

## **2<sup>ND</sup> CHANNEL CROSSING CROSSING COMMENTS**

Page1.

- **ONE OF THE THINGS THAT SETS ALASKA'S CAPITAL, JUNEAU, APART FROM MOST OTHER CITIES IS THE SPECTACULAR VIEW OF THE MENDENHALL GAME REFUGE FROM THE AIRPORT TO SALMON CREEK. THIS VIEW PROVIDES AN INITIAL POSITIVE IMPRESSION TO VISITORS TO OUR CAPITAL CITY. CROSSING THE REFUGE WITH A ROAD BETWEEN THE AIRPORT AND SALMON CREEK IN THE REFUGE AREA WOULD DESTROY THAT EXPERIENCE UNIQUE TO JUNEAU.**
- **[SEE ATTACHED PICTURE NUMBER 1.] IT MAKES NO SENSE TO CROSS THE REFUSE AT THE WIDEST SPOTS. CROSSING THE REFUGE EAST OR WEST OF SUNNY POINT OR AT VANDERBUILT HILL WOULD DESTROY THIS IMPORTANT SENIC AREA.**
- **THE MENDENHALL GAME REFUGE IS CLASSIFIED AS A "GLOBALLY RECOGNIZED IMPORTANT BIRD AREA." SEE THE MENDENHALL WETLANDS IMPORTANT BIRD AREA BOOK BY ROBERT ARMSTRONG, RICHARD L. CARSTENSEN, MARY F. WILLSON AND HARGE HERMANS OSBORN. CROSSING THE REFUSE WILL GREATLY ENDANGER THIS.**
- **[SEE PICTURES 2, 3, & 4], AND YOU WILL GET AN IDEA OF THE IMPORTANCE OF THIS AREA TO MIGRATING AND LOCAL BIRDS.**
- **LOOK AT PICTURE 1 AND YOU CAN GET AN IDEA OF THE IMPORTANCE OF THE SUNNY POINT AREA AS THE MAJOR DEER CROSSING LOCATION BETWEEN DOUGLAS ISLAND AND THE MAINLAND. SEVERAL DEER HAVE THEIR YOUNG IN THE SOUTHERN AREA OF SUNNY POINT AND RETURN TO LEAVE THEIR YOUNG TO WINTER ON SUNNY POINT WHEN MATING SEASON BEGINS IN THE FALL. BUILDING THE CHANNEL CROSSING NEAR SUNNY POINT WOULD ELIMINATE THIS IMPORTANT WILD ANIMAL CROSSING, BIRTHING AND WINTERING AREA.**
- **CROSSING THE WILDLIFE REFUGE AT THE SUNNY POINT LOCATION WAS PUT TO THE VOTERS OF JUNEAU IN 2007 AND WAS DEFEATED BY A VERY LARGE MAJORITY. THE CROSSING DID NOT CARRY ANY OF THE JUNEAU OR DOUGLAS VOTING DISTRICTS AND LOST BY MORE THAN A 2 TO 1 MARGIN. THERE IS EVERY REASON TO BELIEVE AN ELECTION TODAY ON THIS LOCATION WOULD YIELD THE SAME RESULTS.**
- **THE 2<sup>ND</sup> CHANNEL CROSSING SHOULD NOT OCCUR IN THE MENDENHALL GAME REFUGE BETWEEN THE AIRPORT AND SALMON CREEK.**

