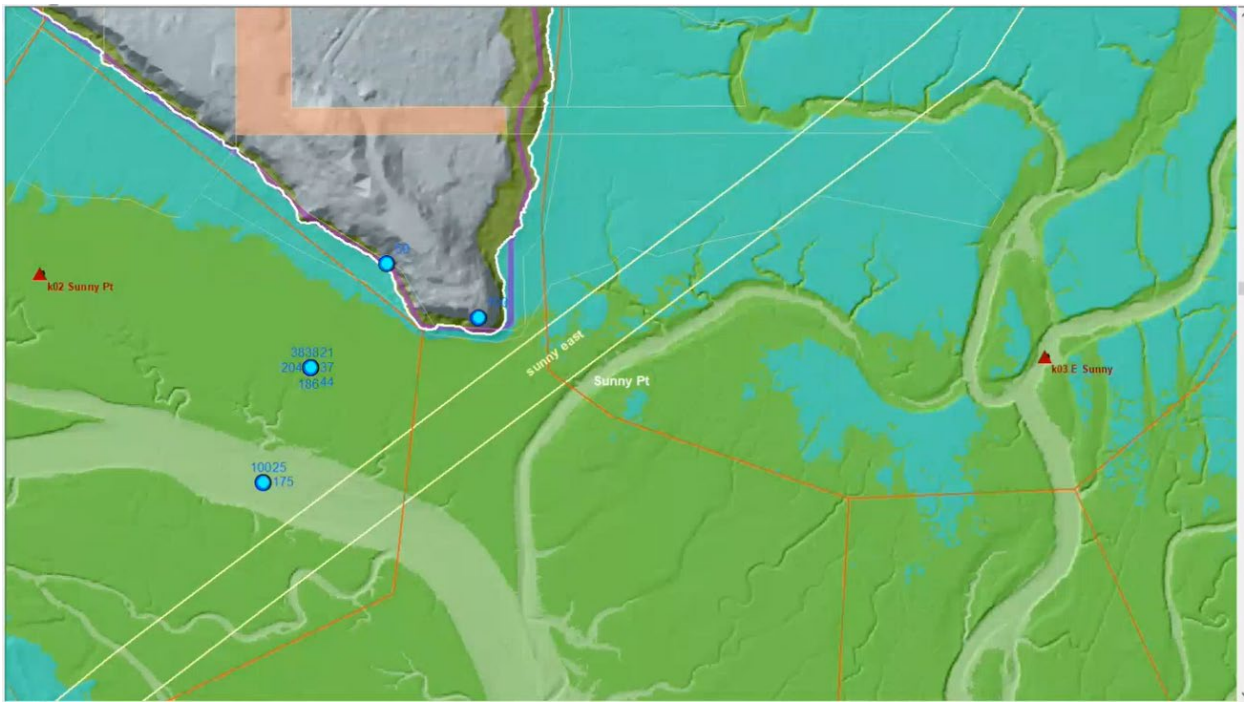

Figure 1: eBird observations near Sunny Point East alternative

Catherine proceeded to show points, Figure 1, representing observations of 20 or more birds not displayed on the PEL study maps, asking why this was the case. Theresa noted these observations were pulled by a GIS Specialist currently unavailable. Catherine suggested the study team apply these observations to the entire area rather than a specific point subject to spatial accuracy.

Matt added eBird reflects habitat types, not only for the alternative alignments but the entire Refuge. Catherine added eBird includes elevations.

Matt commented on how the Sunny Point East and West alternatives scored differently when they impact the same habitat types and share more than half of their length, with the Sunny Point East alternative crossing more low marsh than the West. He also asked if the PEL Study would recommend elevated structures for the alternatives. Theresa responded the PEL study is evaluating elevated structures and will recommend locations. She clarified the PEL study would not predetermine the outcome of the NEPA process by recommending structure type.

Frank commented the PEL study would be improved if study team used the data sets discussed by the MWSG.

Catherine suggested including additional criteria for scoring Refuge-related impacts, for example, how wetlands are impacted and if those wetlands are on the Refuge, and how bird habitat is impacted and whether it is on the Refuge.

Alex Wertheimer, MWSG, appreciated the study team considering reevaluating Refuge impacts. Other concerns such as Refuge integrity, ecosystem functions, habitat fragmentation, fragmentation of viewsheds,

and impacts to recreational use should be given additional consideration in the reevaluation process. Theresa responded the recommendations received from the MWSG and other groups are being considered in the level 2 screening. The criteria used in scoring were approved by the SEO. The SEO will be approving level 2 screening and the final PEL study. Feedback from the advisory committee members have been received and is currently being considered.

Alex commented the DOT&PF seems to be responsive to reconsidering the level 2 screening and incorporating comments.

Catherine asked Mike if he wrote the Bird and Habitat Surveys Report and recommended using a habitat-based impact assessment. Mike responded the decision would be made by DOT& PF. He further commented the benefit of habitat-based analysis is observable and not as dynamic as bird sightings. Eventually, patterns noted on eBird can be used to inform the impact analysis. Catherine further commented the advantage of using habitat to determine impacts is some areas of the Refuge are not as well documented with bird observations.

Catherine showed on the map additional bird hotspots in the Peatland West, specifically waterfowl, as it provides some security for a resting area. This area would be impacted by both Sunny Point alternatives.

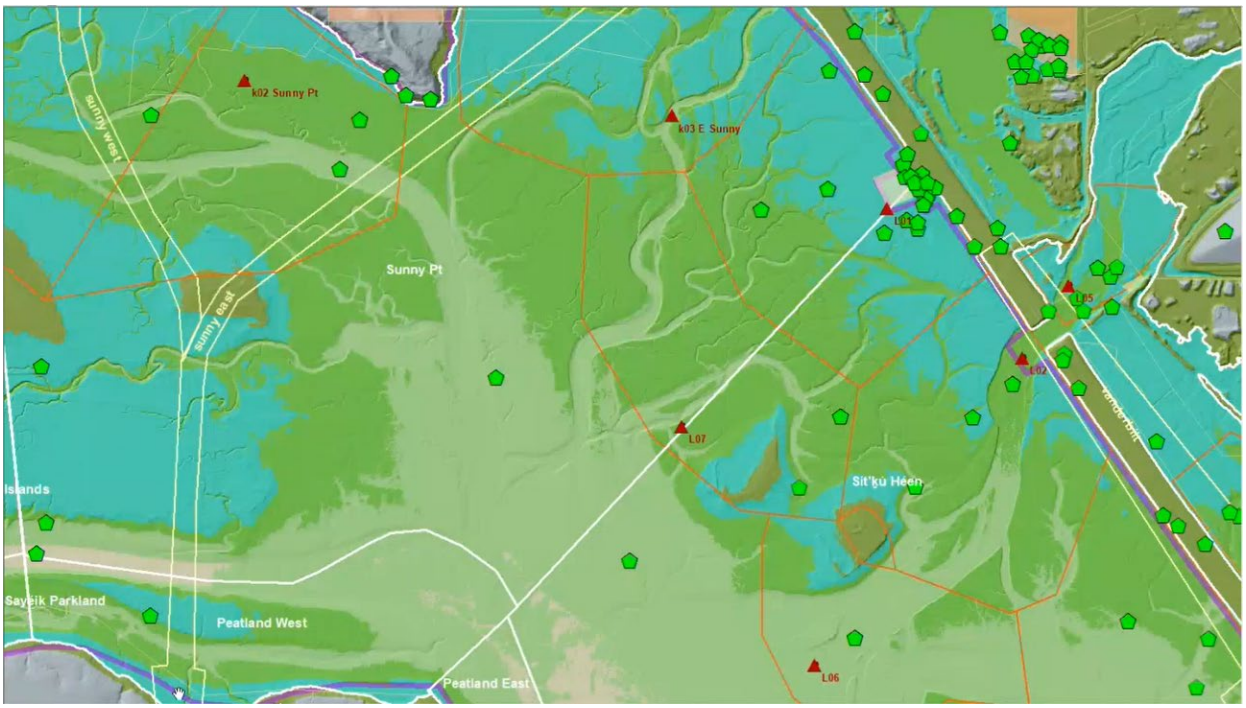

Figure 2: eBird observations of waterfowl near Vanderbilt alternative

Catherine noted other areas potentially impacted by other alternatives, such as the Vanderbilt alternative impacting an area used by large numbers of waterfowl further impacting hunters using the area, Figure 2. She also noted areas where alternatives potentially disturb wintering waterfowl, which is one of the more sensitive uses. The Refuge is largely free of disturbance.

Catherine questioned if the impact assessment from birds was conducted by a biologist, rather than completed by a GIS analyst. Theresa answered the habitat was mapped by the subject matter experts, and the data was collected from eBird by the GIS Specialist, who overlaid the alignments to quantify the impacts.

Frank suggested Theresa and Catherine discuss which data layers were downloaded and how they were evaluated. Catherine added a biologist should use a complete study from eBird.

Catherine continued the rich tidal flats at the mouth of the Mendenhall River is a key bird hot spot area, and the PEL study maps have not reflected that. She suggested when maps are presented to the public, they should be shown at low tide to reveal impacts.

Catherine commented all alternatives disturb Refuge access points and trails. She suggested these be labeled on PEL study maps. Theresa responded all access points have been verified and are included on the GIS map share publicly.

Frank commented these maps presented illustrate the comments shared by the MWSG and their different scoring of the alternatives. He added their scoring better demonstrates what they think the relative impacts are to the Refuge. Their position remains alternatives further west impact the Refuge greater.

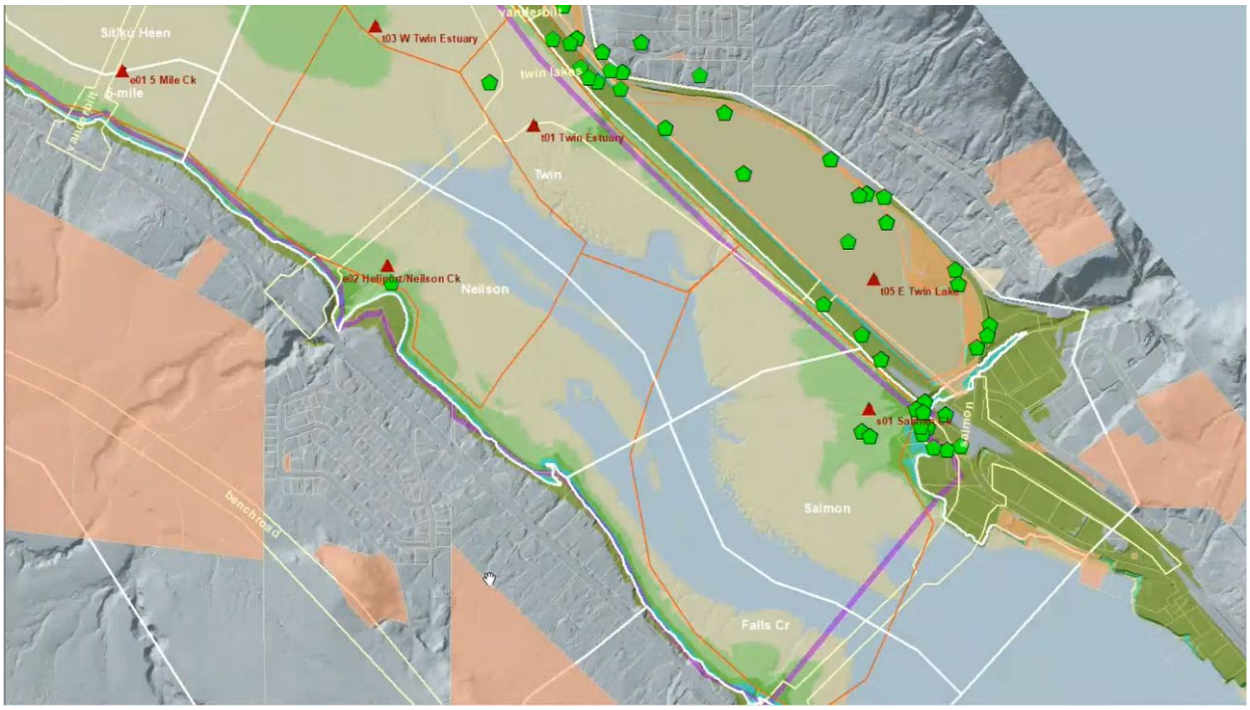

Figure 3: eBird observations with less wetlands near the Twin Lakes alternative

Catherine shared maps showing areas with less wetlands around the Twin Lakes alternative, Figure 3, however, there are important functions of these fringe wetlands. She also noted important habitat in the river deltas and salt marsh in the Refuge.

Alex shared concerns about the location of alternatives directly impacting the river deltas. He suggested adjusting the alternative landings away from these areas. Catherine added lower impact alternatives would be adjusted away from the river deltas. She speculated the reasoning behind the locations selected was because the City and Borough of Juneau owns land parcels in these areas.

Catherine mentioned the Alaska Department of Fish and Game (ADF&G) had released an updated habitat map. Theresa responded the study team had received that and incorporated updated data into the level 2 screening preliminary results analysis prior to sharing it at the last Advisory Committee meeting.

Catherine asked about an alternative crossing an anadromous stream. Theresa responded the engineering team and team designing fish passage would have better answers. Structures can be designed to allow anadromous fish passage.

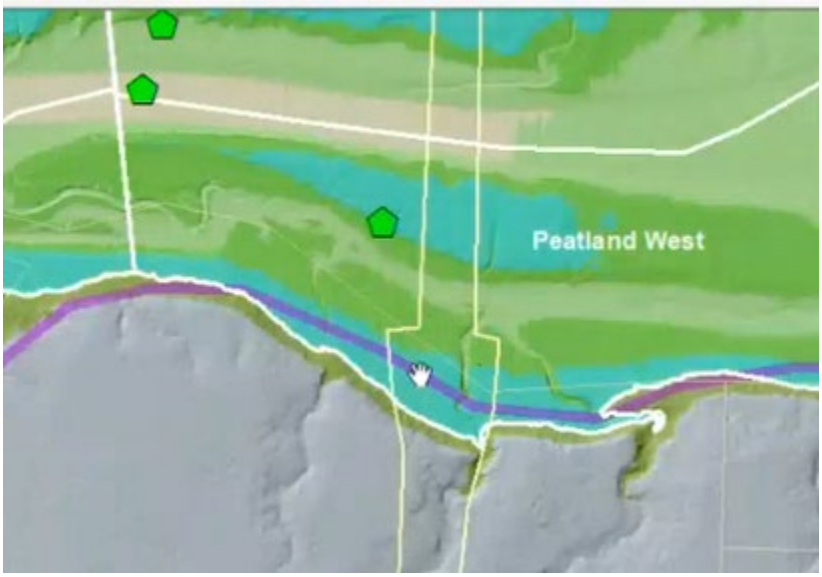

Figure 4: eBird area labeled Peatland West near the Douglas Island terminus of Sunny Point West and East alternatives

Frank mentioned concerns of potential impacts to hunting in the Refuge, Figure 4. Catherine asked if ADF&G shared hunting statistics with the study team. Roy Churchwell, ADF&G, said they shared percentages of use from different access points.

Roy cautioned against using eBird to augment and authenticate the habitat data because eBird data cannot be used as exact locations of birds. Sometimes the data is the location where a person observes the birds and sometimes the birds are using a large area. He recommended a buffer, where appropriate, for eBird data points would be approximately 500 meters, which covers multiple habitats. Roy suggested if habitat data will be used, the study team should not correlate it with eBird data.

