

## ATTACHMENT #6

April 12, 2006 Airport Board Meeting/ Comprehensive Plan Update discussion

2006- 2008 Comprehensive Plan Update Work Program Tasks related to the airport.

Task #	Task	Staff	Schedule	Comments
11	Add a new Section in Chapter 4 of the Comp Plan on Airport transportation		2/07	
11.1	Work with airport managers and other aviation industry representatives to identify airport plans and transportation land and infrastructure needs and prepare a Findings section for the Comp Plan chapter		2/06 to 12/06	
11.2	Draft a set of policies which respond to the industry needs of task 9.1 and work with a task force of stakeholders to finalize the policies		2/06 to 2/07	
11.3	Work with relevant local, state and federal agencies and industry representatives to establish Implementation Actions for the proposed policies.		"	

Task #	Task	Staff	Schedule	Comments
3.	Review and Update All Policy Implementing Actions		1/06 to 6/06	
3.1	Identify which agency is assigned, or would be assigned, to implementing each action		"	
3.2	Consult with implementing agency (IA) to determine the status of the action and the schedule for completion		"	
3.3	Acquire latest report on the subject from the IA and review report for pertinent data/figures to update the Plan text. Keep report in Comp Plan library		"	
3.4	Report findings to Planning Commission and seek guidance on which actions to "retire" if complete, to delete if it is no longer appropriate or achievable, and to suggest relevant additions.		7/06	
3.5	Update the Comp Plan text to reflect status of Implementation Actions.		1/07	

## **1995 CBJ Comprehensive Plan (excerpts related to the Airport)**

From Chapter 4, Transportation, Public Facilities, Services and Amenities

### **“Regional Transportation System**

Due to the lack of a road connection with other regions of Alaska and Canada, the CBJ depends upon air and marine transportation which also serves the southeast region of Alaska. Waterway transit accounts for much of the passenger, most freight and all vehicular traffic to and from Juneau.

#### **Juneau International Airport**

Juneau’s airport has played an important role in the past development of the city and will play an even more important role in future development. The airport is an integral part of many of the policies and implementing actions of the Comprehensive Plan, such as state capital, tourism and visitors, commercial and industrial development, mining, seafood industry and commercial fishing, regional economics and services, wetlands, noise, and regional transportation system.

The airport is part of residents’ private and professional lives. Air transportation in Juneau is critical for the movement of goods and people. Much of the commerce in Juneau passes through the airport as cargo or as business people traveling to or from the capital city. Residents visiting their elected representatives and state government agencies mainly use air transportation. The rapid growth of tourism has made Juneau’s airport the second busiest in the state. The projected growth in tourism will result in an even busier airport.

Further, the airport serves as a hub for northern Southeast Alaska. Residents of Haines, Skagway, Gustavus, Hoonah, and other communities are served by carriers using Juneau’s airport. Connections to the lower 48, as well as the rest of Alaska, are made in Juneau. The development of Juneau as a regional center for commerce and medical service will emphasize this aspect of the airport’s role. The FAA classifies Juneau International Airport as a small hub airport.

It is critical that Juneau continue the orderly development of the airport to meet the expanding needs of Juneau residents and to provide access for Alaskans to their legislature and state government. Wise development of the airport will contribute to the economic growth and diversification of the community. Juneau’s airport plays a fundamental role in the basic infrastructure of the City, more so than in most areas of the country.

**POLICY 4.1. IT IS THE POLICY OF THE CBJ TO SUPPORT THE IMPROVEMENT OF TRANSPORTATION SYSTEMS WHICH REINFORCE JUNEAU’S ROLE AS THE CAPITAL CITY OF ALASKA AND A REGIONAL TRANSPORTATION AND SERVICE CENTER. IT IS FURTHER THE POLICY OF THE CBJ TO MAINTAIN AIRPORT FACILITIES THAT PROVIDE BASIC TRANSPORTATION NEEDS FOR JUNEAU RESIDENTS AS WELL AS FOR OTHER ALASKANS AND VISITORS TO JUNEAU, AND TO WORK WITH**

