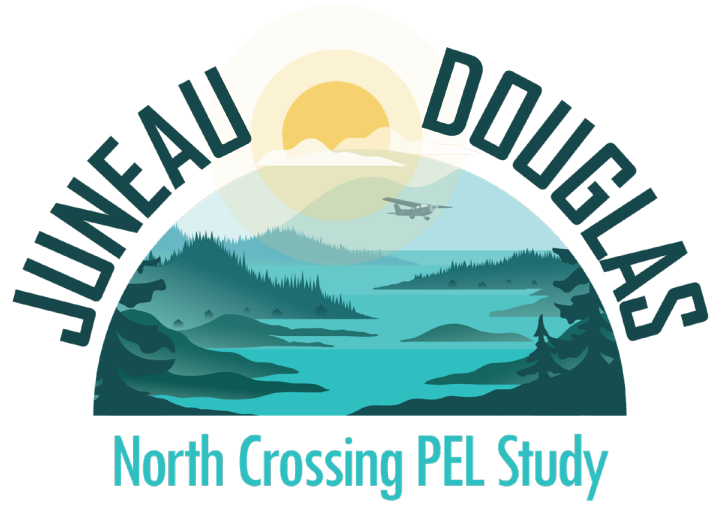


# ALTERNATIVES DEVELOPMENT WORKSHOP

July 19, 2022



# **WELCOME & INTRODUCTIONS**

# 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

# AGENDA

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



# STUDY OVERVIEW



# PRELIMINARY SCHEDULE

SPRING 2022



Project Initiation, Problems to be Solved, Purpose & Need: Emerging Themes

Baseline Analysis, Data Collection, Purpose & Need: Emerging Themes

SUMMER / FALL 2022



Evaluation Criteria, Develop & Screen Alternatives

Identify Crossing Alternatives and Develop Screening Criteria

WINTER 2022 / 2023



Evaluate, Refine, & Select Alternatives

Preferred Alternatives, Screening, Draft PEL Study

SPRING 2023



Finalize Documentation

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. Saves cost and time by focusing expenditures on viable options

# 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



# 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

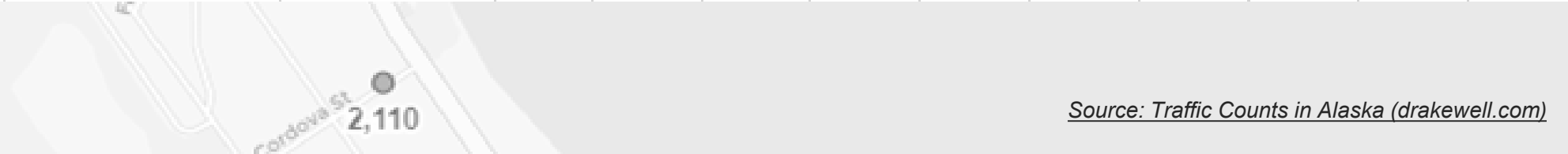
# EXISTING CONDITIONS

# EXISTING CONDITIONS

## TRAFFIC



	Year												
Segment Name: Douglas Highway Bridge, 10th St to North Douglas Hwy	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)



# 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



# 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

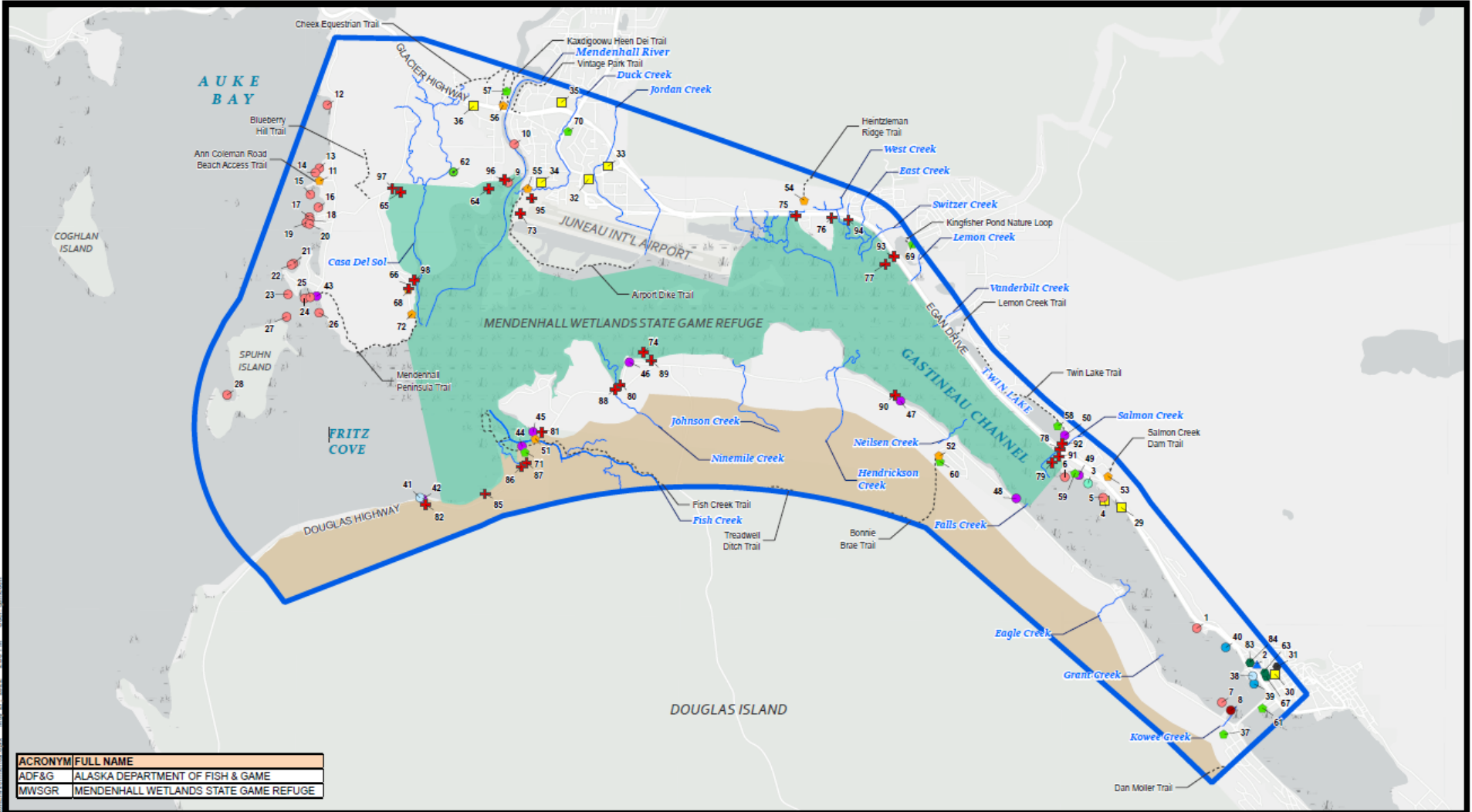


Image source: DOWL drone

# **ENVIRONMENTAL SETTING**

# ENVIRONMENTAL SETTING

## PARKS AND RECREATION



ACRONYM	FULL NAME
ADF&G	ALASKA DEPARTMENT OF FISH & GAME
MWSGR	MENDENHALL WETLANDS STATE GAME REFUGE

PROPOSED STUDY AREA	BOAT RAMP	GOLF COURSE	ADF&G ANADROMOUS STREAM
PRIVATE DOCK	MWSGR ACCESS	PARK	TRAIL
PUBLIC DOCK	PLAYGROUND	ADF&G GAME REFUGE	ADF&G SPECIAL MANAGEMENT AREA
PRIVATE HARBOR	RECREATION (PRIVATE)	AREA OPEN TO HUNTING	
PUBLIC HARBOR	SWIMMING POOL		
WATER ACCESS	TRAILHEAD		
CEMETERY			