Matt clarified he was suggesting the functional assessment of habitat types be used in addition to bird observation data. Roy summarized his earlier comment eBird data is not as useful as habitat data. Specifically, eBird data is not useful determining which habitats are most used by birds at this scale.

Catherine disagreed. She suggested the study team apply eBird data at a larger scale to be effective and rate similar habitats where eBird observations are lacking. She expressed the general and seasonal bird use patterns of this area are meaningful because these are being compared to other places in the Refuge.

Mike Hall commented if the eBird data are used to support the analysis, the study team should check these are used consistently with the recommendations of the Cornell Lab that has made these data available. Catherine responded the Cornell Lab does not specify how to use the data. She thought the data was expected to be used by biologists familiar with behavior and observation.

Frank asked the study team if there were any questions for the MWSG and the data provided. Theresa responded after the study team has finished addressing comments and revising the criteria would be a good opportunity to reach out.

Mike Hall said he did not have anything to add.

Adam Morrill, DOWL, responded the elevations may play a role with the wetlands and bird habitat and how they relate.

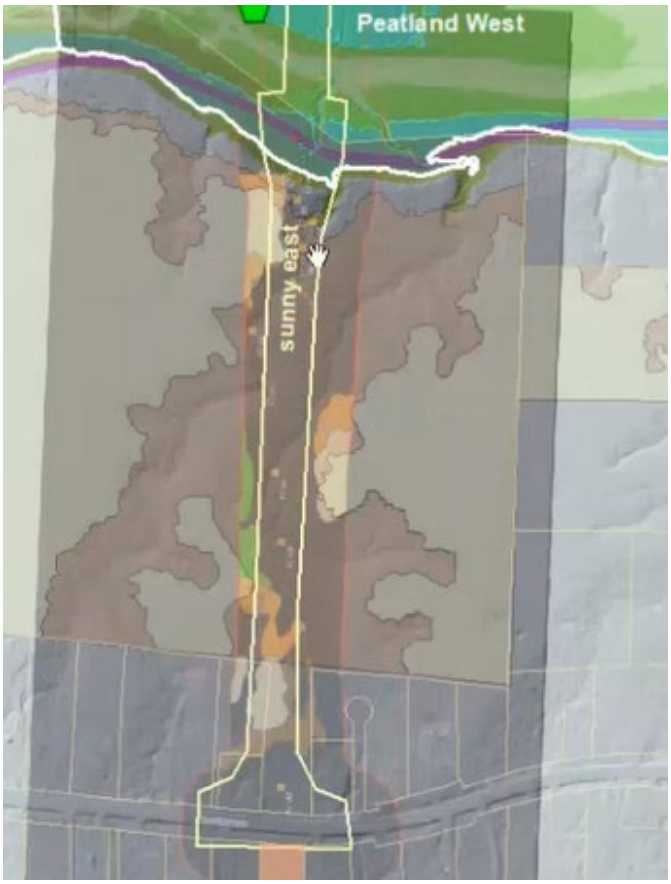

Figure 5: eBird wetland delineation map near Douglas Island terminus of Sunny Point West and East alternatives

Catherine asked Adam to comment on the wetland delineation map around the peatland, Figure 5. Adam responded while data was collected, there were areas where the peat was sufficiently thick to meet the wetland criteria, however there were areas that had a mineral soil layer with a very thin organic layer on top, which did not meet the hydric soil criteria. The study team's mapping is following the U.S. Army Corps of Engineers' criteria, having wetland vegetation, hydric soils, and wetland hydrology observations.

Catherine suggested the study team return to the wetlands and the Mendenhall Peninsula to capture additional streams not currently on the map. She then thanked the study team for reviewing the MWSG map and the opportunity to share comments, echoed by the other MWSG members.

Theresa thanked everyone for their time and comments.

National Oceanic and Atmospheric Administration Fisheries Meeting Summary

Tuesday, February 9, 2023, 2:00 p.m. – 3:00 p.m.

Attendees

Marie Heidemann, Project Manager	Department of Transportation and Public Facilities, Planning
Christy Gentemann	Department of Transportation and Public Facilities, Environmental
Nina Keller, Assistant Project Manager	DOWL
David Gann	National Oceanic and Atmospheric Administration Fisheries, Protected Resources Division
Linda Shaw	National Oceanic and Atmospheric Administration Fisheries, Habitat Conservation Division

Summary

Meeting Agenda:

- Introductions, Opening Comments
- Preliminary Alternatives
- Screening Criteria
- Resources under National Oceanic and Atmospheric Administration (NOAA) Fisheries jurisdiction
- Discussion

Meeting Notes:

The updated *Preliminary Alternatives* and the draft *Recommended Alternative Selection Criteria Memo* were shared prior to the meeting.

The meeting began with introductions and was opened by determining participants' familiarity with the screening criteria and recommended alternative selection for the project. It was determined that both should be reviewed. Nina Keller, DOWL, reviewed the following:

- Purpose of the PEL study.

- Needs of the PEL study, including improvement of infrastructure resiliency and decreasing traffic pressure on the Douglas Island Bridge and its intersections.
- Additional goals of the PEL study, including additional traffic capacity to support future development of affordable housing and economic development, enhancing public health and safety, and minimizing impacts to the environment and residential areas while maintaining the visual and cultural identity of Juneau and Douglas Island.
- Pre-screening process and preliminary alternatives.

Nina explained that during Level 1 Screening, preliminary alternatives that do not meet the purpose and need, additional goals, and certain regulatory requirements will be eliminated. Level 2 Screening will review quantitatively the remaining detailed alternatives. Linda Shaw, NOAA Fisheries, noted that Level 2 Screening will focus on quantifying impacts and asked if screening would include quality aspects of the impacted habitats. Nina reiterated that the two levels of screening discussed were part of the specified PEL study process and would be the only levels of screening for this study, but that additional screening would come during the NEPA process, including the essential fish habitat (EFH) assessment, required permitting, and any other environmental processes. Linda then recommended using the following metrics as part of the quantitative study process:

- Metrics of riparian buffer zones out to 100-feet
- Acreage of impervious surfaces added to a watershed
- Storm water runoff due to increased precipitation
- Basic footprints regarding shore zones

Marie Heidemann, Department of Transportation and Public Facilities (DOT&PF), agreed with Linda's proposed recommendations. David Gann, NOAA Fisheries, added that sea lions and humpback whales are the two main species of concern regarding the Endangered Species Act and stated that any of these alternatives will result in the same process for those two species. David suggested that NOAA would come in after DOT&PF has selected final alternatives at the completion of the PEL study. Nina asked Dave and Christy Gentemann, DOT&PF, to clarify that NOAA official involvement would occur during the project phase, instead of the PEL study phase. Dave and Christy agreed that official involvement would occur during the NEPA review, with an Endangered Species Act consultation.

Linda shared that NOAA is in the process of consulting with the United States Forest Service (USFS) for the Mendenhall Visitor Center improvement project and have faced similar issues with impervious services and storm water runoff in salmon spawning areas close to Steve Creek.

Nina thanked participants for their input and encouraged them to share missing information with the study team, and asked participants if they had any more questions.

Linda asked if the alternatives near Mendenhall Peninsula would tie into existing roadways. Nina answered that there are two small roads currently, but it is unclear whether they could be tied in at those locations. Marie expressed appreciation for agency involvement early in the study process.

Nina closed the meeting by inviting participants to share additional feedback and reminded them about the Technical Advisory Committee Meeting on February 28 at 4:00 PM.

From: Nina Keller Horne
To: Morgan McCammon
Subject: FW: [EXT] Re: Juneau Douglas North Crossing PEL Study
Date: Friday, February 10, 2023 11:26:00 AM

FYI

Nina Keller
Transportation and Environmental Planner

DOWL

(907) 780-3533 | office
(907) 865-1246 | direct

dowl.com

From: Linda Shaw - NOAA Federal <[redacted]>
Sent: Saturday, January 21, 2023 9:34 AM
To: Nina Keller Horne <[redacted]>
Cc: [redacted]
Subject: [EXT] Re: Juneau Douglas North Crossing PEL Study

WARNING: *External Sender - use caution when clicking links and opening attachments.*

Hi Nina,

Thank you for the invitation and yes, happy to do so. Were you planning on this being an in person meeting and if so, where would you like to meet? I am generally available to schedule around other commitments until March and then I will be gone most of that month on leave. Let me know your general timeframes and I can get back to you so we can work out a specific time.

Regarding databases, for those relevant to habitat, here is a link to our Shorezone and Fish Atlas sites, both of which have data in or near the project area.

https://alaskafisheries.noaa.gov/mapping/sz/index.html?tab=fa&layout=h2

All the best,
Linda

Linda Shaw (she | her)
Wildlife Biologist, Alaska Region
NOAA Fisheries | U.S. Department of Commerce
[redacted]
https://www.fisheries.noaa.gov/region/alaska

On Fri, Jan 20, 2023 at 4:16 PM Nina Keller Horne [redacted]> wrote:

Hi Linda and David,

Thank you for being part of our Technical Advisory Committee.

The study team would like to invite you to meet with Marie Heidemann (DOT&PF Project Manager), Christy Gentemann (DOT&PF Environmental Impact Analyst), Steve Noble (DOWL Project Manager) and myself (DOWL Assistant Project Manager) to offer you the opportunity to discuss the status of the project, the preliminary alternatives, the screening criteria, and resources under your jurisdiction.

We are also interested to know if NOAA has any GIS datasets covering the study area or site specific information that we may be able to incorporate into the study.
Project information can be found here: https://www.jdnorthcrossing.com/

Please let me know if you or a representative are available to meet with our project team and if you have any preferred times/dates that might work best.

Thank you,
Nina

Nina Keller
Transportation and Environmental Planner

DOWL

[redacted]

dowl.com

From: Nina Keller Horne
To: Morgan McCammon
Subject: FW: [EXT] Re: Juneau Douglas North Crossing PEL Study
Date: Friday, February 10, 2023 11:25:40 AM

FYI

Nina Keller
Transportation and Environmental Planner

DOWL

[redacted]

dowl.com

From: Linda Shaw - NOAA Federal <[redacted]>
Sent: Friday, February 3, 2023 7:03 PM
To: Nina Keller Horne <[redacted]>
Subject: Re: [EXT] Re: Juneau Douglas North Crossing PEL Study

Nina,

In addition, I am providing for your reference the general language for the EFH consultation process and assessments as follows.

Essential Fish Habitat Consultation Process
Section 305(b) of the Magnuson-Stevens Fishery Conservation and Management Act (MSA) and the Fish and Wildlife Coordination Act require federal agencies to consult with us on all actions that may adversely affect essential fish habitat (EFH) and other aquatic resources. The EFH consultation process is guided by the requirements of our EFH regulation at 50 CFR 600 Subpart K, which mandates the preparation of EFH assessments and generally outlines each agency's obligations in this consultation process. For any Federal action that may adversely affect EFH, Federal agencies must provide us with a written assessment of the effects of that action on EFH. The assessment must contain (50 CFR 600.920(e)):
1. A description of the action;
2. An analysis of the potential adverse effects of the action on EFH and the managed species;
3. The Federal agency's conclusions regarding the effects of the action on EFH; and
4. proposed mitigation, if applicable.
If appropriate, the assessment should also contain additional information, including:
1. The results of an on-site inspection to evaluate the habitat and the site specific effects of the project;
2. The views of recognized experts on the habitat or species that may be affected;
3. A review of pertinent literature and related information;
4. An analysis of alternatives to the action. Such analysis should include alternatives that could avoid or minimize adverse effects on EFH; and
5. Other relevant information.

The level of detail in an EFH assessment should be commensurate with the complexity and magnitude of the potential adverse effects of the action. For example, for relatively simple actions involving minor adverse effects on EFH, the assessment may be brief. Actions that may pose a more serious threat to EFH warrant a correspondingly detailed EFH assessment. If an EFH assessment is contained in another document, it must include all of the required information and be clearly identified as an EFH assessment.

and additional resources for EFH:

- **NMFS Habitat Conservation National EFH Mapper:** https://www.habitat.noaa.gov/protection/efh/efhmapper/
- Alaska Region EFH Mapper: https://alaskafisheries.noaa.gov/portal/apps/webappviewer/index.html?id=bf2254ed51f444a8a16c564addd54250
- Fisheries Management Plans: https://www.npfmc.org/# in 'Fisheries' tab
- Shorezone: http://www.shorezone.org/
- Nearshore Fish Atlas: https://www.fisheries.noaa.gov/alaska/habitat-conservation/nearshore-fish-atlas-alaska
- Alaska Department of Fish and Game Anadromous Waters Catalog: https://www.adfg.alaska.gov/sf/SARR/AWC/

Linda

Linda Shaw (she | her)
Wildlife Biologist, Alaska Region
NOAA Fisheries | U.S. Department of Commerce
Office: [redacted]
https://www.fisheries.noaa.gov/region/alaska

NOAA Fisheries Meeting Summary

Friday, March 22, 2024, 1:00 p.m. – 2:00 p.m.

Attendees

Greg Lockwood, Project Manager	Department of Transportation and Public Facilities
Christy Genteman	Department of Transportation and Public Facilities
Theresa Dutchuk	DOWL
Steve Noble	DOWL
Renee Whitesell	DOWL
Linda Shaw	NOAA Fisheries
Molly Zaleski	NOAA Fisheries

Introduction

Linda Shaw and Molly Zaleski, NOAA Fisheries, opened the meeting a welcome and introductions. Theresa Dutchuk, DOWL, explained the meeting format was intended to be free form and opened to meeting for discussion.

Summary of Questions and Comments Shared at the Advisory Committee Meetings

Molly - Why didn't essential fish habitat mapping include the text descriptions? Can additional study be done on the impacts to prey species?

Linda - Essential fish habitat (EFH) is not typically used in and of itself as an acreage metric and does not fit in the way it was used to compare alternatives using acres, rather it is a qualitative presence/absence of EFH species combined with a determination of adverse effects. In the analyses of adverse impact, the wetlands and anadromous waters that are themselves and more broadly support EFH are sought to be avoided, minimized, and compensated for in their acreage impact. Each alternative adversely impacts EFH and the relative impact as defined by acreage would be more accurately defined by wetland and riparian impact, and that the quality of that impact would be higher for example, for estuarine wetland fill, as they are functionally more supportive of EFH than forested wetlands.

One participant from National Oceanic and Atmospheric (NOAA) Fisheries commented she had a chance to review the information and wanted to offer clarification on what designates and defines fish habitat in the area. She noted that mapping in the wildlife fish figure is misleading, stating that essential fish habitat text descriptions should be used to back up mapping. She commented that every alternative will impact fish habitat and additional study should be done on impacts to prey species, including herring, dolly varden, and trout. She would include a link in the chat with more resources for text descriptions and contact information. She would

DRAFT

like early coordination to avoid data gaps. Steve responded that Theresa would be reviewing these comments and would respond to NOAA Fisheries.

One participant from NOAA Fisheries commented both Sunny Point alternatives are underestimating impacts to essential fish habitat because of the way that metric was calculated.

