

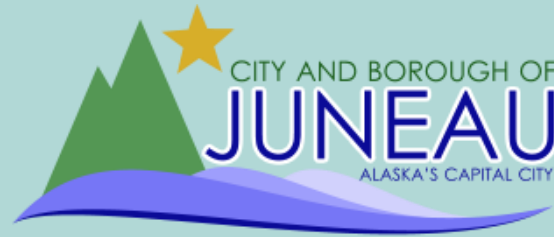
# JUNEAU INTERNATIONAL AIRPORT BOARD

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.

# 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





# PLANNING AND ENVIRONMENTAL LINKAGES (PEL) PROCESS

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

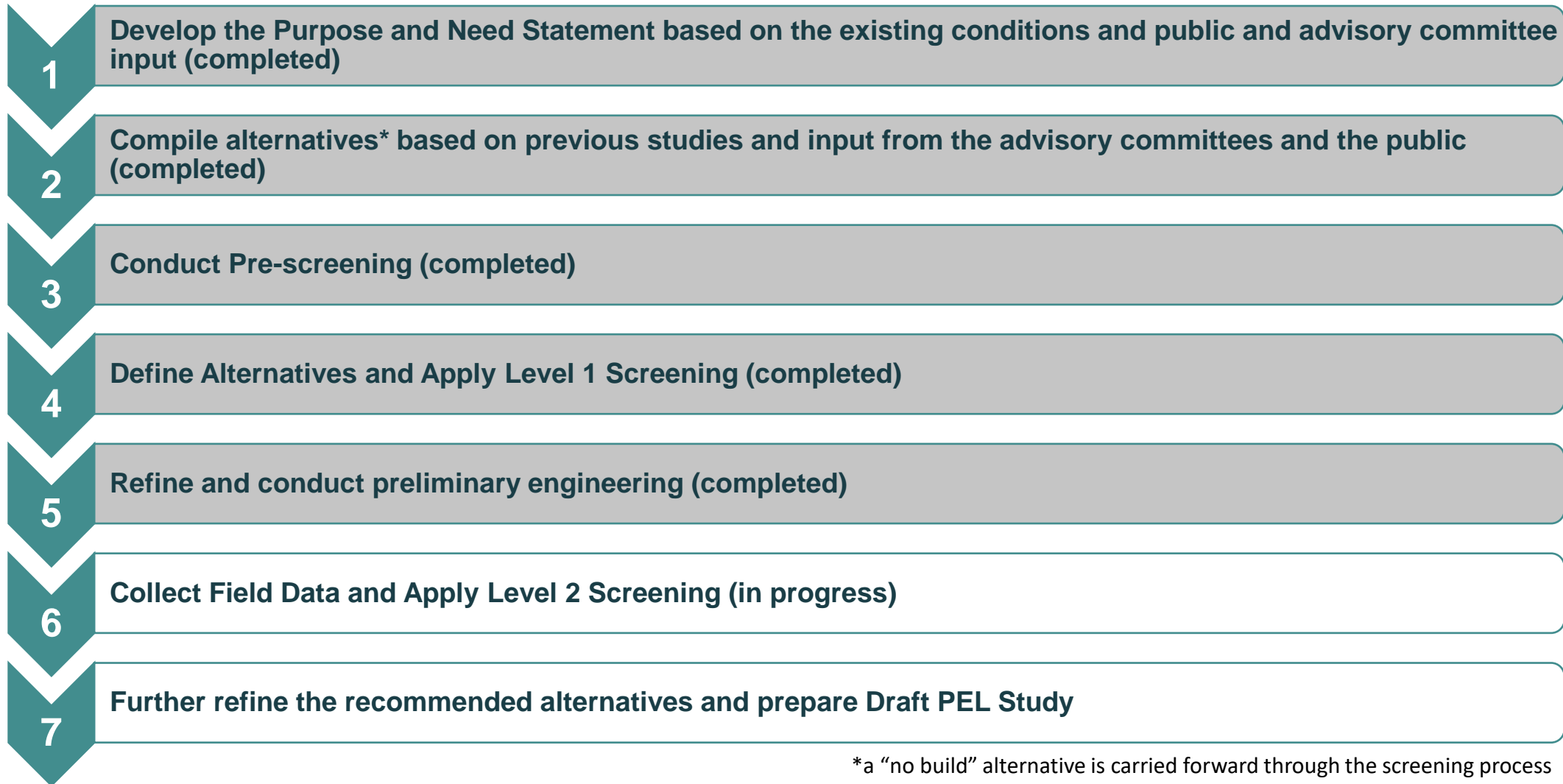
1. Improves outreach and coordination by considering environmental, community, and economic goals early in the planning process
2. Uses the information, analysis, and products developed during planning to inform the environmental review process
3. More efficient process that saves time and money

# PEL BENEFITS

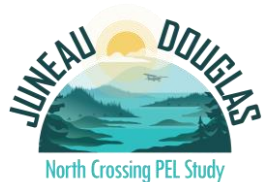
*The benefits of stronger linkages between the transportation planning and project development processes include:*