**PARKS AND RECREATION**

SEC 25 - 27, 34 - 36, T 40S, R 66E; SEC 30 - 34, T 40S, R 66E  
 SEC 1 - 12, 15 - 17, T 41S, R 66E;  
 SEC 4 - 10, 15 - 17, 21 - 23, 27 T 41S, R 67E

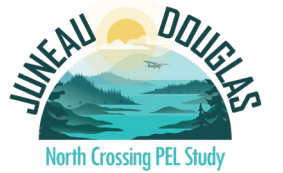
COPPER RIVER MERIDIAN, ALASKA

**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES

DOT&PF PROJECT NO. SFHWY00299/0003259  
 JUNEAU DOUGLAS NORTH CROSSING PEL STUDY

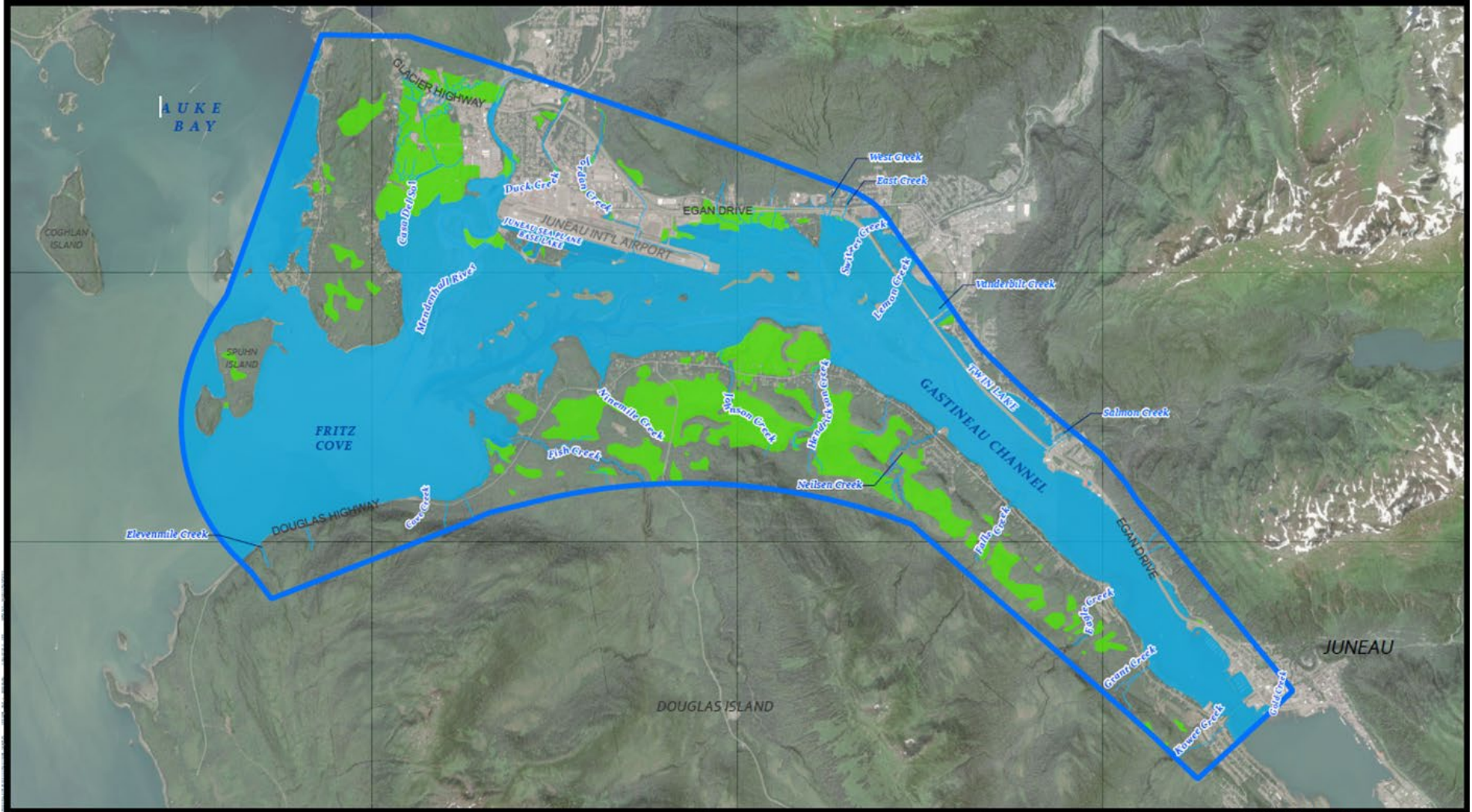
CITY AND BOROUGH OF JUNEAU, ALASKA

MAY 27, 2022

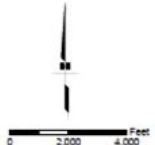


# ENVIRONMENTAL SETTING

## WETLANDS



PROPOSED STUDY AREA
 WATERBODIES AND WATERWAYS  
WETLAND



**WETLAND MAPPING**

SEC 25 - 27, 34 - 36, T 40S, R 66E; SEC 30 - 34, T 40S, R 66E  
 SEC 1 - 12, 15 - 17, T 41S, R 66E  
 SEC 4 - 10, 15 - 17, 21 - 23, 27 T 41S, R 67E