One participant from NOAA Fisheries commented that essential fish habitat (EFH) is not typically used in and of itself as an acreage metric and does not fit in the way it was used to compare alternatives using acres, rather it is a qualitative presence/absence of EFH species combined with a determination of adverse effects. She added in the analyses of adverse impact, the wetlands and anadromous waters are themselves and more broadly support EFH are sought to be avoided, minimized, and compensated for in their acreage impact. She noted that each alternative adversely impacts EFH and the relative impact as defined by acreage would be more accurately defined by wetland and riparian impact. Further, the quality of that impact would be higher for example, for estuarine wetland fill, as they are functionally more supportive of EFH than forested wetlands. Steve responded the study team would discuss how EFH is scored and used.

Theresa concluded the meeting by requesting written feedback on the level 2 screening preliminary results by April 11, 2024, and thanking participants for their time.

DRAFT

NORTH DOUGLAS NEIGHBORHOOD ASSOCIATION MEETING

JUNEAU DOUGLAS North Crossing PEL Study

September 27, 2022

1

PRELIMINARY SCHEDULE



2

CURRENT STATUS & WHAT'S NEXT?

Meeting #	Focus	When
1	▪ Open House No. 1 ▪ Baseline data and existing conditions ▪ Purpose and need	May 2022
Workshop	▪ Range of alternatives ▪ Alternatives screening process ▪ Screening criteria	July 2022
3	▪ Listening Sessions – September 17, 2022 ▪ Preliminary alternative screening results ▪ Detailed alternative screening criteria ▪ Open House No. 2 – mid-December 2022	Fall/Winter 2022
4	▪ Open House No. 3 ▪ Detailed alternative screening results ▪ Recommended alternatives	Winter/Spring 2023

3

PLANNING & ENVIRONMENTAL LINKAGES BENEFITS

The benefits of stronger linkages between the transportation planning and project development processes can include:

- Stronger agency and public relationships
- Improved project delivery timeframes
- Earlier identification of key environmental resources
- Better funding and project development information
- Build projects with better outcomes
- Flexible approach for development of transportation improvement strategies

4

DRAFT PURPOSE AND NEED

The **purpose** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection to Douglas Island from Juneau by identifying a north crossing corridor that will provide a second access, reduce existing and future traffic congestion on the existing Douglas Bridge and its intersections, and increase mobility. The study will also seek to identify ways to improve transportation for non-motorized users, respond to community values, and support or enhance economic, social, environmental, and energy conditions.

Through a collaborative process that balances multiple viewpoints of stakeholders, agencies, and the public, and working within regulatory requirements, DOT&PF and CBJ determined that a successful solution should address the following **needs**:

- Redundant access and transportation infrastructure resiliency (i.e., provide a second connection between Juneau and Douglas Island, particularly in the event the Douglas Island Bridge or another single route travel corridor in the area (North Douglas Highway or Egan Drive) is inaccessible or out of service)
- Decrease traffic pressure on Douglas Island Bridge and its intersections

5

DRAFT PURPOSE AND NEED

The identified alternative(s) should also meet these **additional goals**:

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities
- Avoid, minimize, and mitigate impacts to the environment
- Maintain the visual, cultural, and scenic identity of Juneau and Douglas Island
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve

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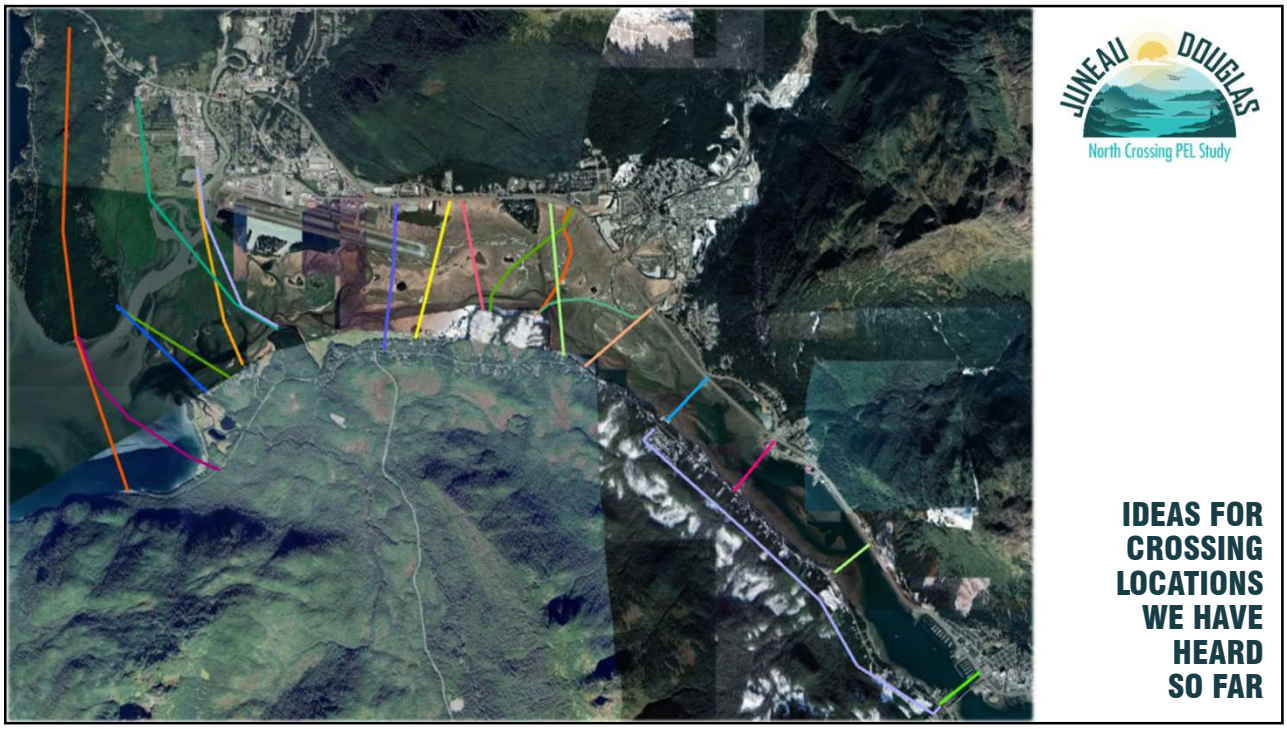

JUNEAU DOUGLAS
North Crossing PEL Study

IDEAS FOR CROSSING LOCATIONS WE HAVE HEARD SO FAR

7

PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
(907) 465-4477

Steve Noble, DOWL Project Manager
(907) 562-2000

Nina Keller, DOWL Assistant Project Manager
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

8

Meeting Notes

North Douglas Neighborhood Association Meeting

Tuesday, September 27, 2022, 3:00 – 4:00 PM

Attendees:

Marie Heidemann, Project Manager	Department of Transportation and Public Facilities
Alec Venechuk, Project Manager	City and Borough of Juneau
Steve Noble, Project Manager	DOWL
Nina Keller, Assistant Project Manager	DOWL
Mike Stanley	North Douglas Neighborhood Association
Jim Powell	North Douglas Neighborhood Association
Julie Bednarski	North Douglas Neighborhood Association
Barbara Mecum	North Douglas Neighborhood Association
Margo Waring	North Douglas Neighborhood Association

The Alaska Department of Transportation & Public Facilities (DOT&PF), City and Borough of Juneau (CBJ), DOWL, and the North Douglas Neighborhood Association (NDNA) met to discuss the Planning and Environmental Linkages (PEL) study process, how the PEL study links to future processes and projects, and to discuss neighborhood concerns.

Discussion:

The DOWL staff explained that the purpose and need statement (P&N) is currently going through an internal review, and then followed by the State Environmental Office (SEO) for concurrence.

The DOWL staff explained the difference between the P&N and the screening criteria.

Question from NDNA: When would the screening criteria draft be ready?

- DOWL provided information about the upcoming open house, and that the public will be able to review and comment on the screening criteria. DOWL also shared that during the whole PEL study process, the public has opportunities to engage and discussed transparency.

The DOWL staff talked about the steps of alternatives development and how that tie into the PEL study.

DOWL shared that the alternatives currently on paper are the ideas shared with the team to date.

Question from NDNA: Does the public have any input into the screening criteria?

- DOWL explained that the screening criteria is based on everything the study team has heard so far and the P&N. The team gathers input to develop a draft P&N. After review, more input is gathered, resulting in additional changes before the P&N is finalized.

NDNA requested the following references included in the screening criteria:

- Mendenhall Wetlands State Game Refuge (Refuge)
- Importance of Upper Fritz Cove
- Environmental impacts
- Neighborhood protections

Question from NDNA: Will the input and comments given during this meeting be considered?

- DOWL replied that comments received at this meeting will be treated the same as comments received from other members of the public and in other formats.

NDNA mentioned the traffic issue, and that it's increased in the past 20 years that some people don't walk on the side of the road anymore. The thought of more people and cars on West Douglas is worrisome.

Question from NDNA: When would selected alternatives be available? How does the PEL study process work compare to the National Environmental Policy Act (NEPA) process? How can "preferred alternatives" be identified before the NEPA process?

- DOT&PF explained that the PEL process is unique because it allows alternatives with "fatal flaws" to be screened out.
- DOWL clarified that the alternative analysis completed during the PEL process can be carried forward into the NEPA environmental document. Ultimately, the selection of a preferred alternative is not made until the NEPA document is completed, whether that is an EIS, or EA or CE. That process identifies the alternative moving forward.
- The study team is not completing environmental studies required to narrow alternatives down to a single alternative. The study team will eliminate some alternatives based on screening criteria developed as part of the PEL study. Some preliminary alternatives will not meet the P&N or will have higher impacts, so will not be recommended to move forward in the NEPA process.
- The NEPA process will conduct a more detailed analysis and determine the final preferred alternative.

Question from NDNA: Who decides which alternatives will be recommended to be carried forward in the PEL process? Who will make the decision at the end of the NEPA process?

- The study team will recommend alternatives based on all the information gathered, then DOT&PF and CBJ will review and determine if they agree with these alternatives to move forward.
- DOT&PF added that this process is about screening out alternatives that don't work or don't meet the P&N.
- The NEPA process will move forward with a preferred and the no build alternatives.

NDNA requested a specific additional goal added: *To avoid, minimize, and mitigate impacts to North Douglas neighborhood.*

- NDNA commented that more so than other neighborhoods mentioned, all alternatives impact the North Douglas neighborhood. For example, only one alternative impacts the Mendenhall Peninsula. The weight of NDNA should be considered at a heavier weight than just one neighborhood. They suggested North Douglas is a cohesive neighborhood even though it is spread out.
- The team explained, that because there are other residential areas (Bayview, Bonnie Brae, Sunny Point), a more general additional goal talking about residential impacts can be added. DOT&PF suggested adding a more general statement, such as *avoid, minimize, and mitigate impacts to residential areas or neighborhoods.*
- NDNA agreed to this mechanism adding general neighborhood protections into the additional goals to protect their neighborhood.
- Different zoning (part of their neighborhood is zoned rural residential) and parks that are part of the neighborhood should all be reviewed in terms of impacts. Impacts should include more than the density of the impacted area.
- The study team explained how the screening process works, and that wetlands, contaminated sites, and impacts to quality of life (noise, viewsheds, neighborhood cohesion), are included in the screening criteria. The goal is to find alternatives with the least impacts possible.

Question from NDNA: NDNA brought up traffic impacts, the past studies summary, and a report from 2004 that included traffic projections based on a potential crossing. Are these old numbers still valid? NDNA heard about a traffic study that is being prepared as part of this project and would like information.

- DOWL explained that the previous studies were reviewed. The study team is conducting a new traffic study - Origin-Destination Study. The new tools, compared to those used in the 2004, gather data that shows where people are traveling to and from, and whether they are using the existing bridge. The study will estimate how much traffic would use an alternative crossing and where the traffic would be going.

Question from NDNA: Is the team considering the closure of the existing bridge? What would that look like in terms of traffic using North Douglas Highway to get to the new crossing?

- DOWL explained that the existing bridge has an estimated 40 years of life before it would need major repairs with extended closures. The study team imagines that the traffic would be like the traffic at the current bridge. Closing the existing bridge is not a long-term solution to merely offer the redundancy when it is needed.
- NDNA mentioned that it is very different for South Douglas because they have sidewalks and parking. The road is wide enough and designed for traffic. Question from NDNA: How will traffic for these alternative routes be ascertained, including traffic using the new crossing and utilizing the North Douglas Highway?
- The study team shared that there's a data driven process to predicting where people travel, their travel patterns, and trends based on travel time. While not everyone follows the fastest travel time, vehicles tend to move like water, following the path of least resistance. The fastest route will be modelled, and it can be assumed most people will choose the fastest route. It includes measuring delay in the model.
- The results will be used to estimate how much traffic would use the various crossings and compare the effectiveness. If a Mendenhall Peninsula crossing would only attract about ten percent of the traffic, it

might not be as effective as a different location. The results will be shared at the upcoming advisory committee and public meetings.

Question from NDNA: There are some concerns with developments planned on North Douglas: Eaglecrest Recreational Complex, development of West Douglas, a deep-water port at Point Hilda, a housing project at Fish Creek, the expansion of the boat launch, and others. Concerns are not only the current traffic an alternative would reroute, but about the future traffic based on these developments. In the 2004 study, some attempt was made to estimate that. How will the team factor in current traffic and future traffic?

- After the economic analysis, the study team realized more data was needed to perform an economic forecast. CBJ is now doing a land use study of North and West Douglas, a sub-area study that will be part of a larger comprehensive plan developed in the near future. DOWL's land use planners and CBJ are conducting interviews to gain a better understanding about development envisioned for the area and use that information to inform the PEL study.

NDNA had just heard about the sub-area study and said they should be part of this process. There have not been other sub-area plans that do not involve the neighborhood. NDNA has been asking for a study for a very long time.

- CBJ explained that this is not a plan but a study.
- DOWL described the study area, study goals, and information collected. The economic forecast generated will be made available to the public.
- NDNA said they should be involved as landowners in the area. They expressed concern that the local government considered residential property less important and less valued than development of the area. There is consultation with commercial interests, as if these are the only interests that exist looking at the future. NDNA expressed hope, that unlike past plans where the population and use projections were wrong, CBJ will consider realistic projections.
- NDNA requested funding sources for the sub-area study.

NDNA mentioned the different plans around Juneau and what these mean to North Douglas.

- CBJ shared that a future comprehensive plan update is planned for 2023 or beyond.
- The current comprehensive plan set aside the area starting at the boat ramp along North Douglas Highway as a protected viewshed. This viewshed needs to be considered in the PEL study when developing alternatives. It is important to the residents and the tourism industry.

Question from NDNA: Is the Bench Road part of the PEL study? What is the proposed location of the Bench Road?

- DOWL has heard this concept from many commenters throughout the process and is aware of the interest. A Bench Road concept is expected considered as alternatives are developed.
- Not only is the crossing important, but also the network necessary on Douglas Island to receive that crossing in a way that minimizes impacts to residents.
- Different alternative locations have been brought up by the public including the Bench Road going to Eaglecrest Road. Some people suggested it should go further.

- The team has not determined where the Bench Road should be and is gathering input from the public. The current line drawn on the map is based on the existing right-of-way (ROW).

Question from NDNA: What would the tie-in with the North Douglas Highway look like? Lights, round-abouts, turn lanes, etc.? When would the team share more than a representative idea, how a tie-in would look for each proposed alternative?

- DOWL explained that this level of detail would be part of the recommended alternatives, after the screening is completed and carried forward.