- ✓ 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



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





# 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



# 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.



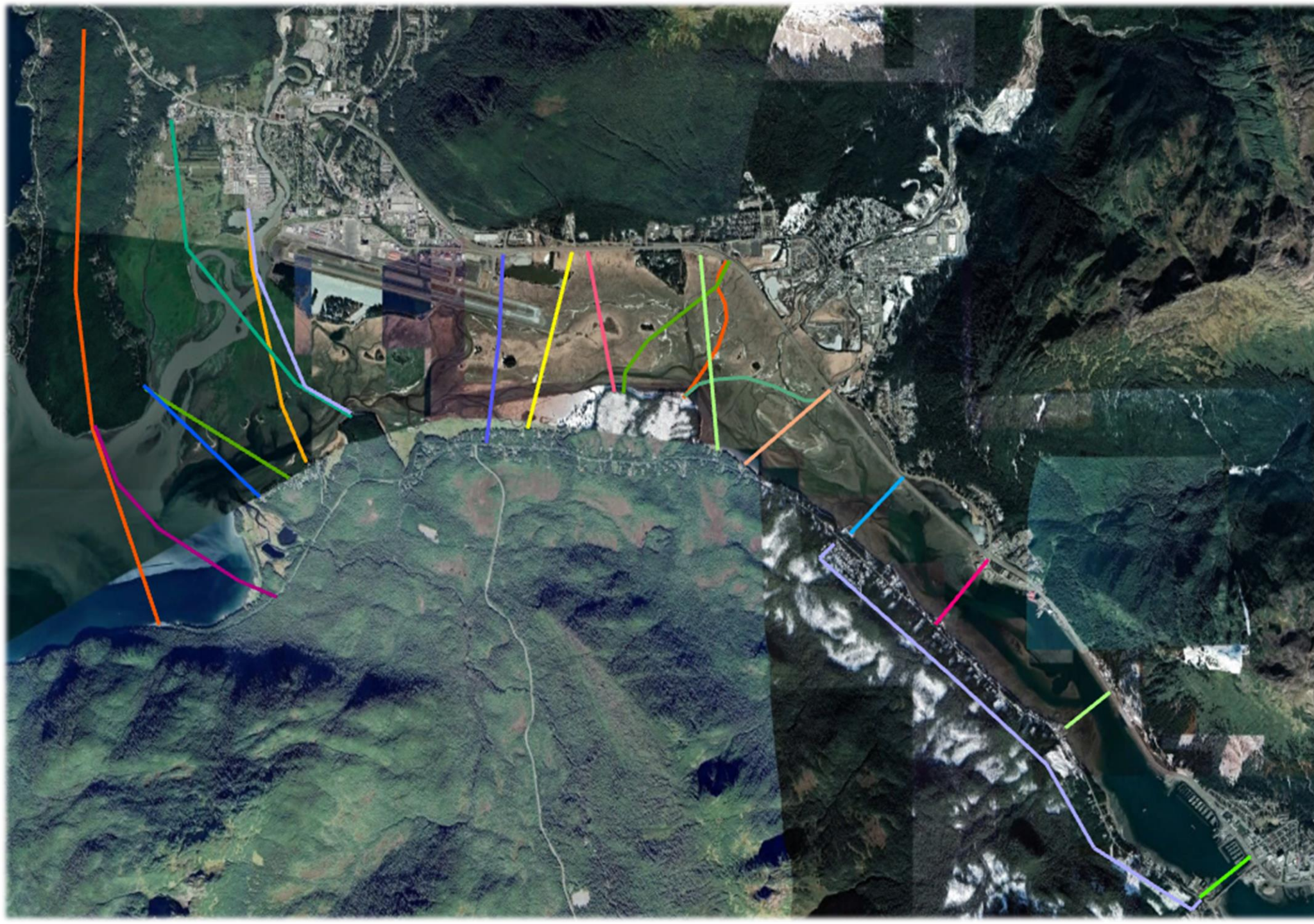
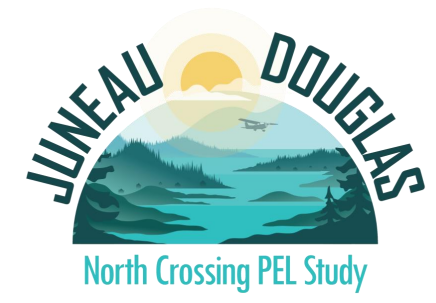
## NEED

*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.