COPPER RIVER MERIDIAN, ALASKA

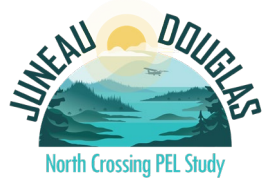


**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES

DOT&PF PROJECT NO. SFHWY00299/0003259  
 JUNEAU DOUGLAS NORTH CROSSING PEL STUDY

CITY AND BOROUGH OF JUNEAU, ALASKA

MAY 27, 2022

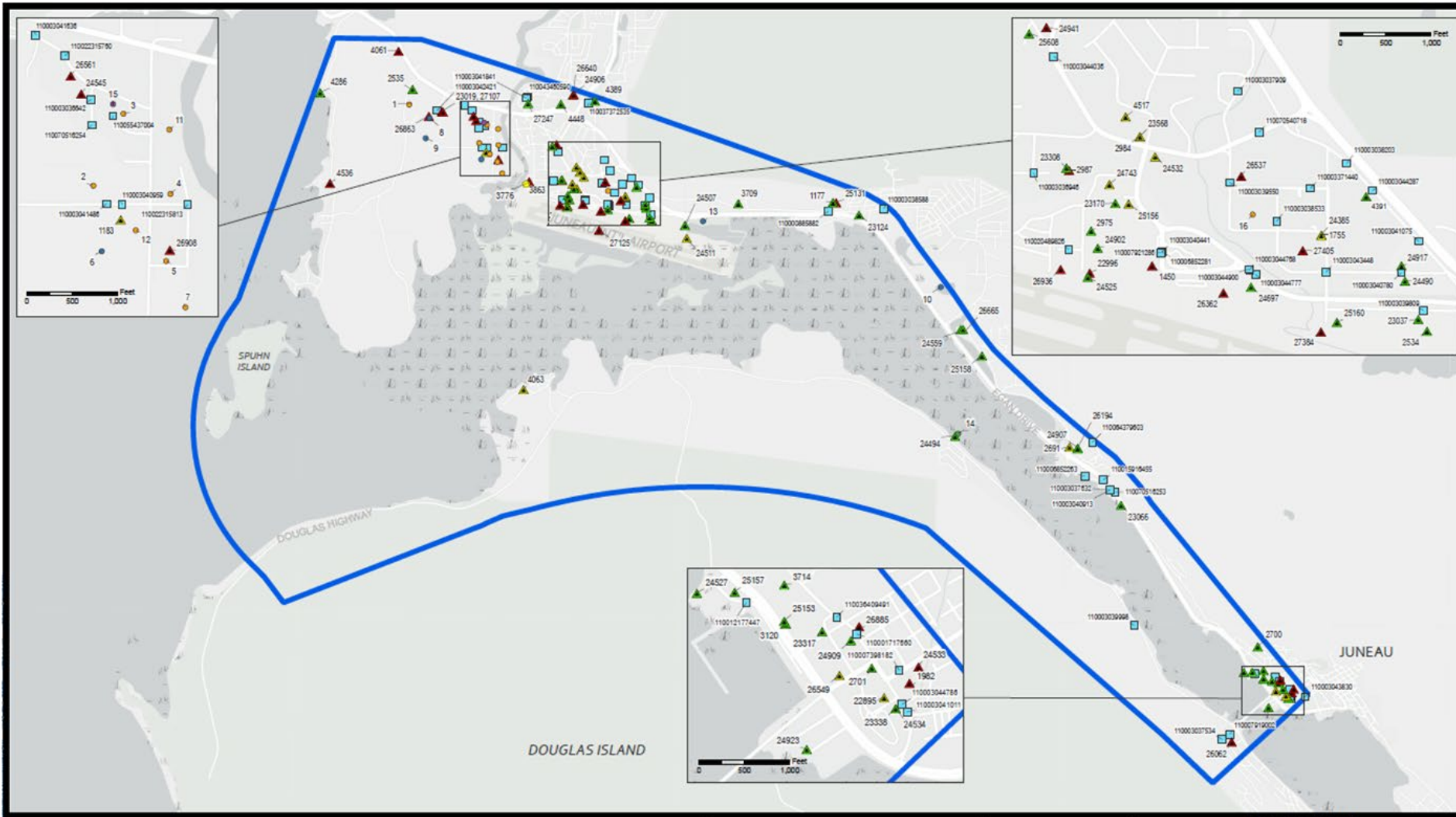


NOTE: WETLAND MAPPING IS A COMPILATION OF U.S. FISH AND WILDLIFE SERVICES NATIONAL WETLAND INVENTORY AND CITY AND BOROUGH OF JUNEAU WETLAND MAPPING. BOUNDARIES HAVE BEEN MODIFIED BASED ON AERIAL INTERPRETATION (I.E. ROADS, BUILDINGS). BOUNDARIES SHOWN ARE FOR PLANNING PURPOSES. MAPPED WETLANDS, WATERBODIES, WATERWAYS MAY BE JURISDICTIONAL UNDER THE CLEAN WATER ACT PER 33 CFR 318.3



# ENVIRONMENTAL SETTING

## CONTAMINATED SITES



**PROPOSED STUDY AREA**

- NON-REGULATED WASTE SITE
  - AUTOMOBILE SALVAGE/RECOVERY
  - CONSTRUCTION
  - HELICOPTER SERVICE
  - RECYCLING
- EPA HAZARDOUS WASTE SITE
  - RESOURCE CONSERVATION AND RECOVERY ACT SITE

**DEC SWIMS\* PERMIT STATUS**

- CURRENT

**DEC CONTAMINATED SITE STATUS**

- ACTIVE
- CLEANUP COMPLETE
- CLEANUP COMPLETE - INSTITUTIONAL CONTROLS

0 2,000 4,000 Feet

**REGULATED HAZARDOUS SITES & NON-REGULATED WASTE SITES**

SEC 25 - 27, 34 - 36, T 40S, R 65E; SEC 30 - 34, T 40S, R 66E  
 SEC 1 - 12, 15 - 17, T 41S, R 66E;  
 SEC 4 - 10, 15 - 17, 21 - 23, 27 T 41S, R 67E

COPPER RIVER MERIDIAN, ALASKA



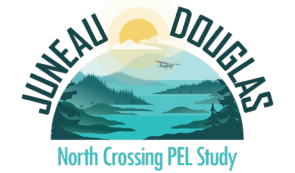
**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DOT&PF PROJECT NO. SFHWY00299/0003259  
 JUNEAU DOUGLAS NORTH CROSSING PEL STUDY

CITY AND BOROUGH OF JUNEAU, ALASKA

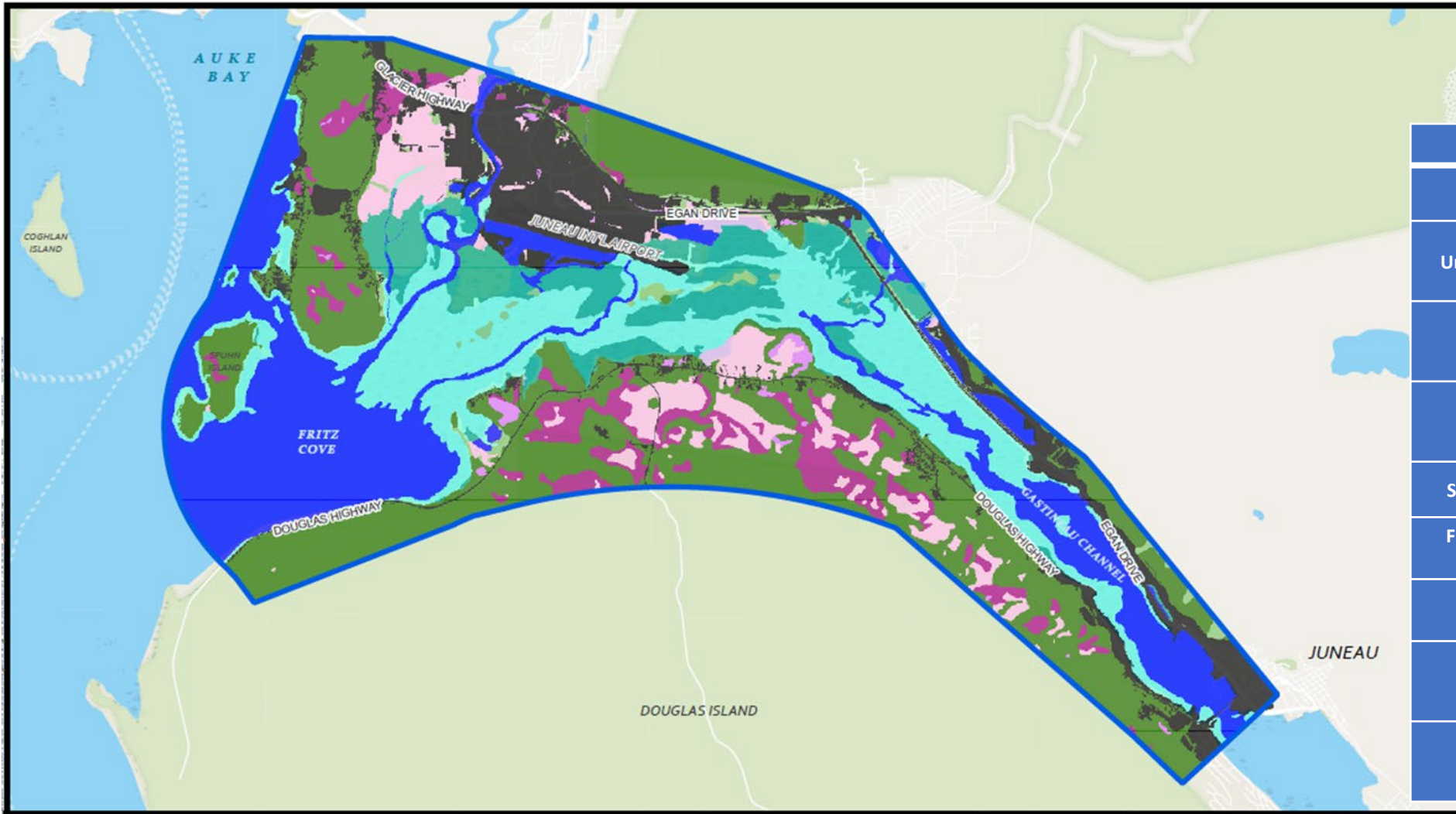
MAY 27, 2022

FIGURE 2



# ENVIRONMENTAL SETTING

## WILDLIFE HABITAT



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

**STUDY AREA LAND COVER\***

- Unvegetated Intertidal
- Intertidal Marsh
- Freshwater Emergent Wetland
- Scrub-Shrub Wetland
- Forested Wetland
- Coastal Meadow
- Coniferous Forest
- Open Water
- Disturbed