## **THE PUBLIC AND PRIVATE SECTORS TO FACILITATE COMMERCE, ECONOMIC DEVELOPMENT, AND ACCESS TO ALASKA'S CAPITAL CITY.**

### **Implementing actions:**

- 4.1.1. Assume a leadership role in the encouragement of surface transportation links into and out of the borough. Consider all alternatives to improve transportation links between Haines, Skagway and other areas of Southeast Alaska, including roadways, high speed ferries, and light or standard rail.
- 4.1.2. Update and keep the Airport Master Plan current.
- 4.1.3. Protect all designated airport properties from land use conflict and/or displacement.
- 4.1.4. Maintain an entity to carry out airport planning, development and oversee airport management functions.
- 4.1.5. Encourage the development of a Global Positioning System (GPS) to allow increased weather-limited landings at the Juneau Airport.
- 4.1.6. Improve transportation facilities that accommodate air and marine links between the CBJ and outlying communities.
- 4.1.7. Undertake a comprehensive port facilities feasibility study.
- 4.1.8. Coordinate activities with appropriate state and federal transportation agencies and the private sector to determine priority, timing, interagency roles and responsibilities, and funding.
- 4.1.9. Encourage early and meaningful public participation in transportation decision-making processes.

### **POLICY 4.2. IT IS THE POLICY OF THE CBJ TO PROMOTE A BALANCED, WELL-INTEGRATED LOCAL TRANSPORTATION SYSTEM WHICH PROVIDES SAFE, CONVENIENT AND ENERGY EFFICIENT ACCESS AND FACILITATES THE MOVEMENT OF COMMODITIES.**

### **Implementing actions:**

- 4.2.1. Urge formation of a Transportation Advisory Committee and enhance CBJ staff capability to address long- and short-range planning issues related to surface, marine, and air transportation for the borough.
- 4.2.2. Develop a list of needed roadway improvements according to priority, cost, and potential funding, and incorporate it into the CBJ's capital improvement plan and ISTEA Statewide Transportation Improvement Program Needs list. Potential road corridors in the Mendenhall Valley/Auke Bay and on Douglas Island are

illustrated on the Comprehensive Plan maps.

4.2.3. Develop an overall intermodal transportation plan for the CBJ.

4.2.4. Develop an agreement between the CBJ and the Alaska Department of Transportation that spells out the responsibilities for planning, construction, maintenance and ownership of roads within the CBJ.

4.2.5. Require dedication of all needed rights-of-way. Obtain commitments to construct local and collector roadway improvements from private developers when projects are approved.

4.2.6. Review and implement adequate development standards in subdivision and other development ordinances to facilitate vehicular traffic and provide safe pedestrian and bicycle access.

4.2.7. Designate corridors for planned and potential roadways on the Comprehensive Plan maps to establish a basis for subsequent site specific studies, which also address the mitigation of associated environmental impacts through proper location of the actual right-of-way. Revise CBJ development ordinances to assure that needed rights-of-way for planned or potential roadways are reserved when development proposals are reviewed and approved.

4.2.8. Urge DOT&PF to adopt detailed and comprehensive improvement plans for roadways under state jurisdiction. These plans should include clear goals and intentions for each roadway corridor and be developed through a public process.

4.2.9. Prepare and adopt a classification ordinance and map identifying the existing and/or proposed level of use for each street in the CBJ within the following categories:

Arterial. A street intended to carry large volumes of traffic at steady speeds with minimum interruptions to traffic flow, generally connecting with collector streets and major traffic generators within the area.

Collector. A street which forms the boundary of major blocks of land, is intended primarily for inter-neighborhood traffic, connects neighborhood local road systems to arterials, and is often a feeder road to commercial areas from the arterial system.

Street designed to provide vehicular access to abutting properties Local. and discourage through-traffic.

4.2.10. Evaluate DOT&PF design concepts and endorse an accelerated schedule for improvements of the intersection near Sunny Point.

4.2.11. Encourage the upgrading of Thane Road with that portion from Taku Smokeries to the CBJ Sewer Treatment Plant as the highest priority, and from the CBJ Sewer Treatment Plant to Sheep Creek next in priority. All reconstruction of Thane Road should include pedestrian and bike lanes.

4.2.12. Urge more frequent painting or use of more durable marking material for crosswalk and street demarcation.

4.2.13 Evaluate the motor vehicle and pedestrian access to the Juneau International Airport including ingress, egress, parking, and non-airport traffic flow. Consider methods for routing non-airport traffic through alternative arterials.”