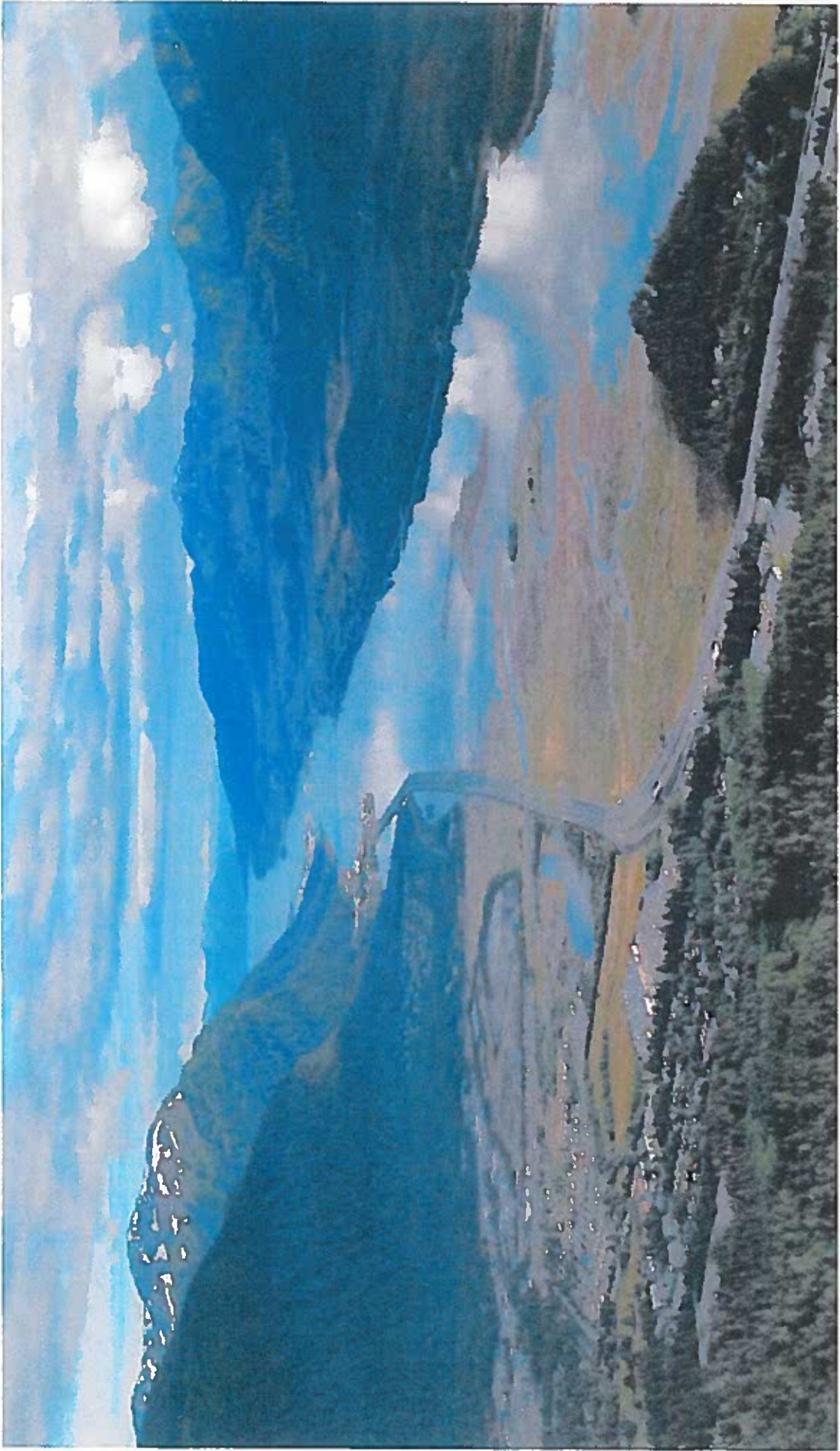
### PREFERED ROUTE

- THE PREFERED ROUTE BY THE AUDUBON SOCIETY AND THE SUNNY POINT NEIGHBORHOOD ASSOCIATION IN 2007 WAS AT THE SALMON CREEK/CHANNEL DRIVE LOCATION, **OUTSIDE OF THE MENDENHALL GAME REFUGE.**
- ATTACHED FOR YOUR REVIEW ARE **"NOTES FROM STAKEHOLDER MEETINGS OF THE JUNEAU AUDUBON SOCIETY"** AND FROM THE **SUNNY POINT NEIGHBORHOOD ASSOCIATION** THAT WERE PRESENTED DURING THE FAILED 2007 ATTEMPT TO PERSUADE THE PUBLIC THAT CROSSING THE WILDLIFE REFUGE AT THE SUNNY POINT AREA WAS A GOOD IDEA. **THESE NOTES AND IDEAS VERY MUCH APPLY TODAY AS THEN.**
- THE SALMON CREEK/CHANNEL DRIVE CROSSING CAN BE CONSTRUCTED OUTSIDE OF THE MENDENHALL WETLANDS GAME REFUGE AND AS SUCH WOULD COMPLY WITH SECTION 4[f] OF THE DEPARTMENT OF TRANSPORTATION ACT OF 1966 AND THE MSGWR MANAGEMENT PLAN, WHICH STATES THAT A PUBLIC TRANSPORTATION CORRIDOR CAN BE CONSTRUCTED THROUGH THE REFUGE **ONLY** IF "THERE IS A SIGNIFICANT PUBLIC NEED FOR THE CORRIDOR WHICH CANNOT REASONABLY BE MET OFF-REFUGE." ["Reasonable" defined as "within the realm of common sense."]