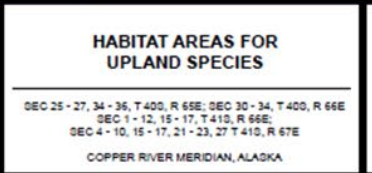
Sources:  
1: LAND COVER IS MADE UP OF THE FOLLOWING DATASETS: FWS NATIONAL WETLAND INVENTORY, USFS TONGASS NATIONAL FOREST COVER TYPE MAPPING

0 2,000 4,000 Feet

**HABITAT AREAS FOR UPLAND SPECIES**

DEC 25 - 27, 34 - 36, T 400, R 66E; DEC 30 - 34, T 400, R 66E  
 DEC 1 - 12, 15 - 17, T 410, R 66E;  
 DEC 4 - 10, 15 - 17, 21 - 23, 27 T 410, R 67E

COPPER RIVER MERIDIAN, ALASKA



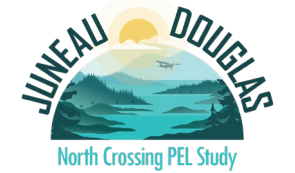
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DOT&PF PROJECT NO. SFHWY00299/0003259  
 JUNEAU DOUGLAS NORTH CROSSING PEL STUDY

CITY AND BOROUGH OF JUNEAU, ALASKA

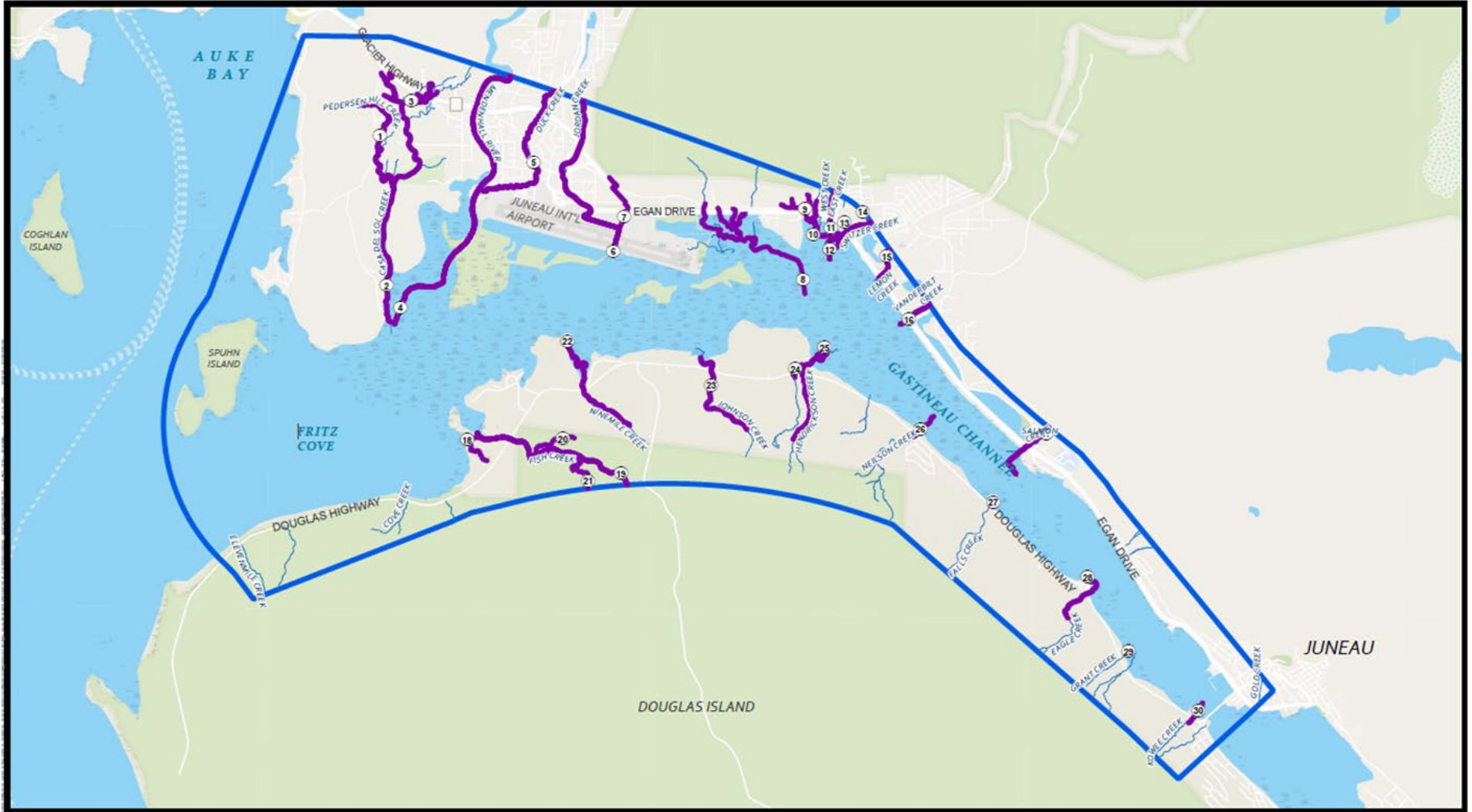
JUNE 07, 2022

FIGURE 4



# ENVIRONMENTAL SETTING

## ANADROMOUS STREAMS



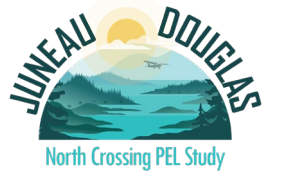
  PROPOSED STUDY AREA  
 STREAMS WITH ANADROMOUS SPECIES PRESENT<sup>1</sup>  
 STREAMS WHERE ANADROMOUS SPECIES HAVE NOT BEEN DOCUMENTED  
 STREAM REACH ID; SEE TABLE 2

SOURCE:  
 1: ALASKA DEPARTMENT OF FISH AND GAME (ADFG) - ANADROMOUS WATERS CATALOG (AWC)

**STREAMS USED BY ANADROMOUS FISH**  
 SEC 25 - 27, 34 - 36, T 40S, R 66E; SEC 30 - 34, T 40S, R 66E  
 SEC 1 - 12, 15 - 17, T 41S, R 66E;  
 SEC 4 - 10, 15 - 17, 21 - 23, 27 T 41S, R 67E  
 COPPER RIVER MERIDIAN, ALASKA