NDNA asked whether that level of detail would include specific properties affected by a potential crossing?

- DOWL explained there is no guarantee for anything moving forward at this point (whether there would be an EIS or a crossing built). At this early stage, the team is cautious about showing specifics of where a crossing might tie-in. When planners and engineers draw a line on a map, this could be moved over a few lots before the final selection is made.

NDNA asked how much detail would be included once the recommended alternatives are selected? Stating that even if a proposed crossing is a 200m [about 650ft] away from a property, it will have an impact. At some point people near a potential crossing location, will want to know what is being proposed, even if would never get built.

- DOWL will continue sharing information after the December open house. When alternatives are narrowed down, that information will be shared widely, prior to holding the third open house.

Question from NDNA: What would the compensation be for impacted properties; not only the houses that would potentially be taken down, but compensation for decreases in property value due to visual and noise impacts?

- DOT&PF mentioned these would be project specific questions.
- An NDNA member mentioned that this question should be brought before the Assembly, because there is no system in place to address the devaluing of property.
- Another NDNA member mentioned there was a system in place, or at least considered, when the Capital move was being considered. The idea was that anyone whose property was devalued would receive some level of compensation.
- NDNA suggested that it should be evaluated earlier, than when a project is underway. In terms of cost, it would make a difference if one alternative affects two properties and another twenty.
- NDNA confirmed with the study team, that the narrowed down alternatives included connectors, embankments, and structure.

Question from NDNA: Will the cost of the recommended alternatives be included in the PEL study? Will funding sources be included?

- The team is including some high-level estimates for the alternatives shared at the December open house and a more detail cost analysis for the narrowed down alternatives in the spring.
- Is the team considering possible funding sources?

    - A funding strategy is part of the PEL study.
- Is there a plan on pursuing funding opportunities that are available from the infrastructure bill?
    - CBJ is working with Senator Murkowski's office for congressionally directed spending for NEPA level design. The team is not aware of the approval status or timeline. For remaining design and construction, DOT&PF anticipates needing a discretionary grant.
- Who is working on the funding at CBJ?
    - CBJ Engineering and Public Works Department.
- What is the strategy working with Senator Murkowski's office?
    - To receive federal discretionary grant funding, some design level work is needed. Once the grant is received, the project needs to be developed within the timeline of the funding availability of those awards. It also helps the project to be more competitive to receive funding, because it shows the project is ready. DOWL will provide CBJ and DOT&PF with funding strategy recommendations. There are around 20 to 30 discretionary grant programs with the new transportation infrastructure bill. The PEL study will identify recommended alternatives and define possible projects for a Juneau Douglas North Crossing.
- Will DOT&PF need to provide a match?
    - That is part of the continued discussions. No funds are currently set aside. If congressionally directed spending is received, that would not require a matching fund, but other sources would. Discretionary grants usually require twenty percent matching funds, and CBJ may be requesting funding from the legislature.
- While the Commissioner is thinking about infrastructure funding being available through the state, was he really talking about federal funding?
    - The infrastructure bill has formula funding that is received annually in the Statewide Transportation Improvement Program (STIP). Potentially, some of that funding could be used for this project, but it is unlikely to be able to fund a project of this size with STIP funding.
- It sounds like a no build alternative is off the table for CBJ since they are asking the Senator for design funding.
    - Design funding is to work through the NEPA process, which would include a no build option. The NEPA level design is necessary to get to a preferred alternative and is considered necessary for a discretionary grant.

Question from NDNA: Juneau has seen a lot of projects, like the improvements and the gondola on Eaglecrest, and the road going to the end of North Douglas, including pavement and power. This is a lot of infrastructure projects without a North Douglas Plan. Also, the Sunny Point intersection has been improved by DOT&PF, has there been forward thinking to that? Who is orchestrating all of this? Who is in charge?

- CBJ answered that the projects are all stand-alone projects. Eaglecrest has its own board and functions independently. Currently, community development and a North Douglas Comprehensive Plan are desired by CBJ.
- DOT&PF answered that Sunny Point was part of the Egan Drive Corridor Development Planning that included additional improvements, with some phases to be funded later. The Egan Yandukin PEL Study

was recently completed and came up with a different alternative than was originally planned. Not everything planned gets built, sometimes asset management and funding limits restrain development.

Question from NDNA: How do maintenance costs get evaluated? Is that being considered for this crossing?

- There will be many discussions about how and who maintains a north crossing. Maybe CBJ will take ownership of some local roads that DOT&PF is currently maintaining. That is a lot of discussion related to funding and making it real.

Question from NDNA: Will the team share the comments received with the public?

- The study team maintains a database of all the comments received and responses. That information will be an appendix to the PEL study. DOWL also mentioned that sharing comments earlier could be considered with some discussion about when and the format.

DOWL concluded the meeting and stated that it's possible that this study will result in the recommendation of multiple projects. It is possible to recommend one or more crossing alternatives and the Bench Road, both having independent utility and being stand-alone projects going through the NEPA process separately. These could be prioritized and recommended to be built in a certain order.

DOT&PF added that there's a real benefit to a PEL study because projects can be recommended and are more likely to get funding if they went through the PEL process.

Question from DOWL: Does the NDNA have one area preferred for a crossing? Has the group discussed any areas perceived to have the least amount of impact (empty lots for example)?

- NDNA has not done that. Each member has their own opinion, but no preference as the whole group. Each alternative impacts some members of the NDNA.

North Douglas Neighborhood Association Meeting Summary

Friday, March 22, 2024, 9:00 – 10:00 a.m.

Attendees

Christy Genteman	Department of Transportation and Public Facilities
Theresa Dutchuk	DOWL
Tim Jameson	DOWL
Morgan McCammon	DOWL
Michael Stanley	North Douglas Neighborhood Association
Julie Bednarski	North Douglas Neighborhood Association

Introduction

Theresa Dutchuk, DOWL, opened the meeting by welcoming participants and introducing study team members. She then asked meeting participants, Michael Stanley and Julie Bednarski with the North Douglas Neighborhood Association, to introduce themselves. After introductions, Theresa thanked Michael and Julie for attending the meeting and explained purpose to follow-up from the joint advisory committee meeting, where some questions could not be answered by the study team. She then opened to meeting for comments and questions from participants.

Summary of Questions and Comments

Michael recommended the study team meet with the Mendenhall Wetlands Study Group as they might have useful information. Theresa said we will check if an invitation had been extended.

Michael requested clarifications on the how the scoring criteria for the alternatives was applied in the level 2 screening preliminary results. He mentioned Sunny Point East, where fish habitat is present but scored neutral, indicating no fish habitat affected.

He questioned how scoring for Sunny Point West indicated potential impacts to migratory birds, but Sunny Point East would not. Theresa requested Tim pull up the GIS mapping to discuss the differences between Sunny Point West and Sunny Point East, as this is a common comment about these alternatives. She compared these two alternatives and potential to impact habitat, explaining much of the difference is found in the intersection with Egan Drive. Sunny Point West would need an interchange constructed, impacting significantly more wetlands, while Sunny Point East would tie into an existing signalized interchange.

Julie questioned how the Sunny Point alternatives would have no impact to wildlife. She listed birds, bears, deer, fish, and recreational users in the area. Theresa explained the study team rated impacts in a quantifiable

way, with direct acreage impacted. One of the assumptions made for the study was that all the crossing structures would be designed to be on piles, so the study team understands potentially causing indirect impacts for structures over waterways. Direct ground disturbing impacts quantified with piles was limited. Theresa reminded the group alternatives were compared with each other to assess relative impacts.

Julie responded measuring impacts with a 100-foot buffer around the Sunny Point alternatives is inadequate because the entire peninsula on Douglas Island would be changed, and the wetlands would be fragmented. She stated the Sunny Point West alternative was not rated equally with others because the other alternatives do not cross continuous, unfragmented large terrestrial wetlands. She commented impacts would extend beyond the 100-foot buffer. She thought the Sunny Point alternatives could not have less impacts than the Salmon Creek alternative. Julie suggested the habitat fragmentation perspective should be a part of the scoring.

Julie commented she finds the scoring problematic because the scoring matrix only has three ratings of impacts resulting in false equivalents between options. It gives the appearance the scoring system was manipulated because scoring is limited to high, medium, or low.

Theresa requested specific comments on the scoring that appears incorrect and displayed the scoring matrix on the screen.

Michael commented on the environmental screening criteria, section 4(f) resources: all alternatives except Mendenhall Peninsula score -1, and yet Sunny Point West, Sunny Point East, Vanderbilt, and Twin Lakes alternatives bisect the Mendenhall Wetlands State Game Refuge (Refuge). This is an obvious impact to a 4(f) resource. The Salmon Creek alternative, located primarily outside the Refuge, scored the same. Theresa explained the Mendenhall Peninsula has three 4(f) resources it could impact, which is why it scored more negatively.

Michael Stanley clarified that he was not referring to the Mendenhall Peninsula alternative, and that the North Douglas Neighborhood Association recommends to eliminating it due to the cost. Their focus is on the four alternatives crossing the Refuge. Theresa noted the Salmon Creek alternative does potentially impact the Refuge through a Refuge access point.

Michael reiterated, while it may have some impacts, it does not cross the middle of the Refuge, whereas all the other four alternatives bisect the middle of the Refuge, increasing the potential severity of the impacts associated with that. It just seems there is an equivalency there not withstanding scrutiny because the potential impacts of Salmon Creek alternative on the Refuge are much less than the other alternatives.

Theresa asked for clarification on how the study team could objectively quantify impacts towards the middle of the Refuge versus to the edges of the Refuge. Michael responded the four alternatives crossing the Refuge should score -2, indicating severity of potential impacts. Theresa requested further clarification on how to document that with objective scoring, such as acreage. Julie suggested quantifying the acres as those potentially impacted within that 100-foot buffer through the Refuge, not simply ground disturbed acreage.

Theresa stated intertidal acreage is calculated and includes the Refuge, with Vanderbilt and Twin Lakes potentially impacting 27.7 and 35.9 acres respectively, and Sunny Point West and Sunny Point East potentially impact fewer acres.

Julie suggested including more than intertidal impacts in the calculation. She commented the grasslands associated with the intertidal grounds were not included but should be. Julie questioned how only two acres are identified for potential impacts to intertidal zones for the Sunny Point alternatives and requested the location of those two acres. Theresa requested Tim display the GIS map and responded the affected acreage

for the Sunny Point East alternative included the piles, the abutment on Douglas Island, and the abutment on the Juneau side extending into the intertidal habitat.

Julie requested detail on why the entire alternative area was not included in affects to the intertidal zone. Theresa responded the bridge deck structure would be an indirect impact because it is elevated. Theresa then asked Julie if she saw any issues with the mapping presented.

Julie commented on her understanding of the acreage being direct impacts of the structure on pilings. Theresa added indirect impacts will be considered in the future during the NEPA phase. For the PEL study, impacts are being measured as direct ground impacts.

Julie commented the scoring criteria should be ranked from highest to lowest; however, the current criteria has been approved by the DOT&PF Statewide Environmental Office (SEO). Julie noted the criteria recreational impacts are limited to hunters, but non-motorized recreational uses, such as dog walking, walking, and bird viewing, should be included. Theresa shared recreation areas are considered in 4(f) lands, which is the law that protects these under U.S. DOT. Julie added there are more recreational uses around both Sunny Point alternatives than Vanderbilt and Twin Lakes, which is not reflected in the scoring. The Salmon Creek alternative is near the DIPAC Macauley Salmon Hatchery. Julie suggested adding recreation as a separate criterion from 4(f) resources. Theresa responded the study team has the data regarding recreational points and will consider adding it to the social criteria section.

Michael recommended the Salmon Creek alternative continue into the next steps in the process despite it having the most unfavorable score. One of these reasons being the Refuge is 4(f) resource, and DOT&PF and CBJ should consider an alternative located off the Refuge. Michael requested clarification on the scoring for Salmon Creek:

- The Salmon Creek alternative scored +1 for the criteria to provide alternative access and transportation resilience while other build alternatives scored +2. The study team noted the distance between the existing bridge and the Salmon Creek alternative; the further away a second crossing is, the more space it gives from natural disasters or accidents to occur and not block both crossings. He requested clarification on what natural disaster could affect both the existing bridge and a bridge at Salmon Creek. Theresa responded historical hazard data indicated landslides as a potential natural disaster that could impact the existing bridge and the Salmon Creek alternative.
- The Salmon Creek alternative scores +1 for improved travel times versus the alternatives crossing the middle of the Refuge score +1 or +2. He requested clarification on whose travel times would improve. Theresa referred to the Bridge Volume Forecast Memo, noting travel time is significantly improved for users at the Mendenhall Peninsula alternative, though fewer users would divert to this alternative, than for Salmon Creek, where more users would divert to the alternative, but the time savings is reduced. Michael concluded that the Mendenhall alternative improves travel time for people to go to eagle crest, but not someone who might be needing to go to the hospital. He further commented the Bridge Volume Forecast Memo illustrates more traffic would be diverted off the existing bridge with Salmon Creek and Twin Lakes alternatives than with the others.
- The residential scoring between Twin Lakes (0) and Salmon Creek (-2) seems skewed: no residences are located on the mainland side for either alternative. He requested clarification on the residential impacts for the Douglas Island termini for the Twin Lakes and Salmon Creek alternatives. Theresa responded, displaying the GIS map, the scoring was based on number of land acquisitions needed and parcels impacted, which Salmon Creek had seven parcels impacted, and Twin Lakes had zero.

Julie commented criteria for residential and commercial uses directly affected and the right-of-way (ROW) criteria, total ROW needed, and residential and commercial property acquisition seem to all score the same criteria, double scoring the impacts. Michael commented the criteria for residential and commercial uses directly affected, as well as within 100 feet seem to compare the same impacts. Theresa responded the team would consider this comment to reevaluate the criteria.

Michael commented the study team has accomplished everything this PEL Study was meant to accomplish by gathering and reporting information. The PEL study report should move ahead, and it is now up to DOT&PF and CBJ on what to do with the information provided.

Michael and Julie expressed concern with the public support criteria, which they believed the study team provided by counting comments with the potential to overinflate support or opposition for alternatives. Theresa agreed that comments were biased based on the most repeated comments and confirmed the study team conducted a survey following Open House No. 2, from December 2022 to February 2023. Michael encouraged the study team to clearly update the public support criteria because the table notes the measure as number of comments received. Julie commented the alternatives should go through the NEPA process before public comments are used as a criterion.

Michael added the bench road should be taken into consideration during the PEL study and NEPA process, as his assessment of the Douglas Highway is it is unsafe and over capacity. He recommended alternatives be evaluated for connectivity to a potential future bench road by factoring in potential impacts upland of the Douglas Highway into level 2 screening. Theresa agreed this is a good consideration but reminded the group the bench road is not part of the PEL study. She could not speculate as to what would happen during the NEPA process.

Michael noted this discussion covered the issues he wanted to discuss, and he and Julie would discuss this with the North Douglas Neighborhood Association committee. Theresa thanked Michael and Julie for attending the meeting, discussing their perspectives, and providing information. The study team would appreciate their written comments.