- THE BENCH ROAD, WEST OF THE EXISTING BRIDGE ON DOUGLAS ISLAND IS CRITICAL TO PROVIDING EFFECTIVE ACCESS TO WEST DOUGLAS AND A SECOND CROSSING AND SHOULD BE PART OF THE PROJECT.
- IF THE MAIN INTENT OF THE CHANNEL CROSSING IS TO RELIEVE TRAFFIC PRESSURE ON THE EXISTING DOUGLAS BRIDGE FROM TRAFFIC COMING FROM DOUGLAS OR WEST JUNEAU, THEN THE BRIDGE AT SALMON CREEK MAKES THE MOST SENSE. THE BENCH ROAD WEST OF THE EXISTING BRIDGE MAKES THE SALMON CREEK BRIDGE THE BEST OPTION FOR ACCESS TO EAGLE CREST, AND THE BACK SIDE OF DOUGLAS ISLAND WHILE MINIMIZING ENDANGERING THE ENVIRONMENTALY FRAGILE WILDLIFE REFUGE.
- THE SALMON CREEK CROSSING CHOICE WITH THE BENCH ROAD PROVIDES DIRECT ACCESS TO JUNEAU'S HOSPITAL AND HEALTH CARE NEEDS. THIS LOCATION MINIMIZES IMPACTS TO THE ENVIRONMENTAL VALUES OF THE MENDENHALL GAME REFUGE.

- A CROSSING LOCATION CLOSER TO SUNNY POINT WILL DISPLACE BIRDS THAT WILL MOVE TOWARD THE AIRPORT AND INCREASE HAZARDS TO AIRPLANE TRAVEL.
- THE CROSSING AT SALMON CREEK WILL BE THE SHORTEST AND LEAST EXPENSIVE CHOICE.