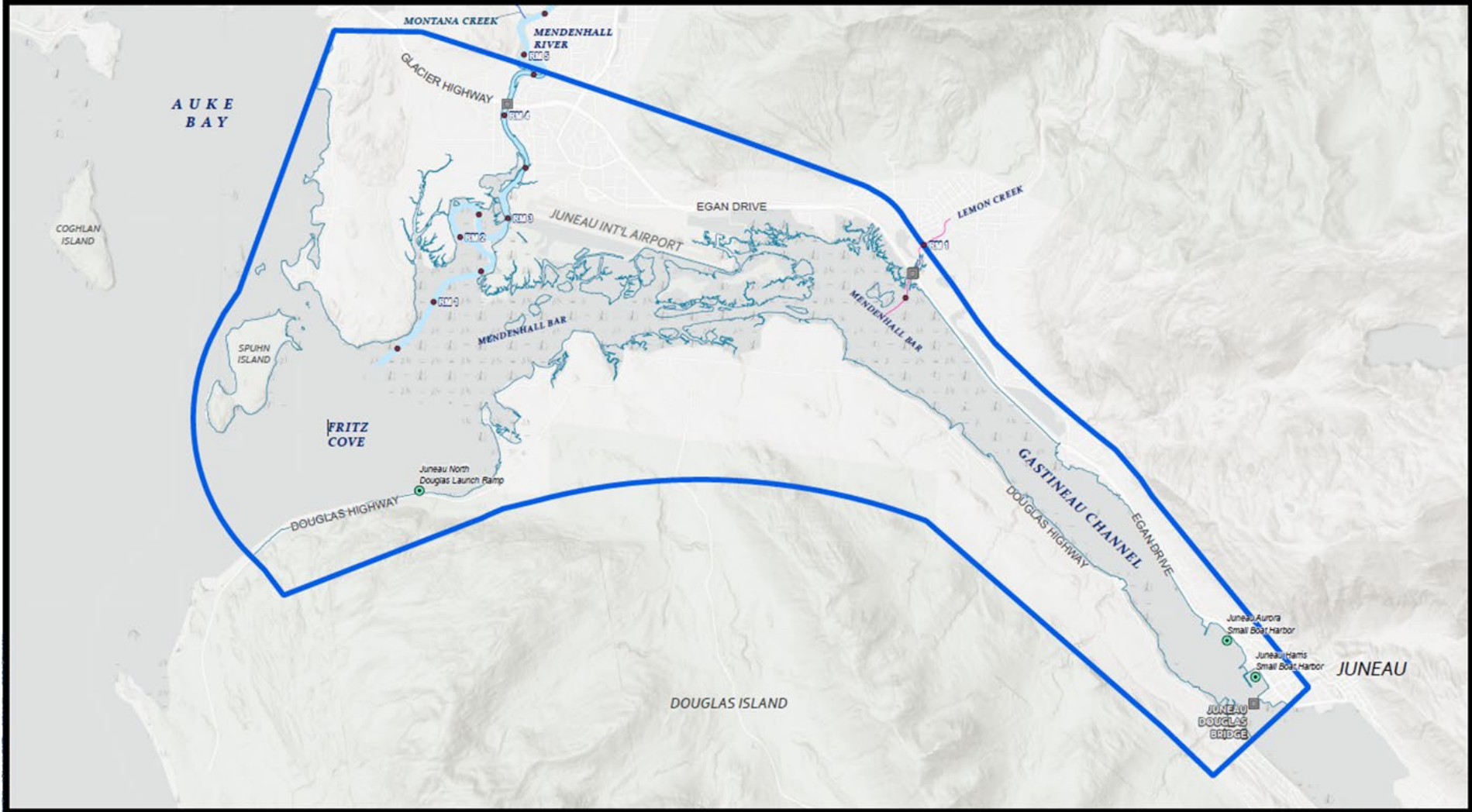


**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
 DOT&PF PROJECT NO. SFHWY00299/0003259  
 JUNEAU DOUGLAS NORTH CROSSING PEL STUDY  
 CITY AND BOROUGH OF JUNEAU, ALASKA  
 APRIL 06, 2022 FIGURE 3



# ENVIRONMENTAL SETTING

## NAVIGABLE WATERS



PROPOSED STUDY AREA	EXISTING BRIDGE (DOT&PF)	RIVER MILE (0.5-MILE INCREMENT)
HARBOR (DOT&PF)	MEAN HIGH WATER [15.3 FT]	DNR NAVIGABLE STREAM STATUS
TIDAL INFLUENCE	(EXTENTS OF NAVIGABLE WATERS)	UNDETERMINED

**NAVIGABLE WATERS WITHIN STUDY AREA**

SEC 25 - 27, 34 - 36, T 40S, R 66E; SEC 30 - 34, T 40S, R 66E  
 SEC 1 - 12, 15 - 17, T 41S, R 66E;  
 SEC 4 - 10, 15 - 17, 21 - 23, 27 T 41S, R 67E

COPPER RIVER MERIDIAN, ALASKA

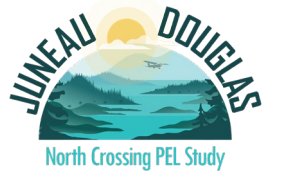


**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DOT&PF PROJECT NO. SFHWY00299/0003259  
 JUNEAU DOUGLAS NORTH CROSSING PEL STUDY

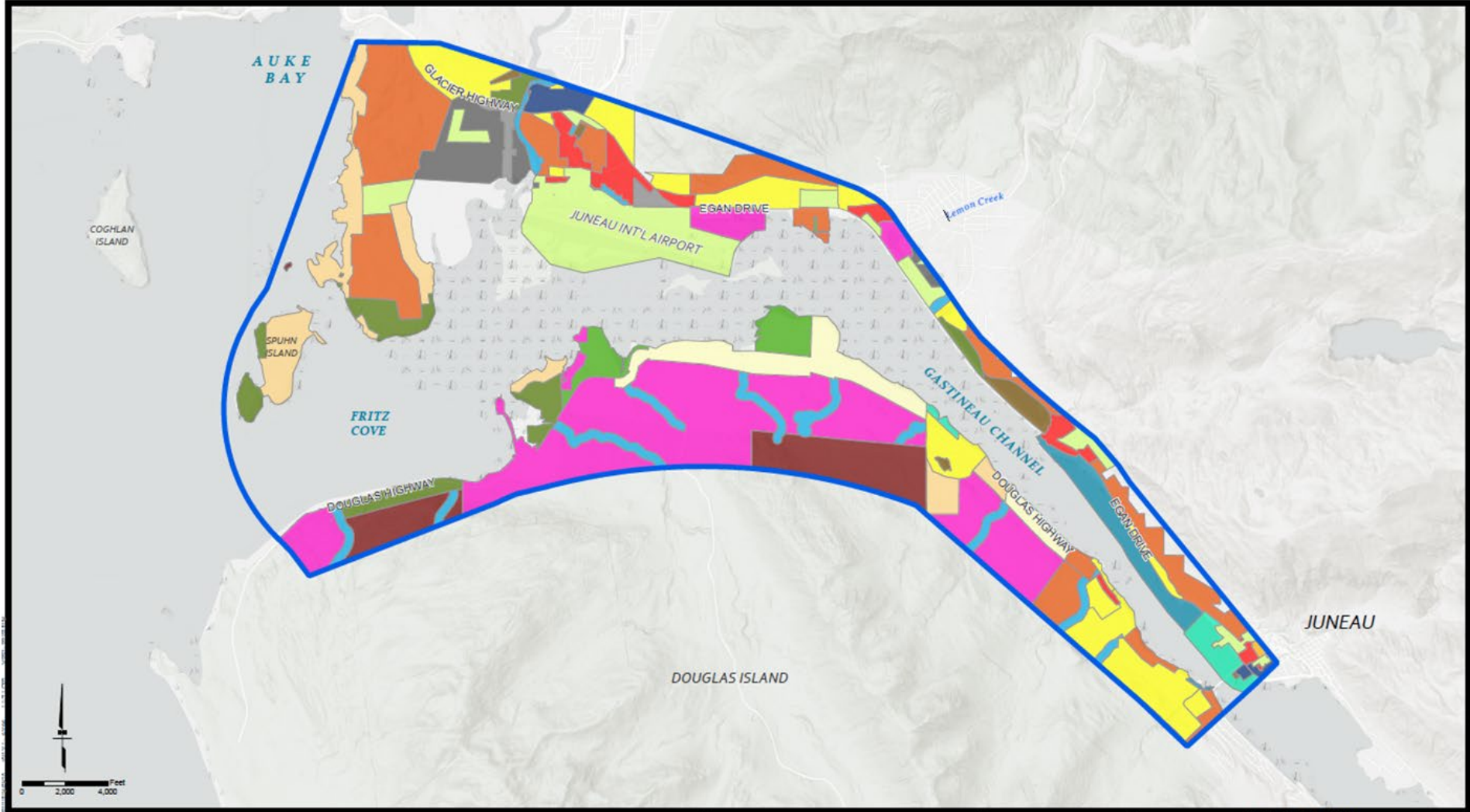
CITY AND BOROUGH OF JUNEAU, ALASKA

APRIL 14, 2022	FIGURE 2
----------------	----------



# ENVIRONMENTAL SETTING

## LAND USE DESIGNATIONS



COMPREHENSIVE PLAN DESIGNATION		
■ PROPOSED STUDY AREA	■ COMMERCIAL	■ MEDIUM DENSITY RESIDENTIAL
■ CONSERVATION AREA	■ HEAVY INDUSTRIAL	■ MEDIUM DENSITY RESIDENTIAL - SINGLE FAMILY DETACHED
■ INSTITUTIONAL AND PUBLIC USE	■ LIGHT INDUSTRIAL	■ NATURAL AREA PARK
■ MARINE COMMERCIAL	■ RECREATIONAL RESOURCE	■ RESOURCE DEVELOPMENT
		■ RURAL/LOW DENSITY RESIDENTIAL
		■ RECREATIONAL SERVICE PARK
		■ STREAM PROTECTION CORRIDOR
		■ TRADITIONAL TOWN CENTER
		■ URBAN/LOW DENSITY RESIDENTIAL
		■ WATERFRONT COMMERCIAL/ INDUSTRIAL