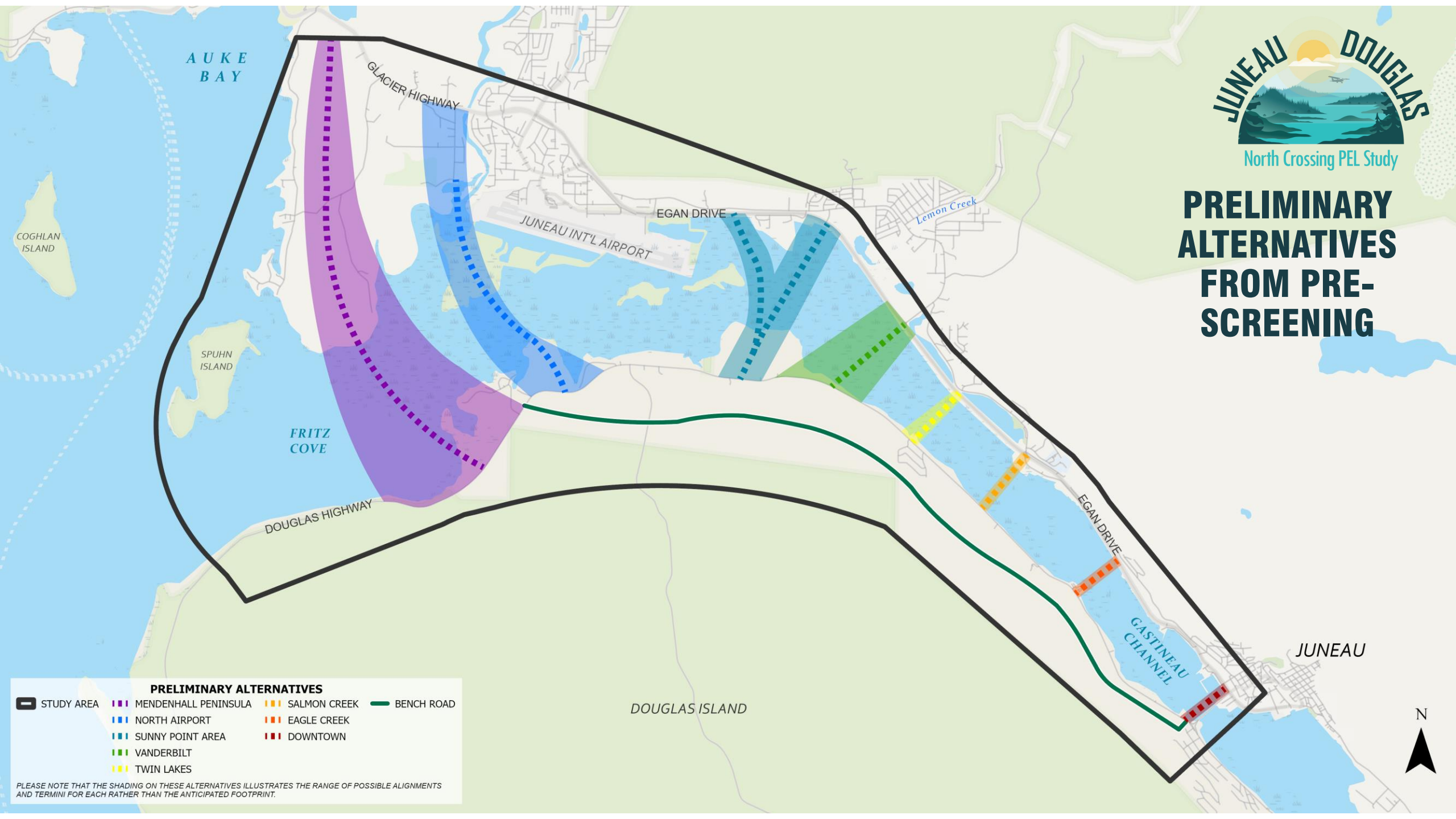


**PRE-  
SCREENING  
ALTERNATIVES  
OBTAINED  
FROM PUBLIC  
INPUT**



North Crossing PEL Study

# PRELIMINARY ALTERNATIVES FROM PRE-SCREENING

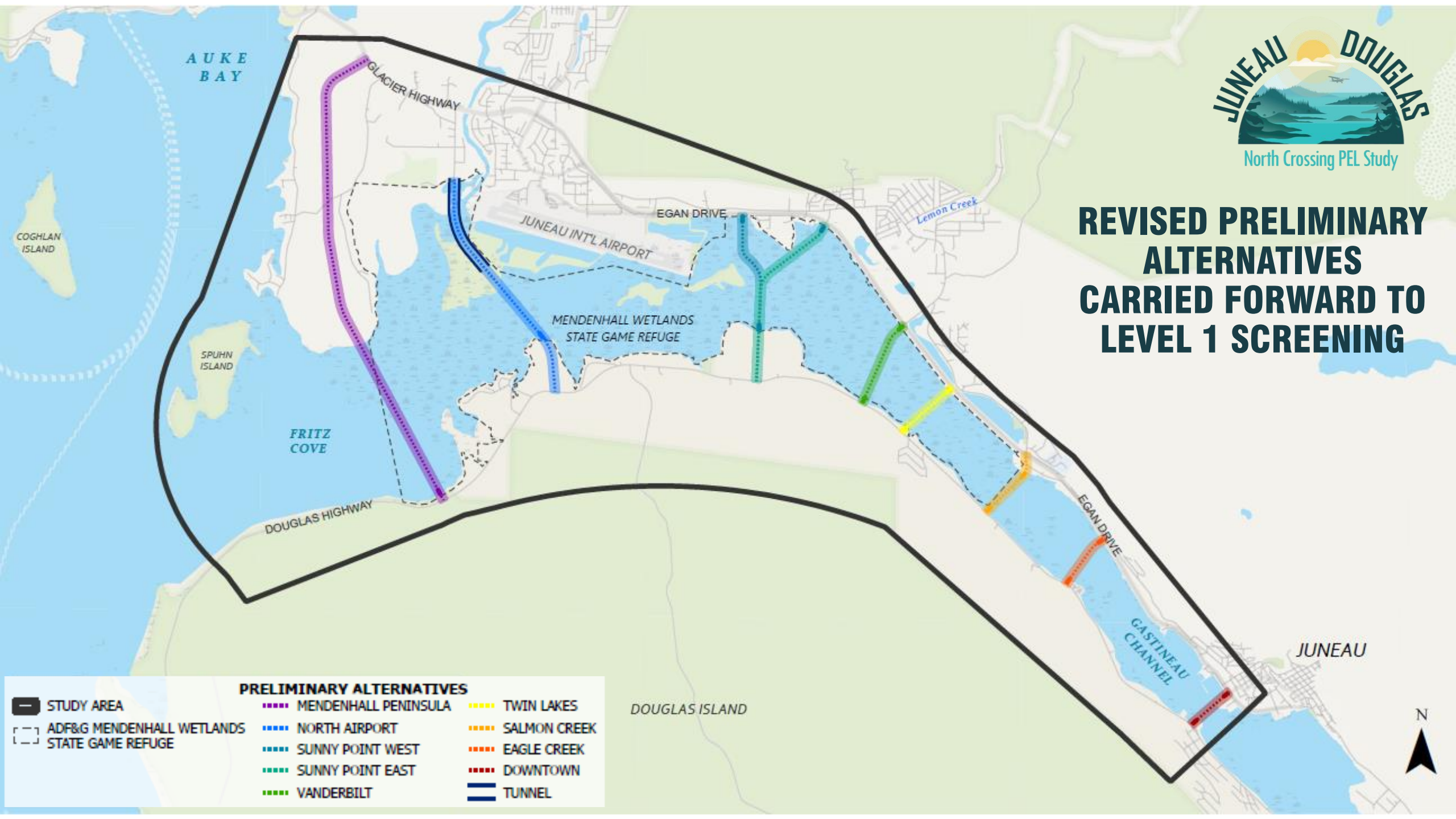


- PRELIMINARY ALTERNATIVES**
- STUDY AREA
  - MENDENHALL PENINSULA
  - NORTH AIRPORT
  - SUNNY POINT AREA
  - VANDERBILT
  - TWIN LAKES
  - SALMON CREEK
  - EAGLE CREEK
  - DOWNTOWN
  - BENCH ROAD

PLEASE NOTE THAT THE SHADING ON THESE ALTERNATIVES ILLUSTRATES THE RANGE OF POSSIBLE ALIGNMENTS AND TERMINI FOR EACH RATHER THAN THE ANTICIPATED FOOTPRINT.