Question Log

Participant	Question	Response
Michael Stanley	Have you had a small meeting with the Mendenhall Wetlands Study Group folks?	The study team and Mendenhall Wetlands Study Group met on April 10, 2024.
Julie Bednarski	How do the Sunny Point alternatives have no impact to wildlife?	The study team tried to rate rank impacts in a quantifiable way, with direct acreage impacted. Indirect impacts would be assessed during the NEPA process.
Julie Bednarski	How are there only 2 acres of impact for the intertidal zone for the Sunny Point alternatives, and where are those two acres located?	For Sunny Point East, the piles are included in the two acres, as well as the abutment and on the north side too. That's the quantification, and that's how we've provided the numbers.

Participant	Question	Response
Julie Bednarski	How is the whole Sunny Point area not considered intertidal impact?	Because structures considered are elevated, impacts to intertidal zones are indirect and will be considered in the future NEPA process.
Michael Stanley	What natural disaster could affect both the existing bridge and Salmon Creek alternative?	Historical hazard data indicated landslides as a potential natural disaster that could impact the existing bridge and the Salmon Creek alternative
Michael Stanley	Whose travel times would improve for the Salmon Creek alternative versus those crossing the middle of the Refuge?	The Bridge Volume Forecast Memo notes travel time is significantly improved for users at the Mendenhall Peninsula alternative, though fewer users would divert to this alternative, than for Salmon Creek, though more users would divert to this alternative.
Michael Stanley	The residential scoring between Twin Lakes (0) and Salmon Creek (-2) seems skewed: no residences are located on the mainland side for either the alternative. What are the residential impacts for the Douglas Island termini for the Twin Lakes and Salmon Creek alternatives?	The scoring was based on number of land acquisitions needed and parcels impacted, which Salmon Creek had seven parcels impacted, and Twin Lakes had zero.
Julie Btednarski	Why is acquisition of properties also scored as right of way?	Right of way is all right of way, whether residential or commercial.
Michael Stanley	How is the public support criterion measured?	This criterion is measured using data from a survey conducted following Open House No. 2, from December 2022 to February 2023.

Southeast Alaska Land Trust Meeting Summary

Tuesday, March 9, 2023, 11:00 a.m. – 12:00 p.m.

Attendees

Marie Heidemann, Project Manager	Department of Transportation and Public Facilities, Planning
Steve Noble, Consultant Project Manager	DOWL
Margaret Custer	Southeast Alaska Land Trust, Director
Krista Garrett	Southeast Alaska Land Trust, Conservation Director
Christy Gentemann	Department of Transportation and Public Facilities, Environmental
Greg Lockwood	Department of Transportation and Public Facilities, Engineering
Nina Keller	DOWL
Renee Whitesell	DOWL

Meeting Agenda

- Introductions, Opening Comments
- PEL Study Process
- Level 1 Screening
- SEALT Conservation Lands
- Discussion

Nina Keller, DOWL, opened the meeting by welcoming participants and reviewing the meeting objectives and agenda. Marie Heidemann, Department of Transportation and Public Facilities (DOT&PF) asked Margaret Custer and Krista Garret, Southeast Alaska Land Trust (SEALT), if they would like a review of any slides and if they had any initial questions. Margaret responded that she thought the meeting would be more useful as a consultation where the project team and SEALT could both ask questions.

Summary of Questions and Comments

Krista commented that it would be helpful to have the Sunny Point properties identified as wetland mitigation sites under the Clean Water Act. She noted that impacts to those properties would increase the regulatory and cost complexity of the area.

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Krista asked how the project team will take into consideration the costs and challenges of replacing Sunny Point area mitigation sites, noting the time, money, and products needed. Marie responded that as part of Level 2 Screening the impacts would be quantified. Nina added that the detailed Level 2 Screening would incorporate wetland and bird habitat impacts in this area. Steve Noble, DOWL, added that estimate costs and a plan and profile with a cross section will be designed for each alternative. The team would estimate, with relatively accuracy, the cost of construction, although an analysis on the cost of mitigation has not occurred. The team will be looking for examples of similar past mitigation and discussing this over the next several months.

Nina asked SEALT for comments on whether it would be acceptable to use the mitigation funds for other current projects in Juneau. Krista responded that the United States Army Corps of Engineers (USACE) places emphasis on taking mitigation funding from impacted wetlands and applying those to freshwater streams, although she does not see this suggestion as feasible. She added that these mitigation sites held around the Mendenhall Wetlands State Game Refuge (Refuge) are mitigation for the airport expansion, with a no other private parcels that could be used for future impacts to the Refuge.

Marie asked if SEALT saw the West Sunny Point alternative as an acceptable solution to mitigation considerations. Krista responded that they do not view any alternative crossing the Refuge as acceptable.

Margaret commented in the meeting chat: "As mitigation sites are protected by not just the SEALT but also US Army Corps of Engineers and are subject to the review of multiple state and federal agencies, the cost and time associated with double mitigation is not just a negotiation with the Land Trust, which is what we are asking you to eliminate here." Marie responded the team will consider this in the detailed analysis steps.

Krista thanked the project team for adding the refuge boundaries to the most recent technical memo and asked that the image on the Story Map be changed to the image that shows the wetlands including a legend.

Krista commented that SEALT also owns the Honsinger Wetlands property along Egan Drive that the frontage road would likely interfere with. Steve responded that frontage road impacts would be considered in more detail as part of Level 2 Screening.

Margaret commented in the meeting chat: "We would much prefer to be a part of the dialogue throughout the planning process, even if it went to imminent domain. It's a complex issue. Both Sunny Point alternatives will impact 404 mitigation sites. The West alternative would have 404 mitigation sites immediately adjacent on both sides." Nina thanked Margaret for her comments.

Krista asked for elaboration on how the alternatives at Sunny Point would affect airport approaches. Marie responded the team believes either alternative would be compatible with the existing airport approach and that the airport is more concerned with potential future expansion.

Krista asked if the Level 1 Screening for impacts to hydrologic connectivity relied on Figure 11 of the Environmental Setting Report, noting that this figure focuses on streams and freshwater inputs. She suggested that screening should include tidal flows through the channel. Marie responded that tidal flows will be a consideration as part of Level 2 Screening. Krista noted a past study on tidal flow in the channel.

Nina asked if any mitigation cost estimates could be provided early in the process. Margaret responded that SEALT could provide preliminary estimates for new mitigation but not double mitigation.

Steve noted that some of these topics discussed would be more applicable in the permitting phase. Nina added that the final PEL study will recommend alternatives, not a project.

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Krista asked if impacts to refuge access points could be considered as part of Level 2 Screening. Nina responded that access points were included in the Environmental Setting Report.

Krista requested the timing of when the team would share the Origin-Destination Study and the survey results. Steve responded that the Origin-Destination Study should be available in the next two to three weeks. Marie added that the project team will discuss sharing the survey results. Krista thanked the project team for sharing the written comments.

Krista commented that the discussion in the last advisory committee meeting was very productive, although it was cut short due to the meeting going over time. She requested adequate time for discussion in the next advisory committee meeting. Margaret added that the best use of time in the advisory meetings is discussion, not presentation. Marie responded that additional time and considerations would be applied to the next advisory committee meeting.

Nina concluded the meeting by asking if meeting participants had additional questions and thanked SEALT for their involvement.

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SEALT Comments and Questions on Juneau Douglas North Crossing PEL Study Materials

December 20, 2022

The Southeast Alaska Land Trust (SEALT) has several pieces of feedback for the PEL Study's Purpose & Need Statement, Recommended Alternative Selection Criteria, and Preliminary Alternatives Map. As we have communicated before, SEALT is primarily concerned about impacts to the Mendenhall Wetlands State Game Refuge and protected areas (such as SEALT mitigation sites).

In this document, we have provided feedback and recommendations in five categories. We also have questions for the study team in each category and are requesting that responses to these questions be shared with the Technical Advisory Committee before Level 1 screening begins and no later than February 1, 2023.

Consultation with Resource Agencies

Consultation with the relevant resource agencies (e.g., USFWS, ADF&G, NOAA), is essential for conducting a high-quality study. The Technical Advisory Committee meetings are insufficient for achieving this purpose; aside from the fact that agency representatives located outside of Juneau could not attend the exclusively in-person meetings, the materials were not shared ahead of time, or in a format that would allow for thoughtful consideration and useful, expert input. The study team must consult directly and individually with each agency regarding the preliminary alternatives and screening criteria.

SEALT recommends:

1) The study should engage in direct consultation with agencies who maintain datasets and technical expertise that should inform this study, including, at minimum: USFWS, ADF&G, ADEC, DNR, USFS, and NOAA Fisheries.
2) Consultations should be scheduled to allow agency representatives located outside of Juneau to attend and materials should be provided beforehand to facilitate meaningful engagement and feedback.
3) These consultations should include discussion of important resources likely to be impacted by each alternative location and the availability of the best data sources for understanding and evaluating those impacts.
    - For example, the Level 2 analysis outlined in the Recommended Alternative Selection Criteria relies heavily on GIS analysis. State and federal resource agencies are the subject matter experts and should be consulted regarding the best available data.
4) Consultation steps should be identified in the Recommended Alternative Selection Criteria document.
    - Page 7 of the Recommended Alternative Selection Criteria document states "The decision of which alternatives ultimately advance to detailed alternative development will be based on professional judgement." This must include the professional judgment of the resource agencies.

Additionally, one of the Level 2 screening criteria is "Level of Technical Advisory Committee support: supportive vs. opposing comments received." **Please provide additional information regarding how and**

when during the PEL study process these comments will be solicited. The TAC meetings are insufficient for collecting these comments as no materials were provided ahead of time, preventing meaningful engagement by the committee members. It is unreasonable to expect on-the-spot comments.

Questions:

1) **At what point in the PEL study will you be engaging in direct consultation with relevant agencies?**
2) **How and when will you be soliciting supportive/opposing comments for review in Level 2 screening?**

Consultation with Tribes

The Recommended Alternative Selection Criteria should include direct consultation with local Tribal governments. The Stakeholder Advisory Committee meetings are insufficient for engaging with the appropriate representatives on the impacts of the proposed alternatives. Consultation with the traditional landowners and stewards is essential, particularly to identify and avoid impacts to sacred cultural sites that may not be a part of publicly-available data sets.

SEALT recommends, at minimum, a consultation with the Central Council of Tlingit and Haida Indian Tribes of Alaska and with Douglas Indian Association, who both have traditional and documented claims within the study area. We suggest the following points of contact:

- Raymond Paddock, rpaddock@ccthita-nsn.gov
- Heather Gatti, hgatti@ccthita-nsn.gov
- Sarah Dybdahl, sdybdahl@ccthita-nsn.gov
- Andrea Cadiente-Laiti, alaiti@diataku.com

Question:

1) **At what point in the PEL study will you be engaging in direct consultation with local Tribal governments?**

Data Transparency

The PEL study should provide the Technical Advisory Committee members and consulting resource agencies additional transparency regarding the data used in screening the preliminary alternatives.

Areas requiring explanation of data use:

1) Additional information about how past studies have been or will be incorporated into this analysis is necessary. Either Level 1 or Level 2 screening should include criteria based on past study and consideration.
    - For instance, if a materially similar alternative was considered in a past study, provide the outcome of that study and the rationale for including it in this PEL study.
2) The Recommended Alternative Selection Criteria Appendix B references an "Environmental Setting Report" (DOWL 2022). This does not appear to be included on the PEL Study website; this should be made available for review by the Technical Advisory Committee and consulting resource agencies.
3) A list of the specific GIS data that will be used in the Level 2 screening criteria should be published.
4) The Purpose and Need Statement references traffic analyses; these traffic analyses should be cited and made publicly available.

Additionally, and perhaps most importantly, the results of the Level 1 and Level 2 screening for the final alternatives identified by the PEL study should be shared with the Technical Advisory Committee (relevant resource agencies). The federal and state agencies are the subject matter experts on the criteria being considered and should review the results to ensure that data is interpreted correctly. For example, in Level 1 screening, one of the criteria is "contaminated sites directly affected: yes/no". The Alaska Department of Environmental Conservation should have the opportunity to review the results of the screening to verify that their data has been interpreted correctly.

Questions

1) **How will the Environmental Setting Report, GIS screening data, and traffic analyses be made available for review by the Technical Advisory Committee?**
2) **How and when will the results of the Level 1 and Level 2 screening for the final alternatives be shared with the relevant resource agencies?**

Process and Engagement

ADOT should clarify the role of the PEL study in fulfilling its National Environmental Policy Act (NEPA) obligations and whether the agency is planning for project alternatives to be studied in an environmental impact statement (EIS) or environmental assessment (EA). It is important that the public, stakeholders, and consulted entities understand the process with which they are engaging in order to be able to do so effectively. Moreover, the decision about whether to complete an EA or EIS should be made in consultation with the entities described above.

SEALT Recommends:

Regardless of how ADOT plans to fulfill NEPA obligations, a no-build alternative must be considered. At a minimum, the Recommended Alternative Selection Criteria document should clearly outline why the no-build alternative is not being included in Level 1 and Level 2 screening. Additionally, the data supporting the PEL's draft purpose and need sections should be disclosed. Without understanding why alternate access and decreased traffic pressure on the existing bridge are needed, it is impossible to develop alternatives to address the purpose of improving connection between Juneau and Douglas Island. The public, stakeholders and consulted entities should be given an opportunity to engage with that data and help develop the needs statement.

Questions

1) **What is the role of the PEL study in fulfilling NEPA obligations?**
2) **What part of this PEL study replaces or substitutes for components of scoping?**
3) **Will there be a full EIS, or does this PEL study prevent the need for an EIS?**
4) **What data (traffic analyses) exist to support the concept that there is a "need" for decreasing traffic pressure on the existing bridge?**

Refuge Integrity

It is essential that the integrity of the Mendenhall Wetlands State Game Refuge be thoroughly considered and that impacts to the Refuge be fully disclosed to the public. The screening criteria, as currently drafted, only captures discrete, direct impacts to the natural resources (e.g., "wetlands directly affected: acreage impacted by construction").

Preconditions for construction within the Refuge

AS 16.20.034(i) permits the establishment of a transportation corridor only if it can be demonstrated that there is a significant public need for the corridor which cannot reasonably be met off-refuge. In accordance with this statute, the screening criteria must note that construction within the Refuge boundaries should be considered only after significant need has been established, and all other options are exhausted.