**COMPREHENSIVE PLAN DESIGNATION WITHIN STUDY AREA**

SEC 25 - 27, 34 - 36, T 40S, R 66E; SEC 30 - 34, T 40S, R 66E  
 SEC 1 - 12, 15 - 17, T 41S, R 66E;  
 SEC 4 - 10, 15 - 17, 21 - 23, 27 T 41S, R 67E

COPPER RIVER MERIDIAN, ALASKA



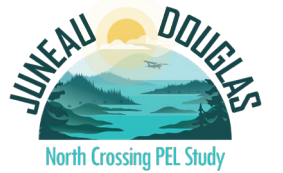
**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DOT&PF PROJECT NO. SFHWY00299/0003259  
 JUNEAU DOUGLAS NORTH CROSSING PEL STUDY

CITY AND BOROUGH OF JUNEAU, ALASKA

JULY 01, 2022

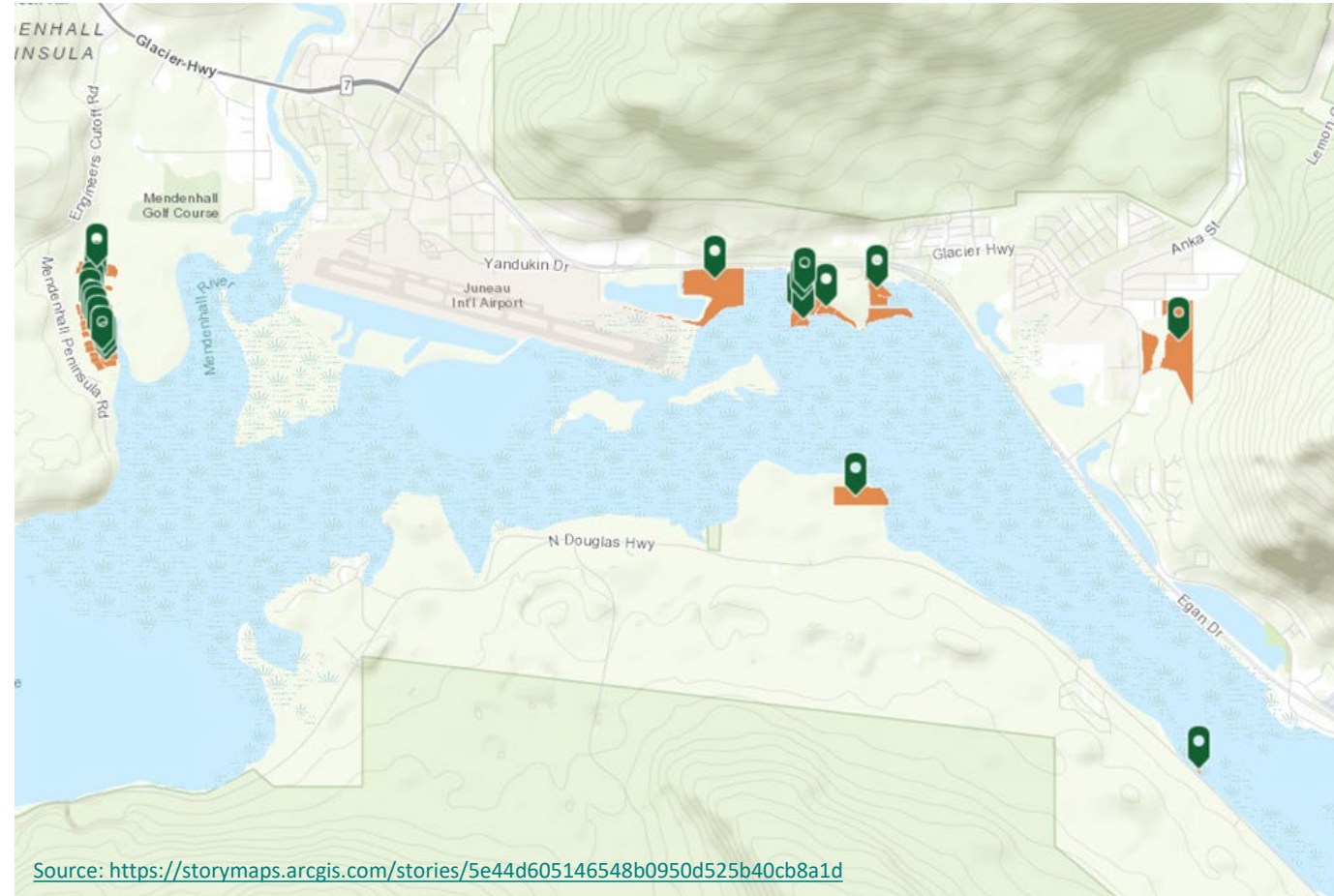
FIGURE 2



# EXISTING CONDITIONS

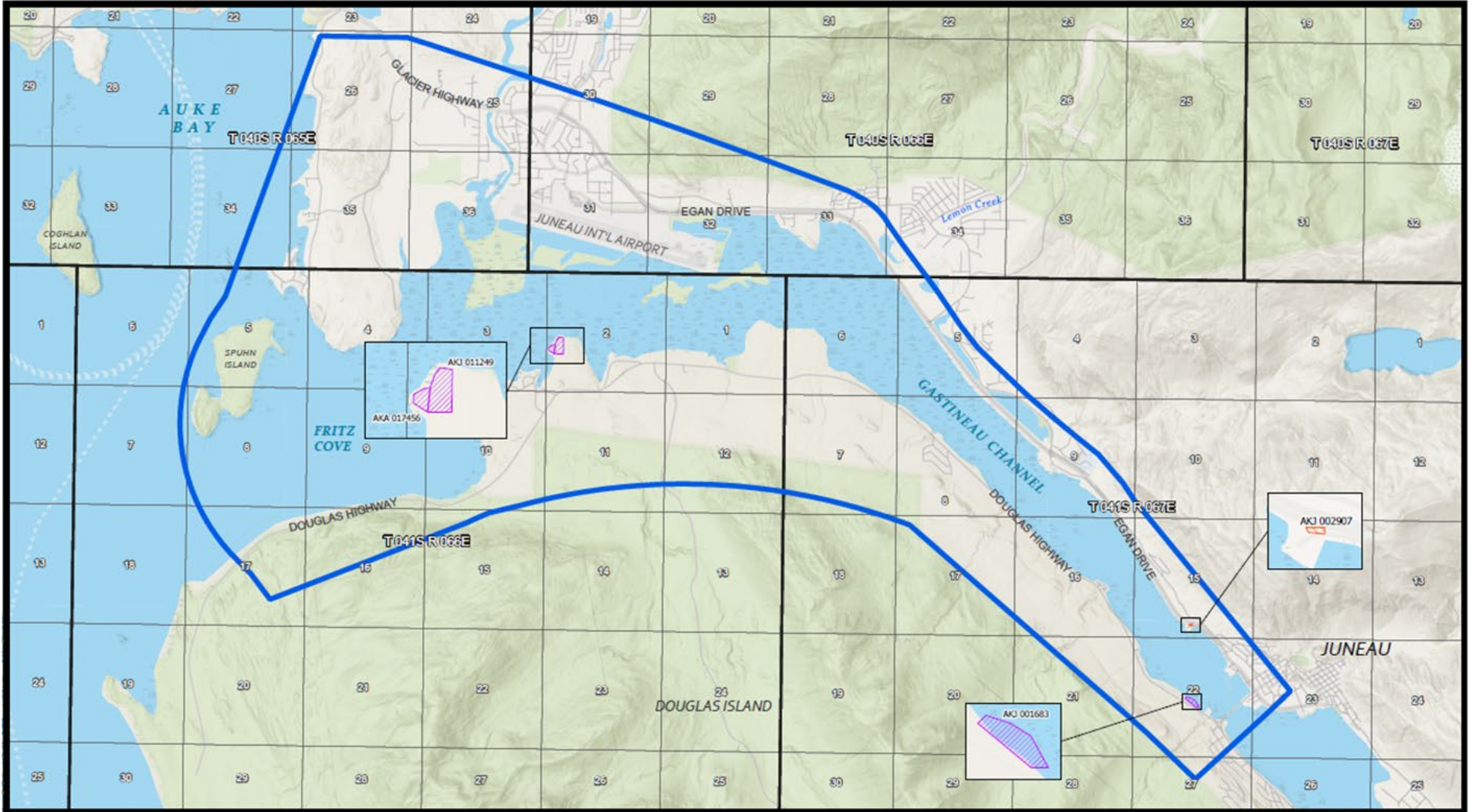
## LAND

- 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

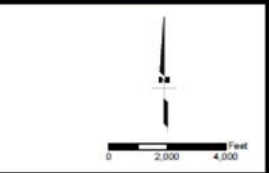


# ENVIRONMENTAL SETTING

## NATIVE ALLOTMENTS



■ PROPOSED STUDY AREA      CONVEYED NATIVE ALLOTMENT (BLM)  
 PLSS TOWNSHIP      NATIVE ALLOTMENT (IN PROCESS)  
 PLSS SECTION