## **2<sup>ND</sup> CHOICE CROSSING**

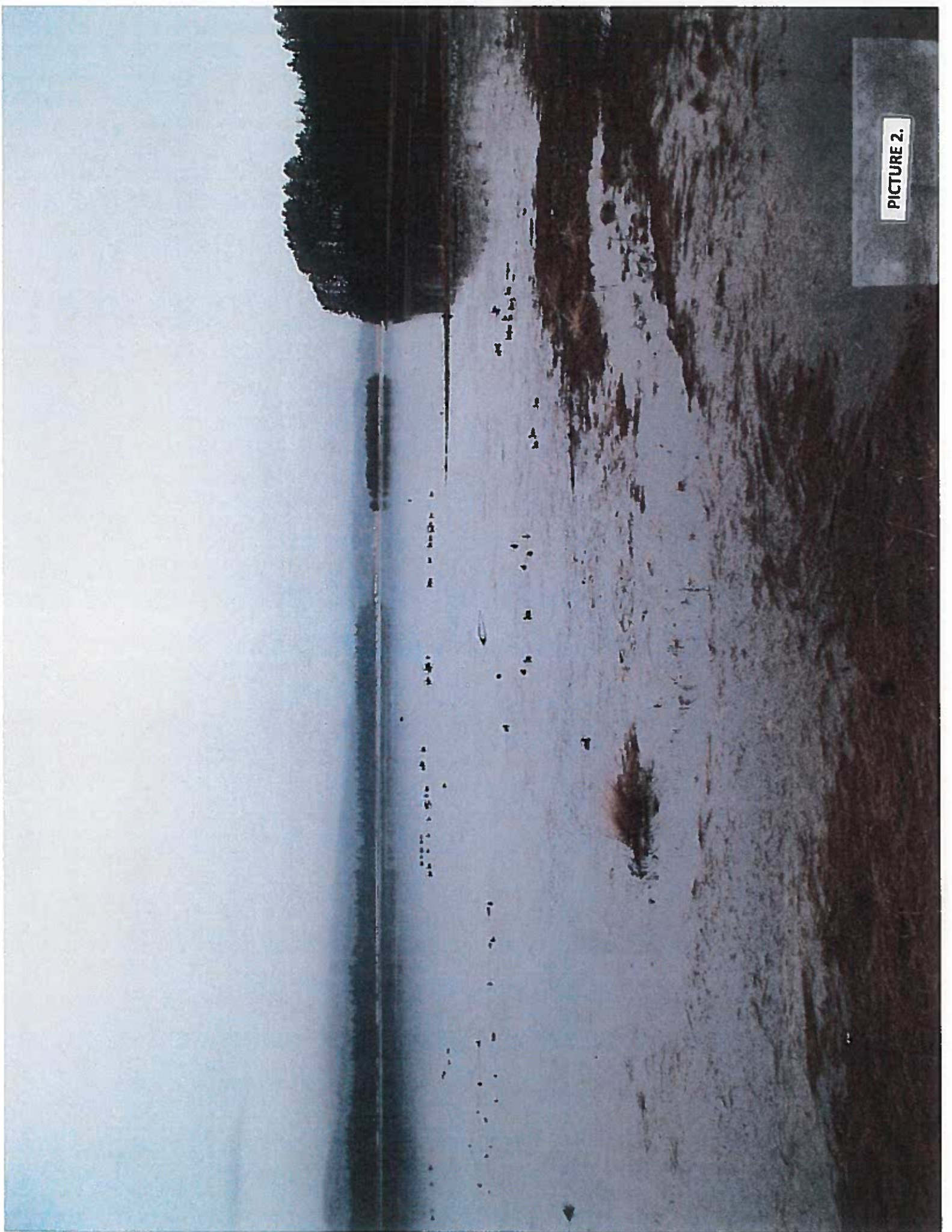
- IF THE OVERIDING CRITERIA IS TO PROVIDE A MORE DIRECT ROUTE FROM THE MENDENHALL VALLEY TO EAGLECREST AND TO THE BACK SIDE OF DOUGLAS ISLAND WITH LITTLE REGARD FOR THE ENVIRONMENTAL VALUES OF THE MENDENHALL GAME REFUGE, THEN A CROSSING FROM DOUGLAS ISLAND TO INDUSTRIAL BOULEVARD WOULD BE THE SECOND CHOICE.
- THIS LOCATION WHILE FAR FROM IDEAL WOULD LEAVE INTACT THE SPECTACULAR VIEW AND ENVIRONMENTAL VALUES OF THE MENDENHALL GAME REFUGE FROM THE AIRPORT TO JUNEAU.
- THIS LOCATION MIGHT NOT REQUIRE AN IMMEDIATE CONSTRUCTION OF THE BENCH ROAD BUT THIS NEEDS TO BE PLANNED FOR AND LAND ACQUISITIONS SHOULD BEGIN.
- IF A DEEPWATER PORT AND INDUSTRIAL USE OF THE BACK SIDE OF DOUGLAS ISLAND IS ENVISIONED, THEN WITH THE SUBSTANCIAL ADDITIONAL TRUCK TRAFFIC AND HEAVY INDUSTRIAL EQUIPMENT USE, THE INDUSTRIAL BOULEVARD LOCATION WOULD BE THE SECOND CHOICE. **THE BENCH ROAD AND THE SALMON CREEK ACCESS WITH THE OBVIOUS ENVIRONMENTAL AND VISUAL ADVANTAGE REMAIN THE FIRST AND MUCH PREFERRED CHOICE.**