# REVISED PRELIMINARY ALTERNATIVES CARRIED FORWARD TO LEVEL 1 SCREENING



STUDY AREA	MENDENHALL PENINSULA	TWIN LAKES
ADF&G MENDENHALL WETLANDS STATE GAME REFUGE	NORTH AIRPORT	SALMON CREEK
	SUNNY POINT WEST	EAGLE CREEK
	SUNNY POINT EAST	DOWNTOWN
	VANDERBILT	TUNNEL

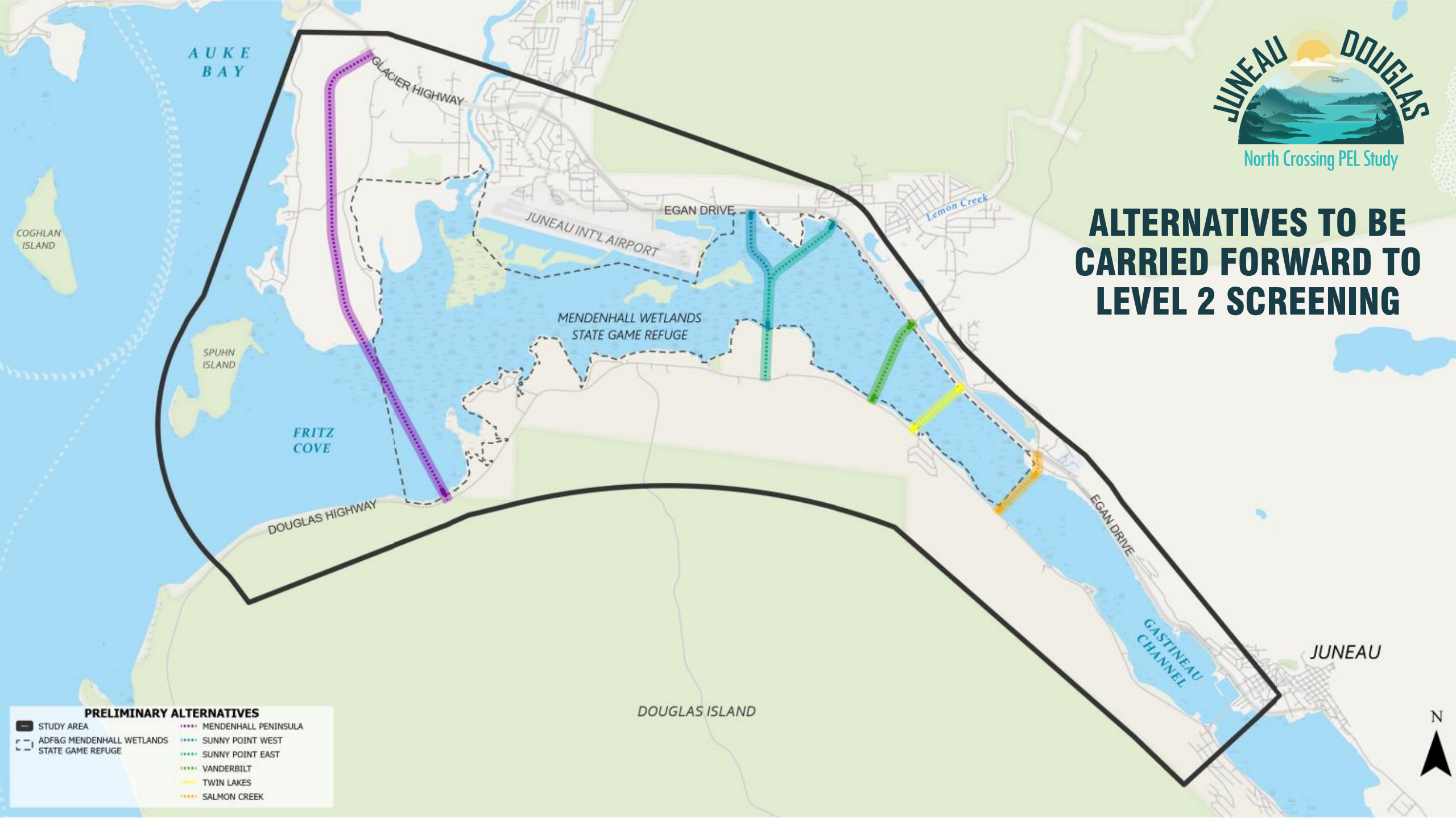


# LEVEL 1 - BASELINE PURPOSE AND NEED CRITERIA

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

Need	Criteria
<b>Redundancy &amp; Emergency Response Time</b>	<ol style="list-style-type: none"><li>1) Crash delay</li><li>2) Emergency response time</li><li>3) Risk due to road/bridge closures</li></ol>
<b>Roadway Capacity and Utility Infrastructure</b>	<ol style="list-style-type: none"><li>1) Infrastructure consistent with CBJs planning framework</li><li>2) Reduced Travel Time</li></ol>
<b>Network Connectivity</b>	<ol style="list-style-type: none"><li>1) Reduced transportation barriers</li><li>2) Improved motorized access to North Douglas Island</li><li>3) Improved non-motorized access to North Douglas Island</li></ol>