**NATIVE ALLOTMENTS WITHIN STUDY AREA**

DEC 25 - 27, 34 - 36, T 400, R 66E; DEC 33 - 34, T 400, R 66E  
 DEC 1 - 12, 15 - 17, T 410, R 66E;  
 DEC 4 - 10, 15 - 17, 21 - 23, 27 T 410, R 67E

COPPER RIVER MERIDIAN, ALASKA

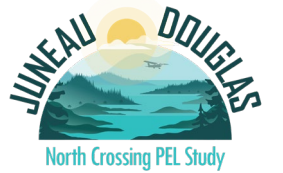


**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES

DOT&PF PROJECT NO. SFHWY00299/0003259  
 JUNEAU DOUGLAS NORTH CROSSING PEL STUDY

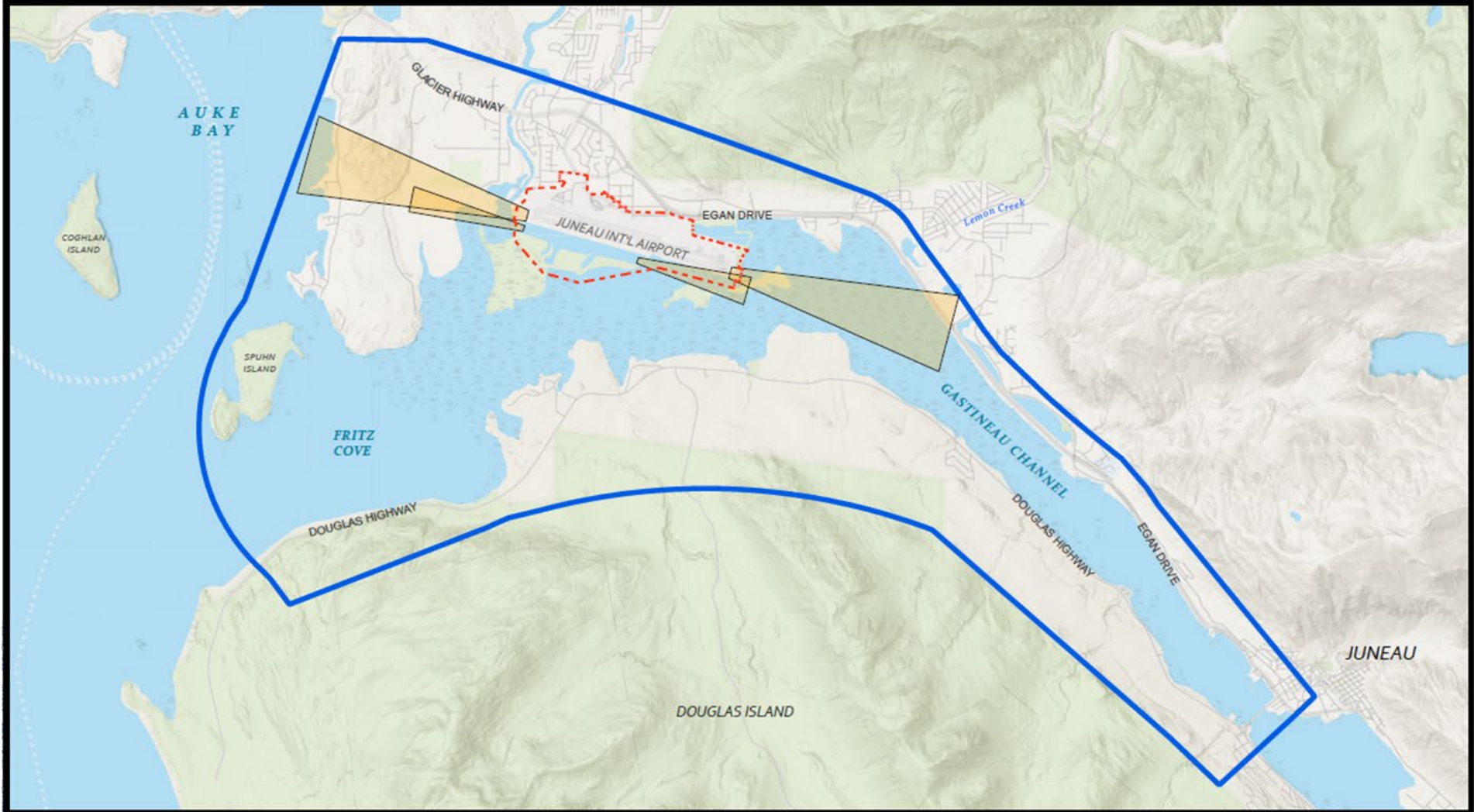
CITY AND BOROUGH OF JUNEAU, ALASKA

APRIL 06, 2022     FIGURE 2



# ENVIRONMENTAL SETTING

## AIRPORT APPROACHES



  PROPOSED STUDY AREA    
   AIRPORT BOUNDARY  
  NON-PRECISE APPROACH

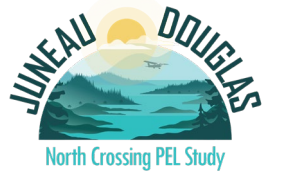
0 2,000 4,000 Feet

**AIRPORT APPROACHES  
WITHIN STUDY AREA**

DEC 25 - 27, 34 - 36, T 400, R 66E; SEC 30 - 34, T 400, R 66E  
 SEC 1 - 12, 15 - 17, T 410, R 66E;  
 DEC 4 - 10, 15 - 17, 21 - 23, 27 T 410, R 67E  
 COPPER RIVER MERIDIAN, ALASKA