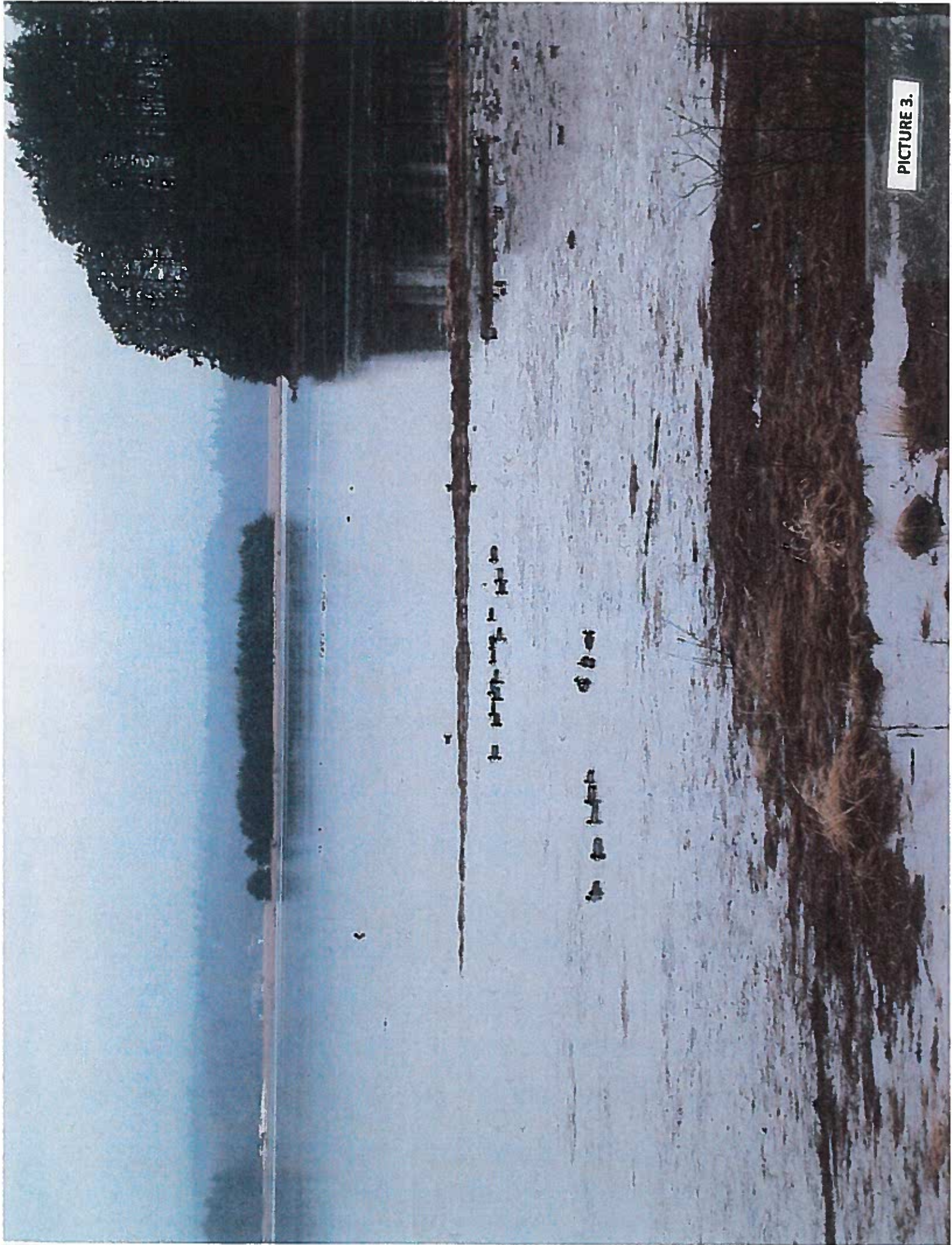
PICTURE 1.



PICTURE 2.







PICTURE 3.





PICTURE 4.