# ALTERNATIVES TO BE CARRIED FORWARD TO LEVEL 2 SCREENING



**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

# 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)



# JNU INVOLVEMENT AND COMMENTS

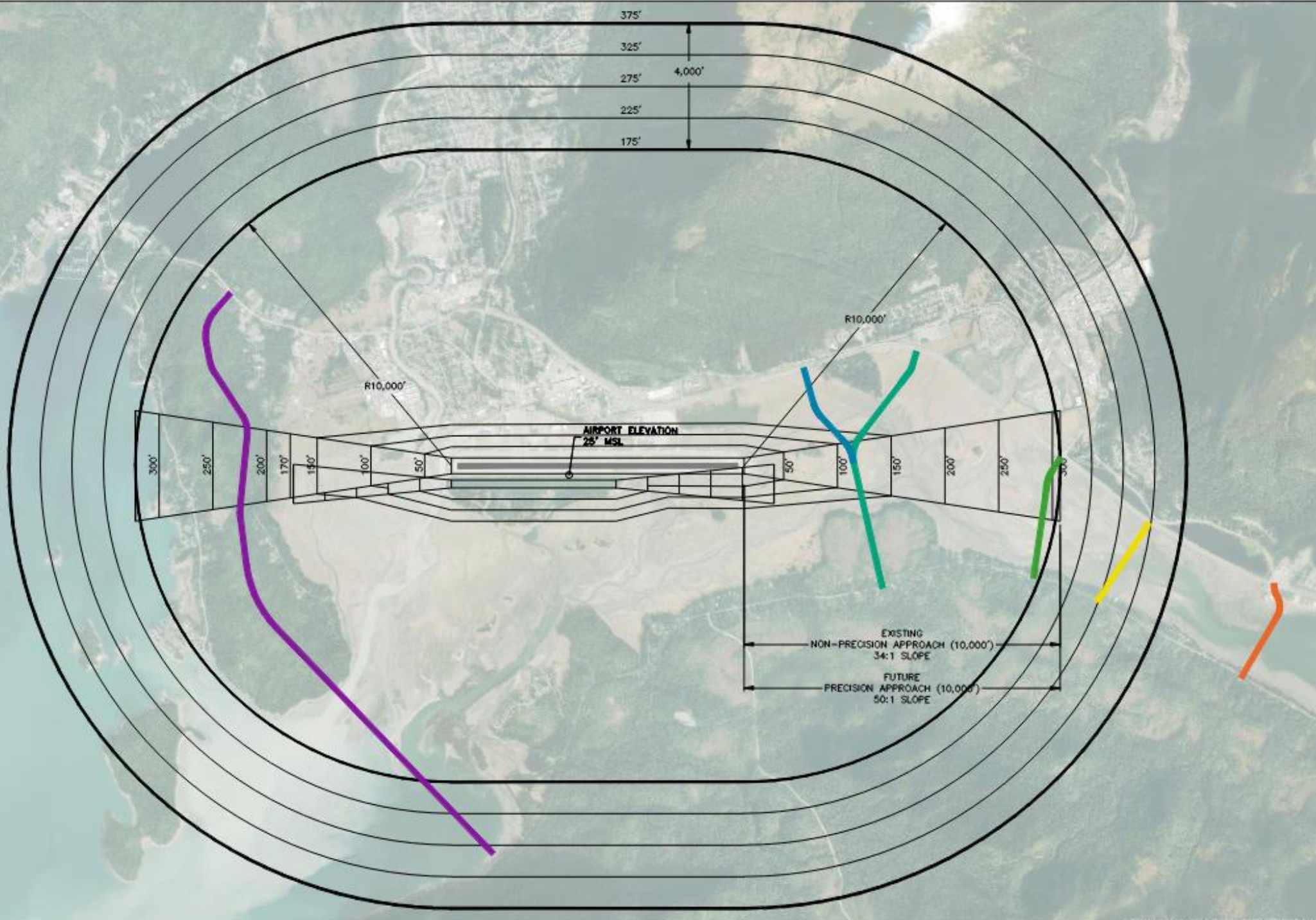
- Airport staff has been part of the Technical Advisory Committee
- Several meetings and conversations with Airport staff
- Draft alternatives sent to airport users for review and comment
- Written and verbal comments

## Key issue:

- Not in favor of alternatives that will limit existing or future airport operations or that will conflict with approach surfaces

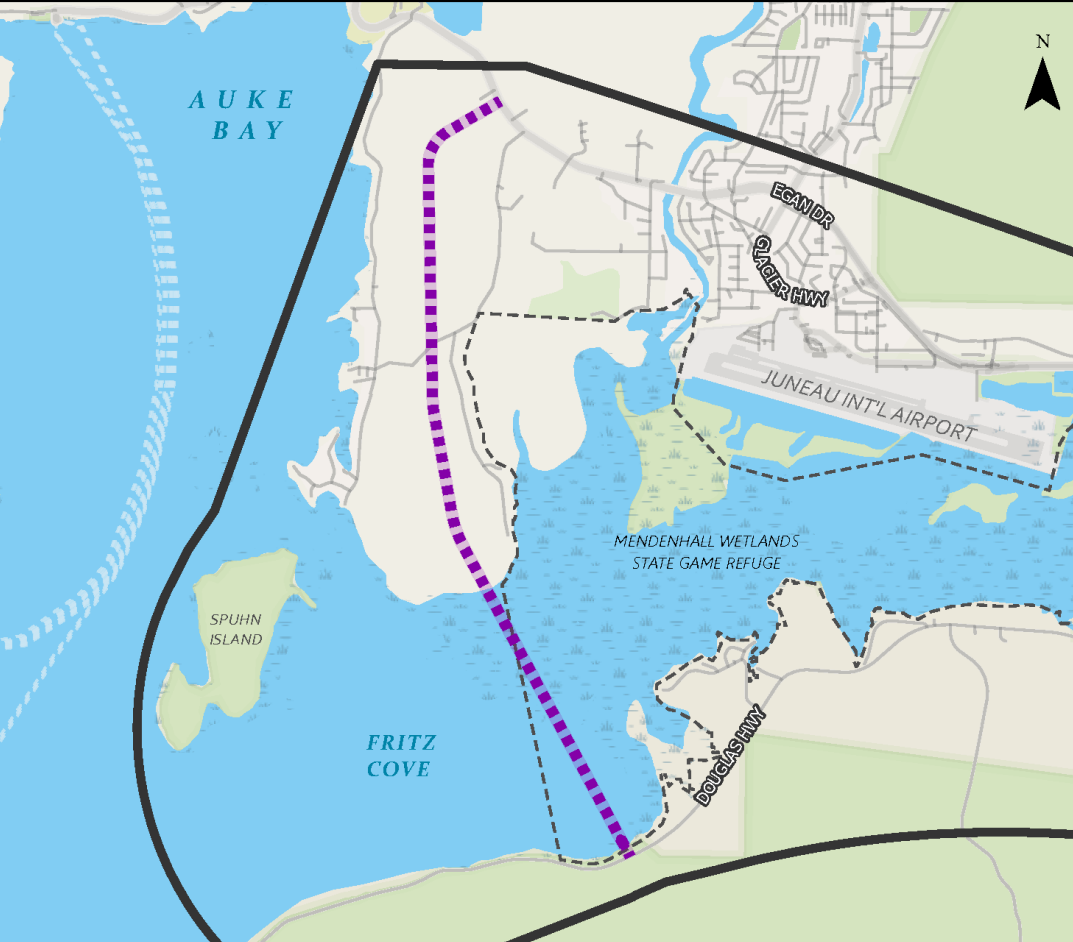
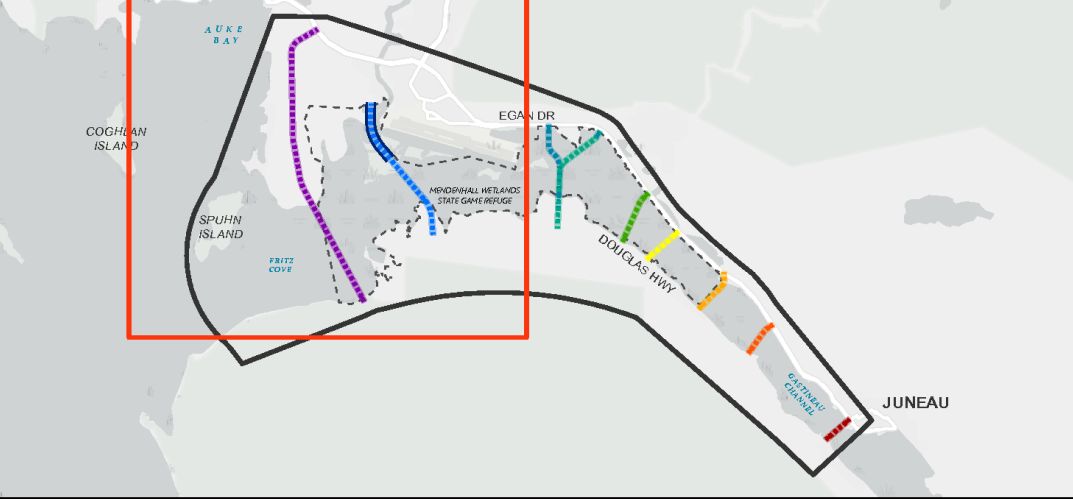
## Project team commitment:

- Any alternative that conflicts with the approach surfaces or the ALP will be modified to eliminate conflicts or removed from consideration



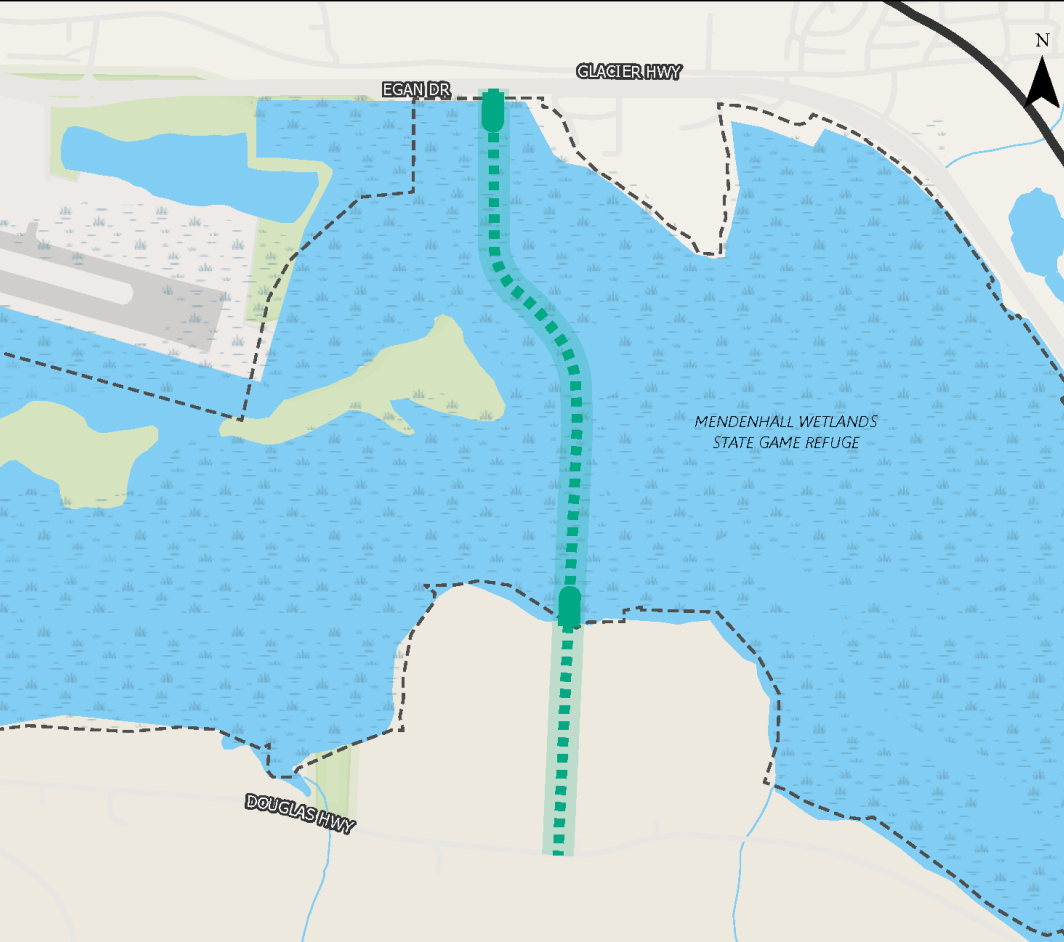
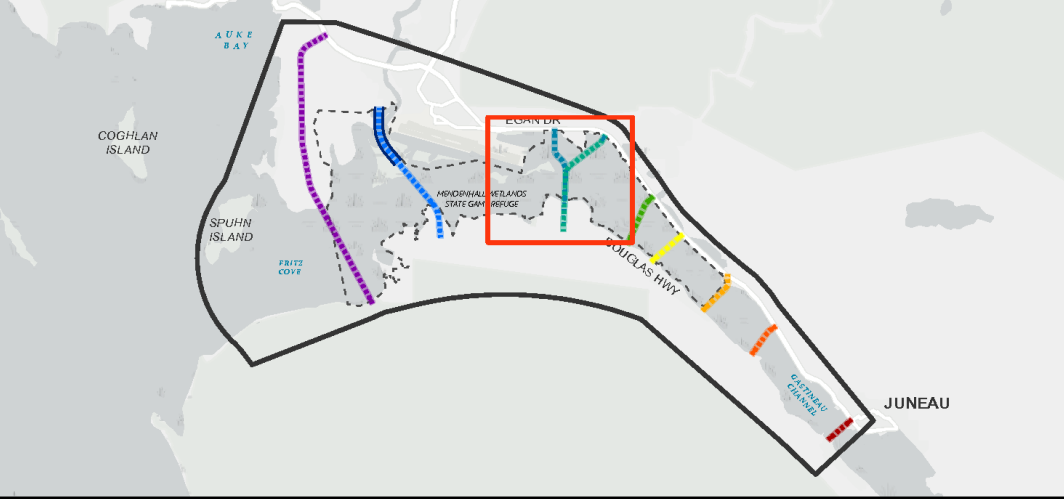
**ALTERNATIVES  
RELATIVE TO  
PART 77  
SURFACES –  
MENDENHALL  
PENINSULA  
AND SUNNY  
POINT**