The Refuge is greater than the sum of its parts, in the following ways:

1) Building a crossing within the boundaries of the Refuge would likely effectively create two Refuges by fragmenting the habitat, viewshed, hydrodynamics, recreation opportunities, and other services and functions provided by the Refuge.
2) A second crossing through the Refuge would irreversibly change the ability of recreational and subsistence users to use the area.
    - For example, a second crossing within the boundaries of the Refuge is likely to lead to the prohibition of waterfowl hunting within the Refuge, due to regulations regarding hunting and firearm discharge within certain distances of roadways. Such a prohibition would eliminate access to the most accessible and heavily used waterfowl hunting area in Southeast Alaska.
    - Additionally, the location of a crossing alignment may affect or restrict access to the wetlands from established public access points used by local residents for hiking, walking, birding, fishing, and cultural activities.
3) The hydrodynamic connectivity of the Refuge is essential to its continued function as an estuary and wetland preserve. The wetlands of Gastineau Channel are supported by both freshwater inputs and tidal flows from both ends of the channel. The location and method of crossing construction will significantly impact on the area's continued functionality as a wetland.
    - SEALT is especially concerned with crossing alignments adjacent to our conservation properties. As previously discussed, many of these properties are mitigation sites, providing compensatory mitigation through the USACE's In-Lieu Fee Program. Most of them were identified in the 2008 Juneau International Airport Large Project Mitigation Plan as selected in-kind mitigation sites, and were conserved for the purpose of offsetting the impacts of the airport's expansion. A crossing through the Refuge could be designed to avoid construction on these specific conservation properties. However, if the hydrodynamics are not thoroughly understood and accounted for, these mitigation sites could be isolated from their sustaining freshwater and tidal inputs, resulting in their transition from wetland to upland. Any outcome that drains those wetland mitigation sites, or alters freshwater and tidal inputs to the wetland mitigation sites resulting in reduced function, would be in direct conflict with the aforementioned 2008 mitigation plan and the mitigation plans for SEALT's mitigation sites.
    - Likewise, a second crossing's impacts to the hydrodynamic connectivity of the entire Refuge and Mendenhall Wetlands complex must be thoroughly accounted for in order to prevent the drying-out of this globally significant estuarine resource.
4) The view across the Mendenhall Wetlands is iconic – after the glacier view, it is the second most important viewshed in the community and was identified as a scenic corridor/viewshed by CBJ's 2008 Comprehensive Plan. The integrity of this viewshed should be considered in addition to its rare, unique, and irreplaceable environmental values.

5) Establishing a crossing through the Refuge would alter the soundscape, impacting residential communities, wildlife, hunters, and recreational users of the Refuge.

Questions

1) **How will the integrity of the Refuge be considered by the screening criteria?**
2) **How will the hydrodynamics of the Mendenhall Wetlands complex and Gastineau Channel be analyzed in relation to each potential crossing location?**
3) **How is the PEL study accounting for the fact that AS 16.20.034(i) only allows for establishment of a transportation corridor within the Refuge if the need cannot be met off-refuge?**
4) **Will the Refuge boundary be added to all future maps showing the proposed alternatives?**

Conclusion

SEALT is sharing these comments and questions for the PEL Study Team with the Technical Advisory Committee. We request the responses and answers be shared with the Technical Advisory Committee before Level 1 screening begins and no later than February 1, 2023.

Response to Southeast Alaska Land Trust Comment Letter, dated December 20, 2022

Thank you for your comments and to everyone at the Southeast Alaska Land Trust who contributed. We appreciate your continued participation in this PEL study and on the Advisory Committees. Please see the responses to your questions, organized by the five categories you provided. We would be happy to meet with you to discuss any of these further.

Consultation with Resource Agencies:

1) **At what point in the PEL study will you be engaging in direct consultation with relevant agencies?**

We are not engaging in any formal consultation during this planning study. The study team has solicited input at all stages with the various agencies mentioned. Some agencies have elected to participate in the Technical Advisory Committee (such as NOAA, USFWS, ADF&G, ADEC, DNR, and USFS), while others have preferred to share feedback and input via email and phone conversations. We are also offering one-on-one meetings with agencies and stakeholders, in response to your recommendation. Direct consultation will come later should any alternatives advance forward for further consideration and NEPA analysis.

2) **How and when will you be soliciting supportive/opposing comments for review in Level 2 screening?**

The complete list of screening criteria (Level 1 and 2) has been available for review during this current review period. The study team welcomes comments at all phases of the study. The earlier comments are received, the easier they are to incorporate into the study.

Consultation with Tribes:

1) **At what point in the PEL study will you be engaging in direct consultation with local Tribal governments?**

The study team invited the Central Council of Tlingit and Haida Indian Tribes of Alaska, Douglas Indian Association, Sealaska, and Goldbelt, Inc. to participate in the Technical or Stakeholder Advisory Committee. Central Council of Tlingit and Haida Indian Tribes of Alaska and Douglas Indian Association have designated participants on the Stakeholder Advisory Committee. Sealaska and Goldbelt, Inc., while not tribal governments, have also designated participants on the Stakeholder Advisory Committee. The Central Council of Tlingit and Haida Indian Tribes of Alaska have been

active participants attending most meetings. We are also offering one-on-one meetings with tribal representatives.

Data Transparency:

1) **How will the Environmental Setting Report, GIS screening data, and traffic analyses be made available for review by the Technical Advisory Committee?**

The Environmental Setting Report was posted to the website in December 2022, shortly following your comment letter. The traffic analyses are part of the Origin-Destination Study currently under review and will be made available on the website.

2) **How and when will the results of the Level 1 and Level 2 screening for the final alternatives be shared with the relevant resource agencies?**

The study team is planning a joint Technical and Stakeholder Advisory Committees meeting in late February 2023. At this meeting, the study team will share the initial results of the Level 1 screening and solicit feedback. The results of Level 2 screening will be shared with the Advisory Committees in late March 2023 to receive feedback and with the public in mid-April 2023. For additional information on the PEL process, please review the PEL Guidebook at pel_guidebook.pdf (alaska.gov)

Process and Engagement:

1) **What is the role of the PEL study in fulfilling NEPA obligations?**

A Planning and Environmental Linkages Study is a process that may streamline overall project delivery process by allowing DOT&PF to engage with the public, develop a purpose and need statement, and perform preliminary screening of alternatives during the planning process. The work completed during the PEL study may be carried forward in a future NEPA process. It is not a substitute for the NEPA process. The PEL process reduces duplication and refines the level of effort in the NEPA process.

The alternatives in this study will use a No Build Alternative as a baseline comparison. A No Build Alternative will be carried forward into NEPA regardless of any other alternative recommendations that result from this study.

2) **What part of this PEL study replaces or substitutes for components of scoping?**

Scoping for a specific project will not be replaced by this study.

3) **Will there be a full EIS, or does this PEL study prevent the need for an EIS?**

The PEL study is a pre-NEPA planning study that does not replace the NEPA process for a potential future project. Work completed during the PEL study can be carried forward into the chosen alternatives' NEPA process to better ascertain what level of documentation would be necessary for completing the environmental analyses.

4) What data (traffic analyses) exist to support the concept that there is a "need" for decreasing traffic pressure on the existing bridge?

An Origin Destination Study is being completed as part of this study. It will be shared on the study website.

Existing conditions and data were used to develop the purpose and need statement that will be included in the final PEL study, including the section on traffic pressure on the existing bridge:

> ***Traffic Pressure on Douglas Island Bridge and its Intersections***
>
> The functional classification of the Douglas Island Bridge is minor arterial. The downtown end of the bridge is controlled by a signalized intersection, and the Douglas side of the bridge is controlled by a roundabout. The bridge is located in a transitioning area, and the posted speed limit is 30 mph. A volume to capacity analysis (Appendix A, *Volume to Capacity Analysis of Existing Juneau-Douglas Bridge*) conducted by Kinney Engineers for this PEL study considers the segment capacity of the bridge, as well as operations at the intersections on either end of the bridge (the roundabout on Douglas Highway and the signalized intersection of Egan Drive with 10th Street), as these intersections may limit capacity. The volume to capacity study found that the Douglas Island Bridge operates near capacity, or Level of Service D (LOS D), during peak hours under existing conditions. LOS C is typically considered to be acceptable operations at the design year. Assuming a conservative 0.25 percent growth rate, the bridge will operate above capacity by 2050, likely resulting in standing queues and significant delays. Even without growth, the bridge was identified as an impediment to population growth and housing opportunities in the 2013 Comprehensive Plan, because future developments in North Douglas, West Juneau, or downtown Douglas will require improvements to the 10th Street and Egan Drive intersection and may require additional traffic capacity on the Douglas Island Bridge. The Comprehensive Plan states these two congestion points limit additional residential development on Douglas Island and impede the CBJ's progress in promoting and facilitating the construction of affordable housing.
>
> Operational analysis indicates the signalized intersection at Egan Drive and 10th Street operates at LOS D during peak hours under existing conditions. The analysis indicates the intersection is operating near capacity with some turning movements at/over capacity. In the 2050 design year, overall operations at the intersection are expected to deteriorate to LOS E during the morning peak but remain at LOS D during the evening peak.
>
> The following movements will experience LOS E:

- Vehicles traveling from Mendenhall Valley and continuing on Egan Drive (queues will exceed 600 feet)
- Vehicles heading from Douglas Island and turning onto Egan Drive towards the Mendenhall Valley (queues will exceed 500 feet)
- Vehicles heading from Douglas Island and continuing onto 10th Street (queues will exceed 500 feet)
- Vehicles heading from downtown via Egan Drive and turning left towards Douglas Island

Operational analysis indicates the roundabout at Douglas Highway with Douglas Island Bridge operates acceptably (LOS D or better) during the evening peak under existing conditions and in the 2050 design year. Under existing conditions during the morning peak, significant delay (LOS F with queues over 500 feet) is experienced by vehicles entering the roundabout from West Juneau/Douglas and continuing onto North Douglas Highway or turning right onto the bridge (towards downtown). The through and right turn lanes are shared resulting in a high volume of vehicles wishing to turn right to cross the bridge (more than double the volume of any other movement entering the roundabout), causing some congestion. Additionally, vehicles entering the roundabout from North Douglas Highway and continuing onto the Douglas Island Bridge have right-of-way in the roundabout over the vehicles entering from West Juneau/Douglas, exacerbating the congestion. By 2050 this delay is expected to cause the roundabout to operate at LOS F, and queues are expected to extend nearly 1,000 feet.

Refuge Integrity:

1) How will the integrity of the Refuge be considered by the screening criteria?

The screening criteria include Section 4(f)/6(f) resources, protected lands directly affected, wetland impacts, impacts to habitat, and hydrologic connectivity.

2) How will the hydrodynamics of the Mendenhall Wetlands complex and Gastineau Channel be analyzed in relation to each potential crossing location?

It is not known yet how data collection would be conducted, but potentially hydrologists could come up with a hydraulic risk assessment metric for each of the locations; factoring things like flooding/storm surge, ice and debris, sea level rise (however Juneau has sea level fall), climate change, scour potential, and navigability.

3) How is the PEL study accounting for the fact that AS 16.20.034(i) only allows for establishment of a transportation corridor within the Refuge if the need cannot be met off-refuge?

We are evaluating proposed alternatives against the purpose and need. If we identify multiple viable alternatives, then AS 16.20.034(i) would be a consideration in the proposed alternative. Any alternative within the refuge would be developed in consultation with ADF&G.

4) **Will the Refuge boundary be added to all future maps showing the proposed alternatives?**

Yes, this request has been made by many advisory committee members and public.

Thank you again for your comments. Your feedback is helpful, and we have made some changes in the preliminary alternatives and screening criteria in response to comments received from you and others. Our formal comment period has been extended to February 3, 2023, because we modified the Sunny Point alternative. This modification may allow us to avoid the SEALT conservation properties and mitigation sites when evaluating this preliminary alternative. We look forward to your continued involvement and feedback.

SUNNY POINT NEIGHBORHOOD ASSOCIATION

PEL Study and Public Involvement Update

June 29, 2023

The environmental review, consultation, 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 April 13, 2023, and executed by FHWA and DOT&PF.

1

PROJECT TEAM

Marie Heidemann Project Manager/Planner	**Katie Koester** Director of Engineering & Public Works	**Steve Noble, PE** Project Manager
Christy Gentemann Environmental Analyst	**Irene Gallion** Senior Planner	**Renee Whitesell, PTP** PEL Study Lead
Greg Lockwood Design Group Chief		**Nina Keller** Assistant Project Manager

2



3

SCHEDULE

SPRING 2022	SUMMER / FALL 2022	WINTER / SPRING 2022 / 2023	SUMMER / FALL 2023
Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes	**Evaluation Criteria, Develop & Screen Alternatives**	**Evaluate, Refine, & Select Alternatives**	**Finalize Documentation**
Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes	Identify Crossing Alternatives and Develop Screening Criteria	Screening, Recommended Alternatives, Draft PEL Study	Public Comment Period *(30 days)* and Finalize PEL Study

- Advisory Committees Meeting #1
- Public Meeting #1
- Advisory Committees Workshop
- Pop-Up Listening Sessions
- Advisory Committees Meeting #2
- Public Meeting #2
- Advisory Committees Meeting #3
- Advisory Committees Meeting #4
- Public Meeting #3

4

ALTERNATIVE DEVELOPMENT & SCREENING PROCESS

1. Develop the Purpose and Need Statement based on the existing conditions and public and advisory committee input.
2. Compile alternatives* based on previous studies and input from the advisory committees and the public
3. Pre-screening
4. Apply Level 1 Screening
5. Refine and conduct preliminary engineering
6. Apply Level 2 Screening
7. Further refine the recommended alternatives

*a "no build" alternative is carried forward through the screening process

5

PURPOSE & NEED STATEMENT

PURPOSE

The ***purpose*** of the Juneau Douglas North Crossing PEL Study is to identify ways to improve the connection between Douglas Island and Juneau.

The secondary purposes are to identify ways to improve transportation for non-motorized users and reduce transportation related energy consumption.

NEED

*An improved connection to Douglas Island should address the following **needs**:*

- **Alternate access and transportation infrastructure resiliency**
- **Decrease traffic pressure on Douglas Island Bridge and its intersections**

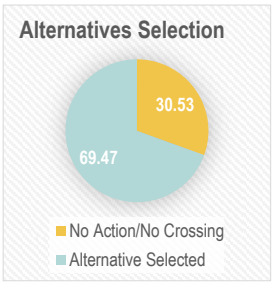
*The identified alternative(s) should also strive to meet these **additional goals**:*

- Improve connection to North and West Douglas Island by creating additional traffic capacity to support the future development of affordable housing and economic development opportunities.
- Enhance and protect public health and safety and safety of travelers and the communities that transportation facilities traverse and serve.
- Transportation improvements should avoid, minimize, and mitigate impacts to the environment and to residential areas.
- Transportation improvements should maintain the visual, cultural, and scenic identity of Juneau and Douglas Island.