## Notes from Stakeholder Meetings

### Audubon Society

- Route preference: Salmon Creek/Channel Drive. Object to crossings within the Mendenhall Wetlands State Game Refuge (MWSGR). The Salmon Creek alternative has following advantages:
  - Can be constructed outside of MWSGR; would comply with Section 4(f) of Department of Transportation Act of 1966.
  - Provides needed secondary access to hospital and for emergency services.
  - Least environmental impacts at this location (the identified "hot spot" is not a major environmental concern and construction of an all structure crossing would minimize impacts.)
  - Would relieve congestion on the existing bridge and address near-term needs for improved capacity of crossing(s) to Douglas Island.
  - All-structure crossing at this location affordable and feasible.
  - At Salmon Creek, could construct a tall enough bridge to meet navigability requirements without having to use a movable structure.
- Criteria to guide selection of route:
  - Do not cross within Refuge.
  - Minimize impacts to environmental values of Refuge.
  - Consider future development patterns, relative to cost and feasibility of providing city services and infrastructure (e.g., sewer, water). Don't encourage sprawl (e.g., development at West Douglas, which is distant from City center.)
- Must have a Needs Assessment that clearly shows the purpose and need for the crossing. Concern that the need is speculative (especially as it relates to future development at West Douglas.)
- Question maintenance and operation costs and feasibility for a movable structure. Vessels cross the Mendenhall Bar in numbers on the highest tide; would require bridge to be open and cause long delays in vehicle traffic.
- Sunny Point area (adjacent to the new interchange) is not listed as an environmental "hot spot," but it is. Shorebirds and geese congregate at this location. Consistent and frequent use by hunters. Commented that of the three routes (Vanderbilt, Sunny Point, Yandukin), the Sunny Point route would cross the most valuable environmental areas.
- Neither of the Yandukin Drive Corridors seems feasible, due to cost and potential impacts to the Airport.
- All alternatives (1-15) achieve the project's objectives to varying degrees. No alternative should be off the table at this point.
- Concern that if birds are displaced, for example at Sunny Point area, they will move toward the Airport area and increase hazard there.

#### Attendance:

Jeff Sauer, President  
Mary Lou King  
Matt Kirchhoff  
Brenda Wright  
Steve Zimmerman

Date: January 4, 2007



## Sunny Point Neighborhood Association

- Route preference: Salmon Creek/Channel Drive. Must comply with Section 4(f) and with the MSGWR Management Plan, which requires that a public transportation corridor can be constructed through the Refuge only if “there is a significant public need for the corridor which cannot reasonably be met off-refuge.” (“Reasonable” defined as “within the realm of common sense.”)
- Criteria to guide selection of route:
  - Do not cross within Refuge.
  - Minimize impacts to environmental values of Refuge. Concern about impacts to birds and other wildlife, coho nursery areas in tideflats and other fisheries productivity, drainage, hunting, youth access, visual attributes.
  - Consider future development patterns, relative to cost and feasibility of providing city services and infrastructure (e.g., sewer, water). Don’t encourage sprawl (e.g., development at West Douglas, which is distant from City center) that will increase public infrastructure costs and property tax burden to pay for them.
- If considering route farther west, should look at a tunnel option, regardless of cost. Tunnel option would reduce impacts to hunting, visual environment, and airport operations.
- MWSGR is extremely important environmentally, and also serves important role in providing urban hunting, open space, visual environment.
- Concern that the need is speculative (especially as it relates to future development at West Douglas.) For future community development, CBJ should be looking at areas that are more readily and less-expensively connected to public infrastructure and services, such as Goat Hill, bench lands in West Mendenhall Valley, bench lands in Lemon Creek Valley.
- Need to evaluate effects on potential coastal flooding, especially under storm surge conditions. (Consider using COE model of channel, used to model results of past dredging actions.)
- Bench Road is critical to providing effective access to West Douglas. The two projects should go hand-in-hand. North Douglas Highway and the associated neighborhood cannot safely accommodate the traffic increase that would come with significant new growth and industrial use of West Douglas.

### Attendance:

Sherri Chrysler  
James King  
Jim King  
Mary Lou King  
Dale Lanegan  
Frank Rue  
Sally Rue

Date: December 6, 2006