# 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

# WEST SUNNY POINT AREA



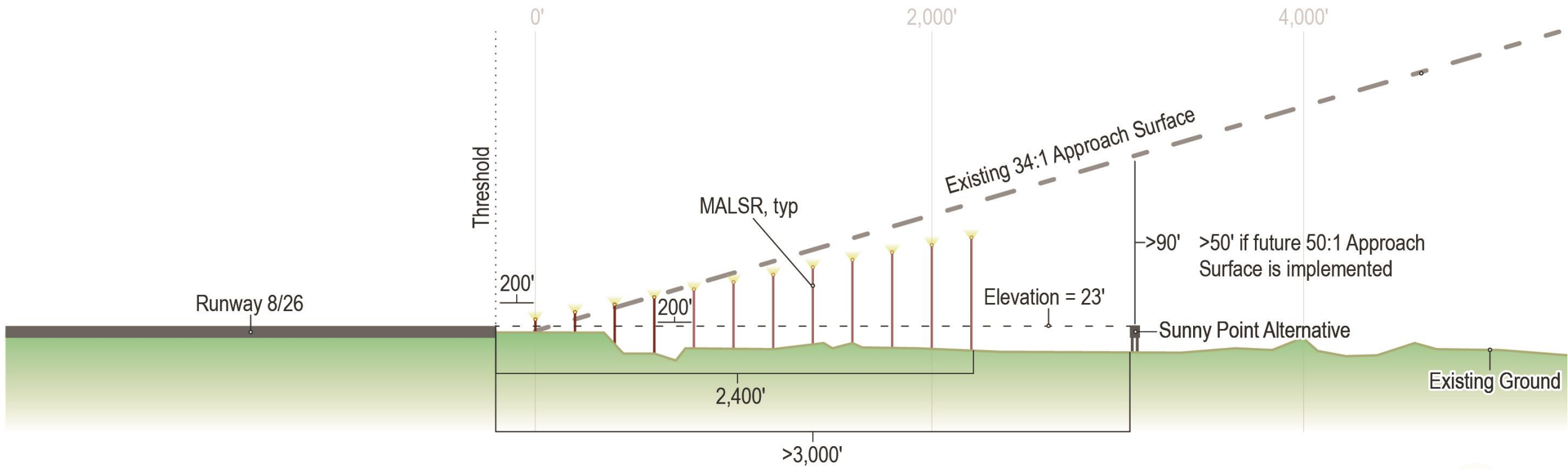
The potential **advantages** of this alternative include:

- 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

# JNU RUNWAY 26 APPROACH SURFACE PROFILE AND SEPARATION FROM WEST SUNNY POINT ALTERNATIVE



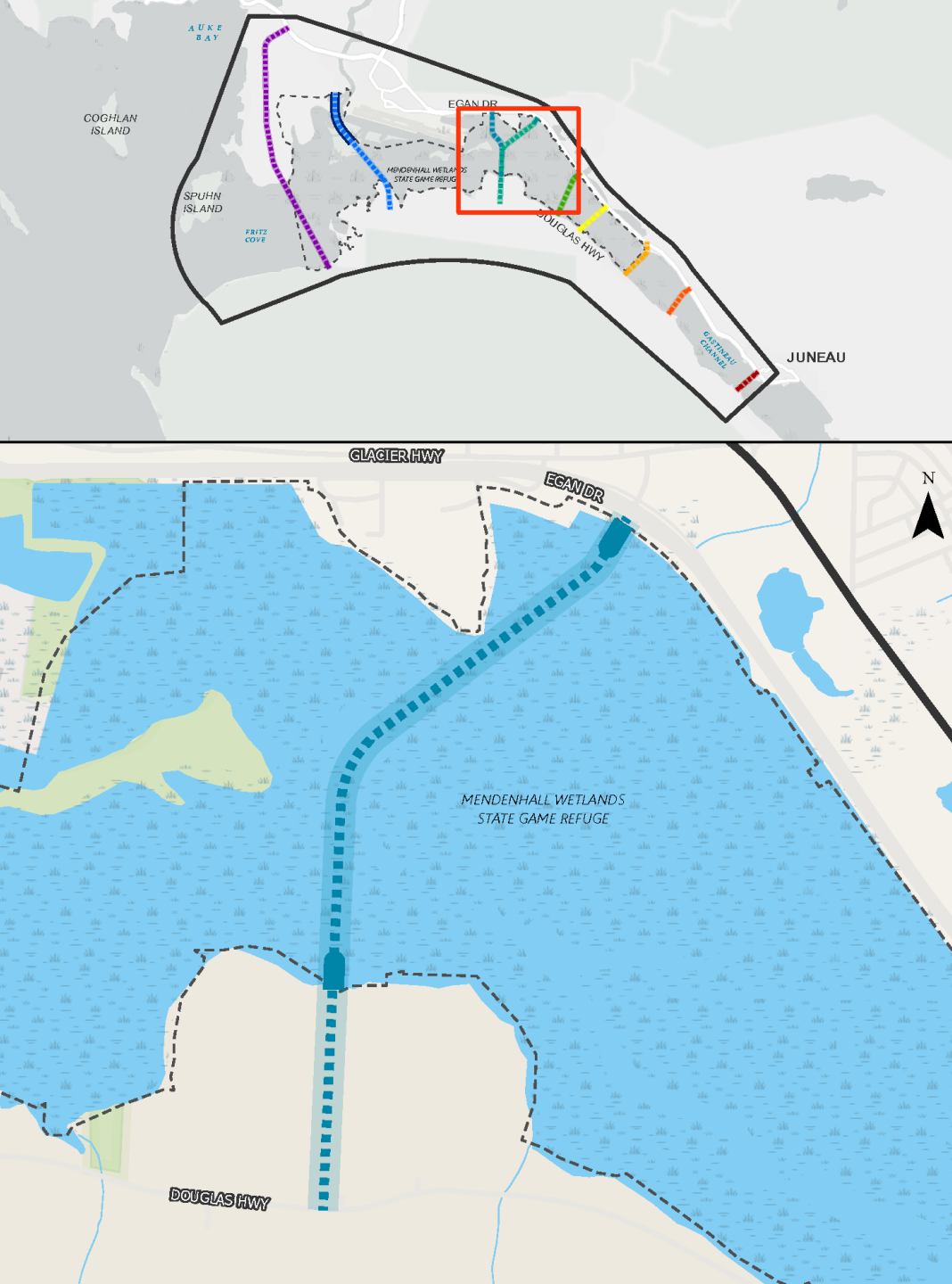
# SUNNY POINT AREA

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

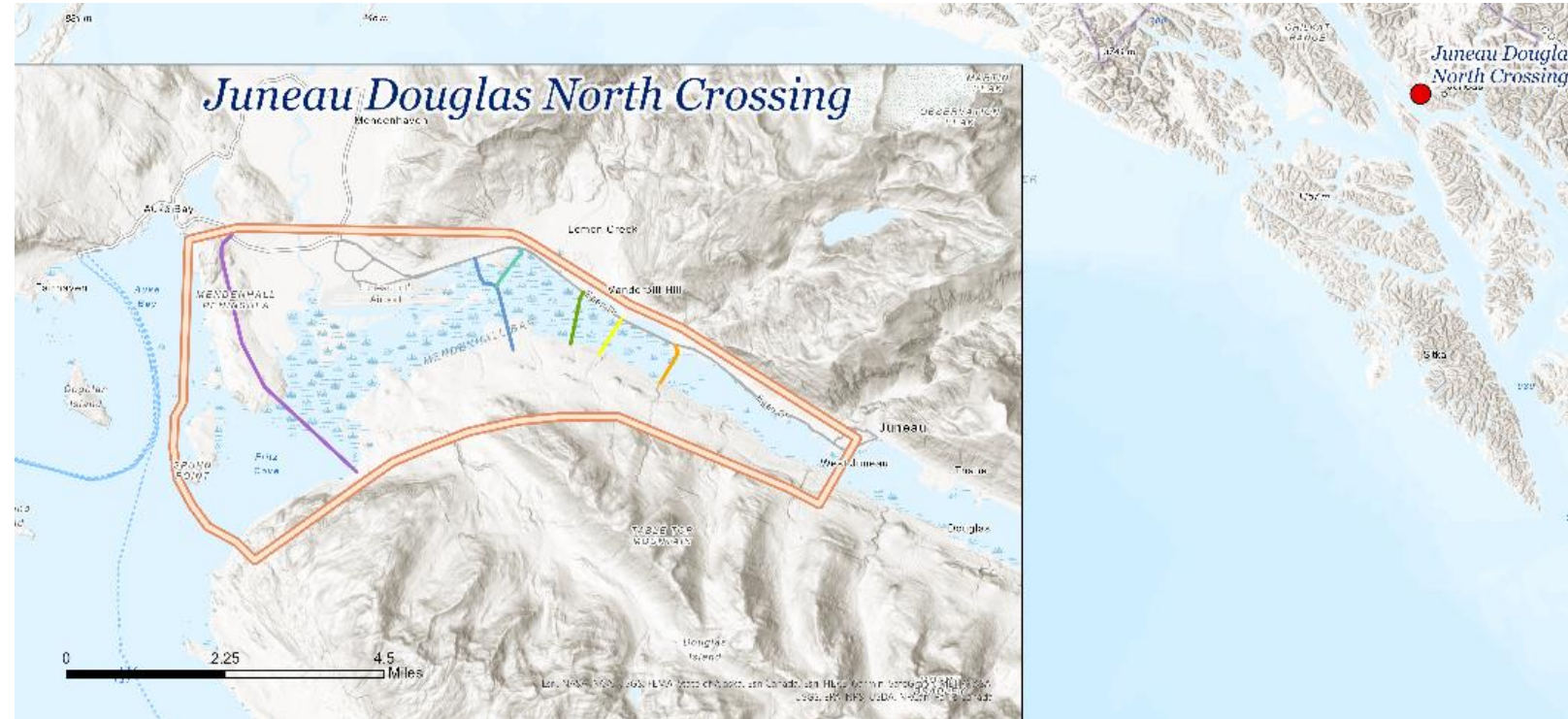




# PROJECT FUNDING



- 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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# 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 Spring/Summer 2024

### Construction

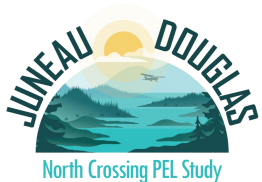
Likely phased over several years

### Preliminary Engineering and NEPA

2024-2026 (Approx. 2 Years)

### Engineering Design and ROW Acquisition

3 Years or more (TBD)



# 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



## PROJECT CONTACTS:

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

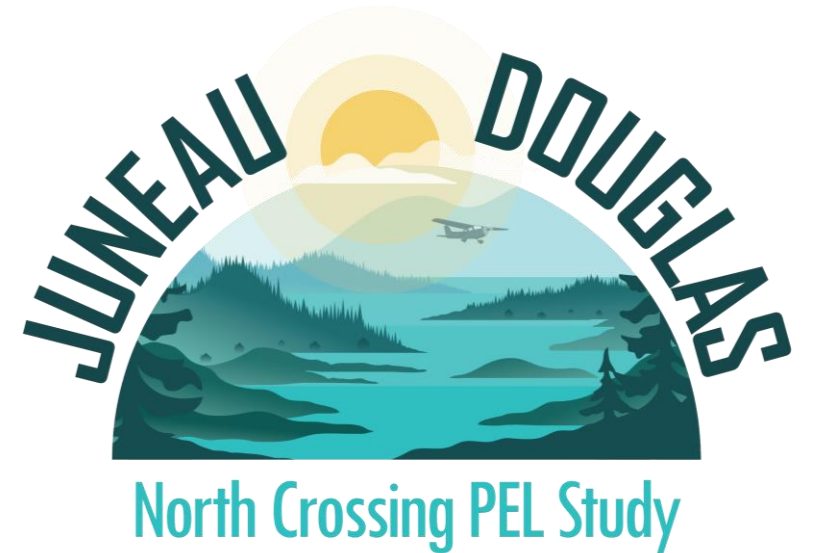
**Renee Whitesell, DOWL PEL Study Lead**  
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# THANK YOU