6

SURVEY RESULTS & SUMMARY

- Survey asked six questions, providing space for additional comments
- Received 1,012 responses to the online survey
- Received 141 emails, phone calls, and in person comments during the comment period
- Nearly half of respondents shared where they live, most who answered live in the City and Borough of Juneau
- More than two thirds supported a north crossing at some location
- More likely to support a north crossing that:
  - Creates alternative access
  - Reduces travel time and congestion
  - Improves emergency response time
  - Improves access to recreation opportunities
  - Minimizes environmental impacts
  - Minimizes disruptions to existing neighborhoods and residents
  - Reduces increased or generated traffic on Douglas Island
  - Provides reasonable construction and maintenance costs



JUNEAU DOUGLAS
North Crossing PEL Study

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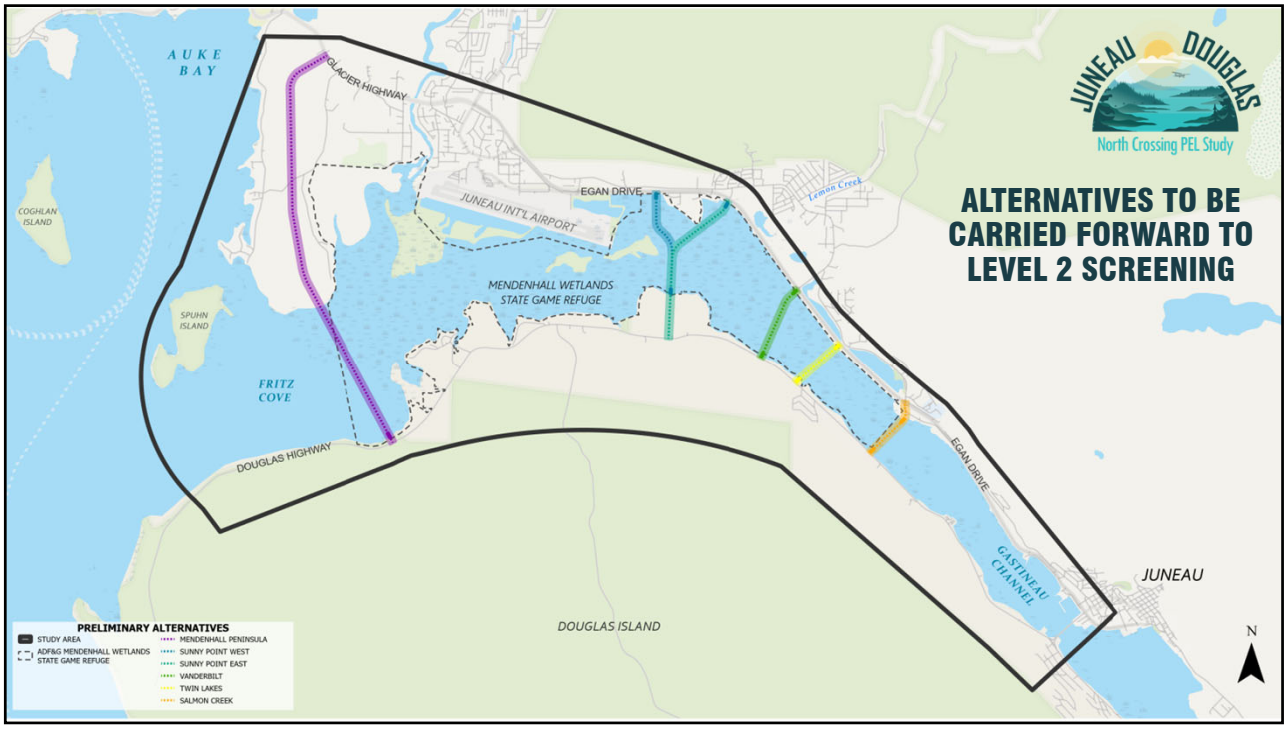

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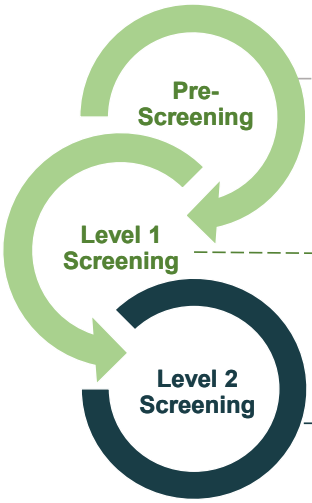
ORIGIN-DESTINATION STUDY

PROPORTION OF EXISTING TRAFFIC VOLUMES FORECASTED TO SHIFT TO EACH ALTERNATIVE

Alternative	Mendenhall	West Sunny Point Area	Sunny Point Area	Vanderbilt	Twin Lakes	Salmon Creek
Traffic Using Alternative	5-15%	20-30%			40%	
Traffic Using Existing Bridge	85-95%	70-80%			60%	

9

ALTERNATIVE SCREENING OVERVIEW – LEVEL 2



- Elimination of alternatives that are not feasible based on professional judgement and available data
- Assessing alternatives based on location and buildability
- Merge similar alternatives as variants

RESULT: Preliminary alternatives

- Elimination of alternatives that do not meet P&N
- Elimination of alternatives that do not meet specific regulatory requirements
- Early engineering and environmental evaluation to identify alternatives that are technically feasible, practical, implementable, and reasonable

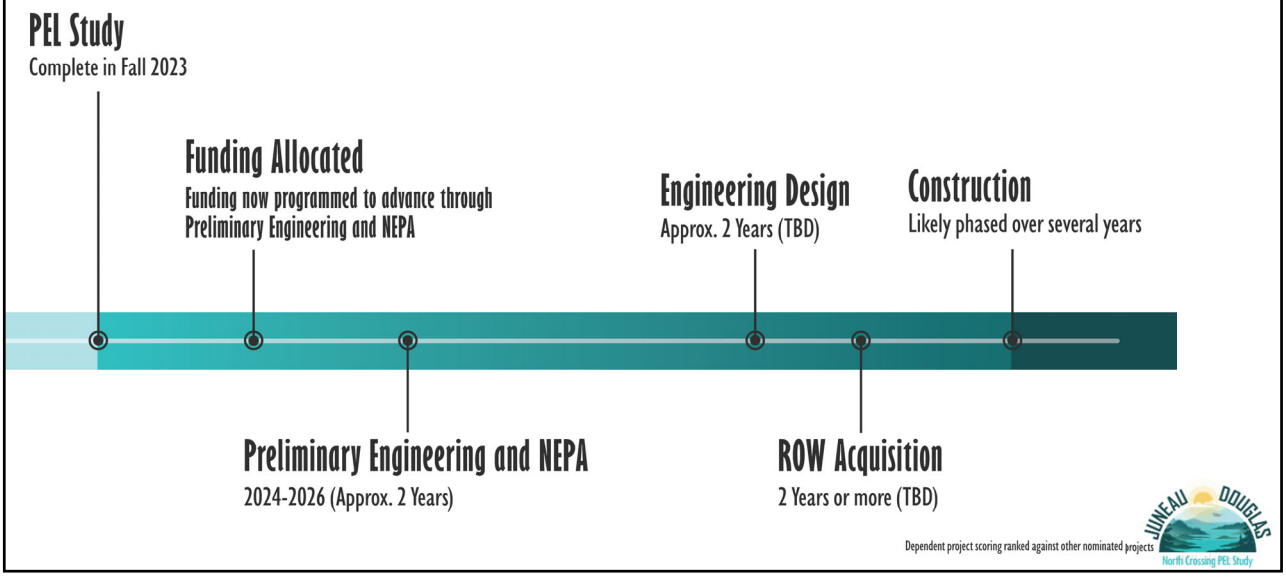
RESULT: Detailed alternatives

- Screening remaining alternatives using a broad range of qualitative and quantitative criteria
- Compare and rank the detailed alternatives

RESULT: Recommended alternative(s) and project(s)

10

AFTER THE PEL STUDY WRAPS UP



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PROJECT CONTACTS:

Marie Heidemann, DOT&PF Project Manager
(907) 465-4477

Nina Keller, DOWL Assistant Project Manager
(907) 562-2000

Email:
JDNorthCrossing@dowl.com

Website:
www.JDNorthCrossing.com

JUNEAU DOUGLAS
North Crossing PEL Study

THANK YOU

12

Sunny Point Neighborhood Association Meeting Summary

Thursday, June 29, 2023, 1:00-3:00 p.m.

Study Team Attendees

Marie Heidemann, Project Manager	Department of Transportation and Public Facilities (DOT&PF), Planning
Nina Keller, Assistant Project Manager	DOWL
Frank Rue, President	Sunny Point Neighborhood Association (SPNA)

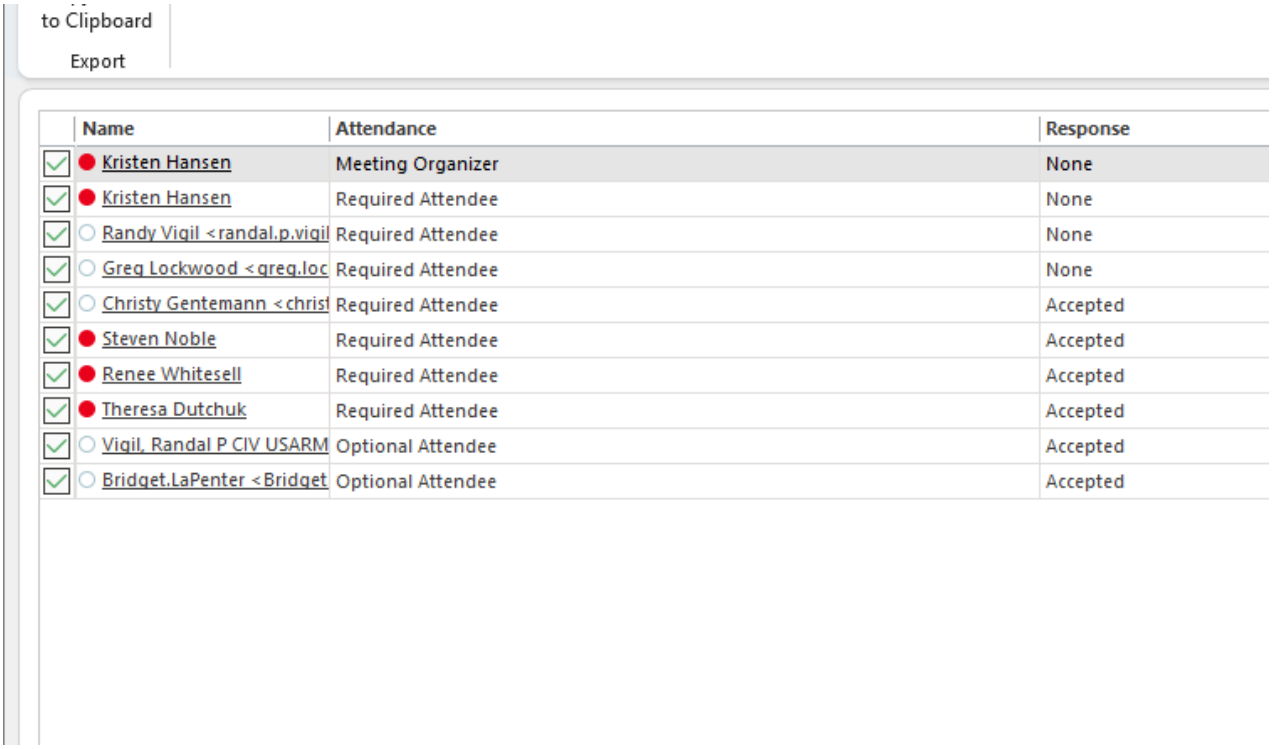
Summary

DOT&PF Project Manager Marie Heidemann and DOWL Assistant Project Manager Nina Keller met with members of the Sunny Point Neighborhood Association (SPNA) on Thursday, June 29, 2023, at SPNA President Frank Rue's home. They shared an overview of the PEL study and process, status, public involvement summary, alternatives to be carried forward to Level 2 Screening, origin-destination study, received comments, and answered questions.

Following the meeting at Frank Rue's home, the project team members went to Jim and Jackie Triplett's home to see the viewshed from their deck.

Juneau Douglas North Crossing PEL

Informal meeting with United States Army Corps of Engineers to discuss the Salmon Creek Dam.



Name	Attendance	Response
Kristen Hansen	Meeting Organizer	None
Kristen Hansen	Required Attendee	None
Randy Vigil <randal.p.vigil	Required Attendee	None
Greg Lockwood <greg.loc	Required Attendee	None
Christy Gentemann <christ	Required Attendee	Accepted
Steven Noble	Required Attendee	Accepted
Renee Whitesell	Required Attendee	Accepted
Theresa Dutchuk	Required Attendee	Accepted
Vigil, Randal P CIV USARM	Optional Attendee	Accepted
Bridget.LaPenter <Bridget	Optional Attendee	Accepted

United States Fish & Wildlife Service (USFWS)
Meeting Summary

Tuesday, February 3, 2023, 3:30 p.m. – 3:00 p.m.

Attendees

Marie Heidemann, Project Manager	Department of Transportation and Public Facilities (DOT&PF), Planning
Christy Gentemann	Department of Transportation and Public Facilities (DOT&PF), Environmental
Nina Keller, Assistant Project Manager	DOWL
Sean Holland	DOWL
Sarah Markegard	United States Fish and Wildlife Service (USFWS)

Summary

Meeting agenda:

- Introductions, Opening Comments
- Preliminary Alternatives
- Screening Criteria
- Resources under USFWS jurisdiction
- Discussion

Prior to the meeting we shared the updated *Preliminary Alternatives* and the draft *Recommended Alternative Selection Criteria Memo*.

The meeting began with introductions and was opened by asking if Sarah Markegard, USFWS, was familiar with the project to determine how much background information to share. Marie Heidemann, DOT&PF, reviewed the schedule and the preliminary alternatives. Nina Keller, DOWL, talked about the purpose and need statement, the screening criteria, and the screening process.

Sarah mentioned that she had looked over the materials provided prior to the meeting and that she would submit comments following the meeting. She expressed appreciation for being involved in a process looking at

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potential alternatives prior to the National Environmental Policy Act (NEPA) process. She noted USFWS would be coordinating with the Southeast Alaska Land Trust (SEALT) as their goals are closely aligned.

Sarah mentioned that the study team evaluated resources of interest for the USFWS, such as migratory birds and Bald and Golden Eagles. These being the highest priority under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act, authorities USFWS works under. There may be impacts to those species from some of these preliminary alternatives. Short-tailed Albatross and Northern Sea Otters were mentioned in the Environmental Setting report for the PEL study. The short-tailed Albatross will not likely be of concern in this area. USFWS provides technical assistance for Northern Sea Otters and suggested additional coordination with National Oceanic and Atmospheric Administration (NOAA) Fisheries.

She mentioned that USFWS currently does not have a proposed rule in place for how to regulate incidental take of migratory birds. In the next few months, they expect a proposed rule that should provide more clarity regarding migratory bird impacts.

Referring to the USFWS comments, Sarah mentioned the importance of being cognizant of eagle nests in the area. The existing database is outdated, and USFWS recommends conducting surveys in areas with the possibility of impacts to eagles or eagle nests to get the required permits.

In general, USFWS would prefer the north crossing to avoid impacts to birds and other species. They work under the Migratory Bird Treaty Act and, while they do not have regulatory authority under the Fish and Wildlife Coordination Act, are concerned about potential impacts to waterways and subsequent impacts to amphibians and mammals. USFWS would provide recommendations when it comes to amphibians, fish, and mammals that could be impacted. One example for the study area would be western toads.

Regarding data, USFWS typically uses external spatial data and will not be able to provide the study team with additional information. For example, for amphibians they use the wildlife portal from the Alaska Center for Conservation Science. They use these databases for species occurrence data, including mammals and birds. For information on essential fish habitat and anadromous waters, they rely on sources from the State of Alaska. She mentioned that the United States Forest Service (USFS) may have resources regarding fish and amphibians.

USFWS planned to review important bird area boundaries. In the study area, that would be in line with the boundary of the Mendenhall Wetlands State Game Refuge (Refuge).

The USFWS comments included some birds of conservation concern. The list can also be found on the USFWS Information for Planning and Consultation (IPaC) website. This site has information on birds of conservation concern, not regulated under the Endangered Species Act, but that may be at risk.

Nina asked whether the USFWS has recently conducted any surveys in the study area. Sarah suggested that eBird would probably be the best resource for recent information.

Sarah asked if the study team was aware of construction projects in Juneau as sometimes eagle nest surveys are required and should be updated in the eagle nest database. She also shared USFWS guidance for conducting surveys. She was not aware of any other specific surveys occurring in the Juneau area regarding other species. State agencies would probably have more information.