**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





# POPULATION OBSERVATIONS

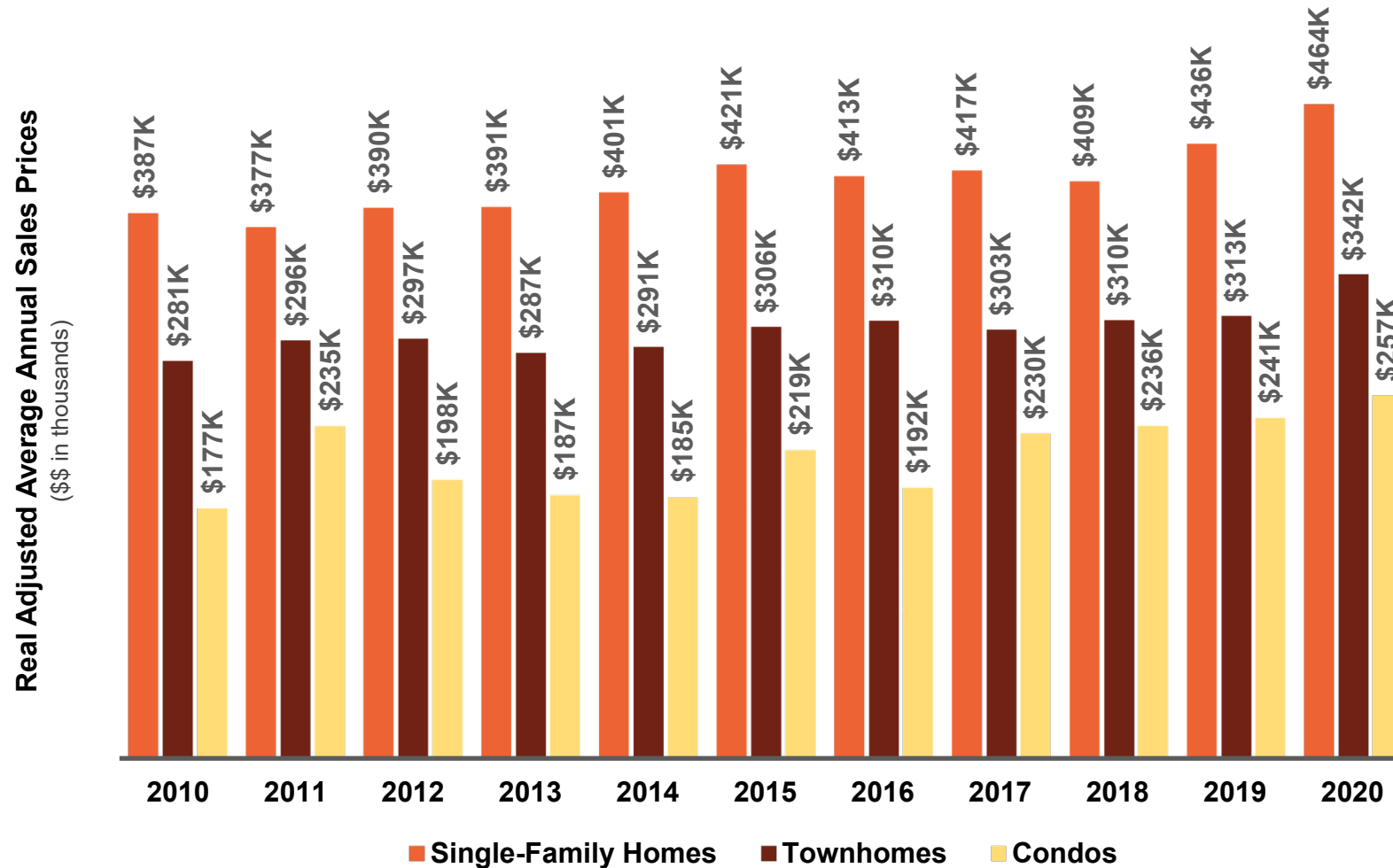
# JUNEAU POPULATION CHANGES 2000-2020

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

# 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)

# 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

	<i>Juneau City and Borough</i>	<i>Anchorage HMFA</i>
ESTIMATED MEAN RENTER WAGE	\$16.06	\$19.45
RENT AFFORDABLE AT MEAN RENTER WAGE	\$835	\$1,011

## Work Hours/Week at Mean Renter Wage

	<i>Juneau City and Borough</i>	<i>Anchorage HMFA</i>
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>

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

# 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

# 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

# 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**

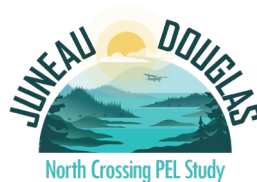


# DRAFT PURPOSE AND NEED

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.



# 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.

# **ALTERNATIVE SCREENING CRITERIA**

# 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***

# 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>	<ul 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></ul>
<b>Roadway Capacity and Utility Infrastructure</b>	<ul style="list-style-type: none"><li>(1)Infrastructure consistent with CBJs planning framework</li><li>(2)Reduced Travel Time</li></ul>
<b>Network Connectivity</b>	<ul 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></ul>

# 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

# SKETCH PLANNING SESSION

# 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



# 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

# **SKETCH PLANNING SESSION**

# 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

# WHAT'S NEXT?

## UPCOMING OPEN HOUSES

Meeting #	Focus	When
1	<ul style="list-style-type: none"><li>▪ Baseline data and existing conditions</li><li>▪ Purpose and need</li></ul>	May 11, 2022
Workshop	<ul style="list-style-type: none"><li>▪ Range of alternatives</li><li>▪ Alternatives screening process</li><li>▪ Screening criteria</li></ul>	Summer 2022
3	<ul style="list-style-type: none"><li>▪ Preliminary alternative screening results</li><li>▪ Detailed alternative screening criteria</li></ul>	Fall/Winter 2022
4	<ul style="list-style-type: none"><li>▪ Detailed alternative screening results</li><li>▪ Recommended alternatives</li></ul>	Winter/Spring 2023

# WHAT'S NEXT?

## UPCOMING OPEN HOUSES

Meeting #	Focus	When
1	<ul style="list-style-type: none"><li>▪ Baseline data and existing conditions</li><li>▪ Purpose and need</li></ul>	May 11, 2022
Workshop	<ul style="list-style-type: none"><li>▪ Range of alternatives</li><li>▪ Alternatives screening process</li><li>▪ Screening criteria</li></ul>	Summer 2022
3	<ul style="list-style-type: none"><li>▪ Preliminary alternative screening results</li><li>▪ Detailed alternative screening criteria</li></ul>	Fall/Winter 2022
4	<ul style="list-style-type: none"><li>▪ Detailed alternative screening results</li><li>▪ Recommended alternatives</li></ul>	Winter/Spring 2023

## PROJECT CONTACTS:

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

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

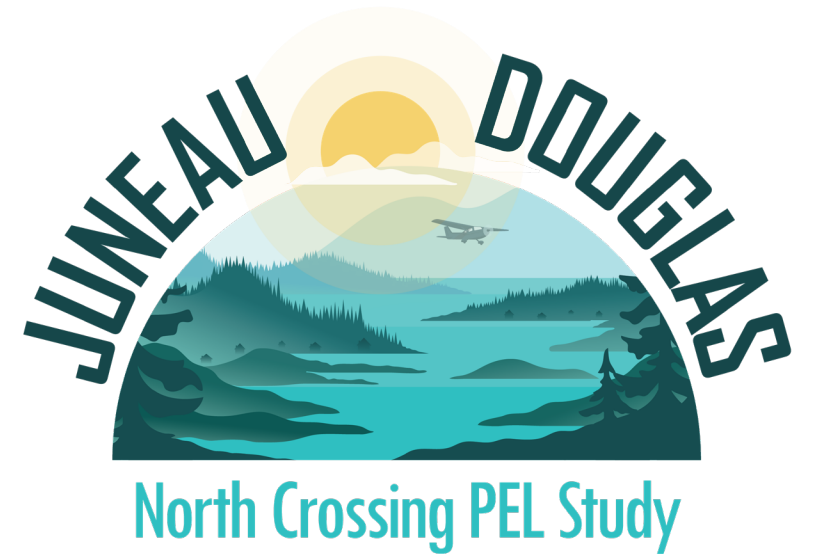
Renee Whitesell, DOWL PEL Study Lead  
(907) 562-2000

**Email:**

[JDNorthCrossing@dowl.com](mailto:JDNorthCrossing@dowl.com)

**Website:**

[www.JDNorthCrossing.com](http://www.JDNorthCrossing.com)



# THANK YOU