Sean Holland, DOWL, mentioned clearing timeframes regarding the clearing potential nesting habitat during certain times the year. He asked for additional information on USFWS priorities in addition to concerns about impacts to migratory birds, such as permanent impacts to potential nesting areas. He mentioned that many alternatives cross the refuge and would likely include a causeway or a structure creating a shadow. He asked about USFWS concerns regarding these potential impacts.

Sarah responded USFWS concerns include temporary impacts from construction activities, such as clearing of habitat, in addition to permanent impacts, such as lighting. One of the main concerns would be impacts to wetland habitat and shore birds, however, the types of impact and habitats affected would depend on the crossing locations. Sarah also mentioned changes to the proposed ruling. Depending on impacts, they are recommending best management practices or would issue permits for impacts like eagle nest take that could occur with tree removal. As this would be covered during the NEPA process, comments did not include detailed best management practices or conservation measures. USFWS will provide additional comments as additional project details emerge.

Sarah requested additional details on the next steps after the Level 1 and Level 2 screenings, how the results of the screenings will be communicated, and later used during the NEPA process. Marie answered that PEL studies are relatively new to the state. There have been a handful of PEL studies completed, but a smaller number that moved into a project. Usually, the purpose and need statement from the PEL process moves into the NEPA process, and alternatives that do not meet the transportation purpose and need or have some other fatal flaw can be screened out. In that case those alternatives that are screeded out during the PEL process will not be revisited when during the NEPA process. A no build alternative will be carried through the PEL study and would also be carried through any future NEPA process.

Christy confirmed that we would be able to bring that purpose and need statement over and added that during the PEL study the concept of the alternatives is vetted to ensure we do not have a fatal flaw before moving forward into the NEPA process. She also clarified that there would be additional public comment periods and agency scoping conducted.

Marie mentioned that we are currently setting the stage for a future project with a lot of the data we collected. Some of that effort might end up being even more exhaustive during the NEPA process but we are able to provide a lot of initial information to the projects that is not usually available at the start of a project.

Sarah asked whether the project team knows when the PEL study will be wrapped up and when a NEPA process might start.

Marie answered that the schedule was recently updated to accommodate for the extension of the public comment period and plan on completing the PEL study by fall. A draft bill is planned to be out this summer for review and comment. A future project start is uncertain, but there is $7M congressionally designated spending funding that was provided by Murkowski's office and approved through the Omnibus bill. DOT&PF is still looking into the details and requirements regarding that funding.

Before the meeting was concluded, Nina confirmed that Sarah was on the Technical Advisory Committee list, along with her colleagues, Carol and Nicole.

Sarah said that Nicole is the USFWS's regional conservation planning coordinator and that it would be good to keep her in the loop. She might not attend many meetings, but most of our comments go through her at the regional level.

Sarah asked whether the upcoming meetings will be in-person meetings in Juneau or if there would be a virtual option. Marie said the upcoming combined advisory committees meeting in March will be virtual.

The meeting concluded. No follow-up tasks were assigned.

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United States Forest Service Meeting Summary

Tuesday, February 24, 2023, 3:30 – 3:00 p.m.

Attendees

Marie Heidemann, Project Manager	Department of Transportation and Public Facilities, Planning
Nina Keller, Assistant Project Manager	DOWL
Tristan Fluharty	United States Forest Service, District Ranger

Summary

Meeting agenda:

- Introductions, Opening Comments
- Preliminary Alternatives (see attached)
- Screening Criteria (see attached)
- Resources under US Forest Service (USFS) jurisdiction
- Discussion

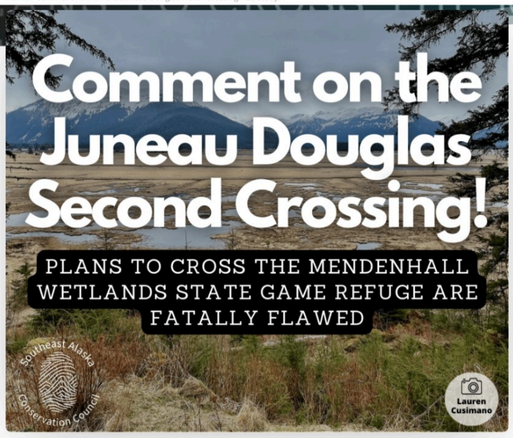
Prior to the meeting, the study team shared the updated *Preliminary Alternatives* and the draft *Recommended Alternative Selection Criteria Memo.*

The meeting began with introductions and was opened by asking if Tristan Fluharty, United States Forest Service (USFS), was familiar with the study to determine how much background information to share. Marie Heidemann, Department of Transportation and Public Facilities (DOT&PF), reviewed the schedule and the preliminary alternatives. Nina Keller, DOWL, talked about the purpose and need statement, the screening criteria, and the screening process.

Tristan mentioned that he had taken over for Rob Morgenthaler, who recently retired and had been more involved with the project. None of the preliminary alternatives are located on USFS land, and he was not aware of additional information to share with the project team at this time. He had no questions but would continue to be involved in the study.

11. Media Coverage

Comment now on the Juneau Douglas North Crossing PEL Study!



Written by Aaron Brakel

Blog | Featured

0 Comments(s)

January 24, 2023

As you're most likely aware, the comment period is currently open for the Juneau Douglas North Crossing — also known as the Second Crossing — PEL (Planning and Environmental Linkages) Study. The comment and open survey period has been extended to Friday, Feb. 3.

We're here to tell you folks that alternatives that cross the Mendenhall Wetlands State Game Refuge are fatally flawed and should not be advanced in the PEL study process or in an Environmental Impact Statement.

Here's why:

- This project is uniquely susceptible to fatally flawed alternatives because of the tremendous wildlife, habitat, ecosystem services, recreational, and viewshed values of Taashuyee, the Mendenhall Wetlands. **Again, alternatives which cross the Mendenhall Wetlands State Game Refuge are fatally flawed and should not be advanced in the PEL process or in an Environmental Impact Statement.** (Watch: The history of the refuge.)
- The purpose and need of the study should be clarified to avoid impacting the Mendenhall Wetlands State Game Refuge and the Salmon Creek, Lemon Creek, Mendenhall River, and Fish Creek estuaries. For more information on the ecosystem services provided by Southeast Alaska estuaries, check out the SeaBank 2022 Annual Report on Page 20 — Highest Valued Ecosystems: SeaBank Estuaries.
- There is not a demographic demand or need for this project. **Juneau is not growing** and is projected by the Alaska State Demographer to shrink by over 10% through 2050. This places a particularly high burden of proof for a need for this project and is critical in weighing the relative importance of alternatives that cross the Mendenhall Wetlands. This project will likely increase community sprawl and create a services cost burden for all community members.
- Alternatives that reduce the short-duration traffic pressure on the existing Douglas Bridge and intersections should be evaluated, including non-crossing opportunities such as improved public transportation and area-wide housing density improvements.
- The expenditure of large amounts of federal tax dollars in a community that is not growing for a project which would expand the community footprint is, at best, questionable.

Right now, folks are encouraged to send your thoughts directly to jdnorthcrossing@dowl.com through the SEACC comment portal and when you are done there, please add more to the project survey.

Be sure to make your voices heard and let DOWL know that there are better ideas than crossing the Mendenhall Wetlands State Game Refuge.

As you're filling out the survey or using the SEACC comment portal, ask yourself, what kind of community do we want to pass on to future generations? A thoughtful community that works to minimize its impact on critical natural areas, or one that goes pedal to the metal chasing illusive growth?

Gunalchéesh!

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Douglas Island second crossing faces opposition to proposed routes through Mendenhall Wetlands

February 1, 2023 by Anna Canny, KTOO

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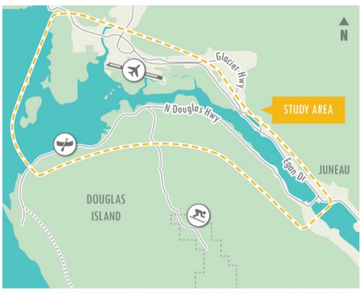
A female black bear eats as her two cubs play nearby on June 19, 2021, at the Mendenhall Wetlands State Game Refuge in Juneau, Alaska. (Photo by Rashah McChesney/KTOO)

Juneau's Mendenhall Wetlands make up the third largest tidal salt marsh area in Southeast Alaska. The wetlands are considered key habitat for hundreds of species of shorebirds and migratory waterfowl, and an essential spawning ground for salmon and other fish.

"It's an extraordinarily important piece of habitat that we often take for granted," said Matt Robus, a longtime Juneau resident and retired director of wildlife conservation for the Alaska Department of Fish and Game. "Because it's right in the middle of our town."

Now, scientists and local conservation groups are raising concerns about possible threats to the wetlands from the long-discussed second crossing to Douglas Island. A study for the project outlined eight possible locations for the crossing, and half of them pass through the Mendenhall Wetlands State Game Refuge.



A map of the project area for the possible second crossing between Juneau and Douglas Island. (Image courtesy of Alaska Department of Transportation and Public Facilities and DOWL)

The second crossing has garnered widespread community support, but Robus says he's been unhappy with route planning so far.

"There has not been, in this first stage of the process, a lot of display or consideration of these biological values," he said.

Robus belongs to a new Mendenhall Wetlands study group, made up of about 20 local scientists and naturalists. The group aims to protect the wetlands, which have already lost around 40% of their original expanse, from further development.

"There's already pressure on this habitat, and there aren't other habitats around like it to replace it," Robus said. "Our concern is that it really shouldn't be subjected to another significant negative impact. And these crossings have at least the potential to do that."

Some of the possible crossing locations could reverse mitigation efforts tied to existing development around the wetlands. The Southeast Alaska Land Trust owns more than a dozen parcels of wetlands that were conserved to offset the airport expansion. Two of the proposed alternatives either border those parcels or cut through them.

Krista Garret, the land trust's conservation director, says they're not opposed to the idea of a second crossing, but they believe it's possible to build a route that won't disturb the wetlands.

"As the study moves forward, we encourage a focus on alternatives that are outside of the refuge boundaries," she said.

The existing alternatives provide three options further out in Gastineau Channel, closer to the existing Douglas Bridge. Those routes would avoid the refuge.

An infusion of federal money and an omnibus spending package approved earlier this month will fund further studies on the possible environmental impacts, as well some of the project's preliminary engineering.

From there, the preliminary study will continue to narrow down alternatives, with a final recommendation sometime next year. If the city decides to proceed with crossing, those recommended routes would go through a more robust environmental review under the National Environmental Policy Act.

The public comment period for the preliminary crossing alternatives ends Feb. 3. Comments can be submitted online.

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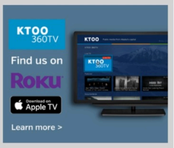



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A view of Gastineau Channel, where a second crossing between Juneau and Douglas north of the current bridge is in the evaluation stage. (City and Borough of Juneau photo)

Second Juneau-Douglas crossing to cost about $400M, be completed by 2030, in revised state transportation plan

Update also envisions Cascade ferry terminal by '25, safety fixes at Fred Meyer intersection by '26.

By Mark Sabbatini
Monday, March 4, 2024 8:18pm
NEWS | ALASKA MARINE HIGHWAY | STATE GOVERNMENT | TRANSPORTATION

A second Juneau-Douglas crossing is now expected to cost about $400 million — far more than earlier projections — and be completed by 2030, according to a "planning estimate" in the revised Statewide Transportation Improvement Plan (STIP) resubmitted to the federal government on Friday after the previous proposed plan was rejected.

The plan for the fiscal years 2024-2027 also states construction of a new ferry terminal at Cascade Point is expected to be complete by the end of 2025 and safety improvements — including traffic signals — at the so-called "Fred Meyer intersection" will be complete by 2026.

However, there are limiting and unknown factors to some of those and other listed projects. A preferred location for the second crossing has still not been determined, for example, with different options expected to have considerably different costs. Also, a state transportation official said Monday a "trimmed-down" version of Cascade terminal able to handle limited vessels is projected by next year, with the full facility being built in future years.

The federal government has until March 31 to approve the revised STIP that contains more than $5 billion in statewide projects during the four-year period, after stating the previous plan contained numerous eligibility failures needed correcting. Alaska is the only state whose STIP was rejected, which has triggered widespread concern among state officials and lawmakers about whether the summer construction season will be able to proceed when funding for the current 2020-23 STIP lapses at the end of the month.

The revised 2024-27 STIP and supporting documents, totaling 2,850 pages, attempt to remedy deficiencies cited by the federal government such as not identifying all funding sources, and failing to clearly document how the state collected public input and consulted with tribes on projects.

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However, even the unapproved plan reveals intentions, schedules and estimated costs of local projects that in some cases are markedly different than when the first draft of the 2024 - 27 STIP was released last July.

That draft, for instance, contained a $250 million allocation for the second Juneau-Douglas crossing in 2030, presumably as a working number since the project that's been discussed for decades still has multiple proposed crossing locations being evaluated. The $400 million estimated cost in the newly revised STIP is similarly vague.

Both estimates do not include $23.5 million in federal funds for design work previously in the 2024 -27 STIP.

The cost of the crossing was estimated at $90 million in a City and Borough of Juneau capital improvement projects study published in 2020.

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Added to the STIP since last July is about $8.5 million for safety improvements at the intersection of Egan and Yandukin drives, which local officials have called one of the most dangerous in Juneau. The funds would install traffic signals on Egan Drive and a pedestrian crossing across the thoroughfare by 2026, based on recommendations in a state Department of Transportation and Public Facilities study published in 2021.

As of last summer the only upgrades planned were lowering the speed limit through the corridor to 45 mph, from the current 55 mph, between Nov. 1 and Jan. 31, and altering the positioning of the left-turn lanes in both directions on Egan Drive in an attempt to improve drivers' line of sight and reduce the travel distance necessary to clear opposing traffic.

The Cascade Point ferry terminal emerged as a surprising trouble point in the rejected STIP, since the project had been included in the 2020-23 STIP with an expected construction timeline after 2023. The revised state plan now shows the state making lease payments of $5 million in both fiscal 2026 and 2027 for the site owned by Goldbelt Inc., which in the interim would have a terminal able to accommodate smaller state ferries such as the Hubbard dayboat by next year.

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"That would be like a trimmed-down first phase of the facility that would be out quicker," Sam Dapcevich, a state DOT spokesperson, said Monday.

The total cost of the terminal, previously estimated at $30 million, is estimated at $76.6 million in the revised STIP. Located at 42 Mile Glacier Highway, it would significantly alter logistics for people trying to get to or from Juneau to catch ferries docking at the terminal.

Hundreds of millions of dollars in other state ferry projects are part of the state plan, including replacing at least two existing ferries, adding a new low/no-emission vessel, and a range of upgrades to ships and infrastructure. A new $15 million terminal scheduled in Pelican for 2027, for instance, would allow all of the vessels in the AMHS fleet to dock in that community.

Also included in the updated STIP is more than $15 million for downtown and Thane street reconstruction including "structural section improvements, pavement, drainage repairs, sidewalk improvements and ADA improvements."

• Contact Mark Sabbatini at mark.sabbatini@juneauempire.com or (907) 957-2306.

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Cooling of housing market results in lower increase, CBJ's finance director says.

Alaska domestic violence and sexual assault victims services face $4M funding gap
As major source of federal funding dwindles, state programs seek state money to continue care.



Cascade Point ferry terminal may be ready by '25, but AMH board members skeptical about its usefulness
"The compelling reason for this is still escaping me," one member says during project update Tuesday



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Juneau voters opt for Trump over Haley by 309-57 vote.

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