

## Responses to TC/PC and Public Comments on Draft 2040 MTP

#	Subject	Comment	Response
1	7	I have a few comments. I am looking at the Transportation Plan and didn't see any short term plans to improve the intersection between Geist Rd., the Johansen Expressway, and University Avenue. I think an easy fix might be to change the lighting sequence to be more efficient? Is this in the plan?	The University Avenue Widening project is now a Statewide Transportation Improvement Project, so it is being funded through the state and not FMATS. It is scheduled in 2016 and will address the University/Geist/Johansen intersection. We were just recently informed that the first segment of the project will go from Thomas Street to just past the Chena River Bridge.
2	Skiing	Also, I have some concerns about your non-motorized plans. Do you have any plans to incorporate skiing into your non-motorized plan? Is there any way to participate in FMATS other than by public comment to serve as a proponent for this type of non-motorized activity?	We did discuss incorporating skiing in the non-motorized plan. We thought about areas where not plowing snow would aid in a ski commute but did not receive very much support for such efforts. We did have a non-motorized advisory group when developing that plan but it is not an ongoing committee. Right now, your comments are valuable and I encourage you to continue to comment. I will share your comments with our Technical Committee to see if they have any additional thoughts.
3	Bicycle	Also, I do have some concerns about non-motorized, bike travel. There were two new underpasses created for bikes under the Illinois Street Bridge and under the Cushman Street bridge. However, they are on the opposite side of the street from the main bike path that parallels the river. Why? Also, once you finish on the bike path, at Cushman Street and want to cross the street to the downtown park--the bike path ends. Why? I suppose a biker could cross the street, go under both bridges, then cross again, but do most bikers do that? I don't know. I am usually running a bit late, and when I am biking, I am looking for an efficient route. I think there needs to be a little more thought put into efficiency and continuity for bikers and pedestrians. One thing that would be great too is if there were more bridges and tunnels for bikers. These are common in Anchorage and Boulder Colorado. This would make it possible to both use the trails for skiing as well as for efficient biking and walking and you would probably really see an increase in this type of activity.	We are working on a bike path for the north side of the river so it won't seem so disconnected when that is complete. There will be a couple of additional bridges across the river between Cowles and Peger Road. We are also working on the reconstruction of the Cushman Street Bridge which will provide a safer connection across the river. You have some very good ideas regarding tunnels/bridges for non-motorized travel and we have discussed those in some areas (Farmers Loop and the Steese come to mind).
4	Bicycle	How far would the bike path on the North side of the river go? That would be a nice. Another unfortunate thing about those particular underpasses is that they were flooded most of last summer—more so than the underpass next to Peger Rd.	The bike route is being planned from the current path under the Barnette Bridge to Peger Road. There are some pinch points which require a couple crossings that will connect to the route on the south side. Yes, the flooding was an issue but I am cautiously optimistic, given the record rainfall last summer! There are two other connections that we are working on in the short term. First, a ramp from the Steese Highway down into Graehl Park (Front Street). Second, with the reconstruction of the Wendell Avenue Bridge in 2016, there will be a continuation of the path under the new bridge and up to the west side of the Wendell Bridge. This way, bikes and peds won't have to cross Wendell to get to the other side. Then they can connect to the existing path on the north side of Wendell Avenue. And the elevation at this location is significantly higher than Barnette so we aren't anticipating as much of a flooding problem.

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5	Transit	What are the transportation plans for improving the Van Tran system? I live on Edby Rd. which is approximately 7.7 Mile Chena Ridge. We do not have bus service. I was told once that individuals could only ride Van Tran if they lived on the public bus system. Is this still true?	Van Tran service is generally only available for those that live within ¾ mile of a fixed bus route (MACS). We do not have immediate plans to extend the MACS bus system to Chena Ridge. When the bus system is extended to other areas of the Borough, Van Tran service is extended to those areas as well. Van Tran is only available to pre-qualified individuals that are unable to use the MACS system due to a disability. That disability is confirmed through an assessment process and the applicant's medical provider. As funding becomes available, we will evaluate new areas of the Borough to provide service.
6	Ped/Bike	I drive to and from work on Phillips Field Road. I was happy to see the rehab a few years ago but was very disappointed to see that a bikepath on the north side of the road was not included. I have seen the following use the road itself where no trail exists: bicyclists without lights, women with strollers, pedestrians in dark clothes. Usage by these groups has been increasing. A trail on the north side of the Chena River does NOT satisfy the need for a trail on the north side of the road. Tell the railroad that we need trails on the north and south side of the road NOW. Planned or not this is a major thoroughfare for Fairbanksans. The railroad needs to join the community in considering the safety and accommodation of Fairbanks citizens.	Sidewalks/paths are challenging due to RR right-of-way constraints. This uncertainty and expense of this improvement led to its placement in the very-long range (VLR-13)
7	Ped/Bike	I'm a proponent of an offstreet, direct (i.e. underpasses/tunnels and bridges) West-East route through Fairbanks. Currently, there are unsafe intersections to cross when traveling through Fairbanks. What about a multi-use trail system or at least a corridor that would allow skiers, and fat-bikers in the winter to commute? Offstreet would not only be more enjoyable but also much safer than traveling on the shoulders through winter. Also, consideration for efficiency i.e. directness would also be good.	The pedestrian and bicycle network is being systematically improved based on analysis in the Non-Motorized Plan. Numerous projects in this plan would provide on- and off-street paths and/or bridges or tunnels.
8	Ped/Bike	Intersection--some type of bridge over the intersection of Geist/Johansen/University Avenue is greatly needed!	This project was not prioritized in the Non-Motorized Plan. SR-57 includes pedestrian/bicycle improvement evaluation at this intersection.
9	4	In chapter 4 of A Roadmap to 2040, figures 4-7 and 4-9 show a planned pedestrian facility extending north from the Old Steese across the Creamers Refuge. I believe the DOT proposal for a road following the same alignment was killed two or three years ago, so I am surprised to see this alignment illustrated in this document.	A path connection would be considered as part of the implementation of the Steese/Richardson PEL study.
10	4	Additionally, Table 4.2 includes a realignment of the Old Steese Highway with the Farmers Loop extension at Farmers Loop without specifying what that project is. Is it to the west of the current Farmers Loop/Steese Expressway light or is it further south?	This project was a concept in the Steese/Richardson PEL study ( <a href="http://dot.alaska.gov/nreg/richardson-steese/concepts.shtml">http://dot.alaska.gov/nreg/richardson-steese/concepts.shtml</a> ).

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11	4	Reading the 2040 plan, it seems the North Pole Library is still located at the old position on Snowman Lane. With the new library will come more children crossing the Old Richardson, which is dangerous. There should be, at the very least, a crosswalk across the Old Rich at 8th, with a sign that lights up when people need to cross. A signal light at that intersection may be needed. This would also help with the congestion during the school session. Buses are trying to cross the Old Rich, then have to stop at the railroad. The lunch rush from the high school also contributes to congestion.	The location of the library will be updated. This intersection can be considered for improvements under SR-35 or MR-10.
12	1	Page 2 – 5 <sup>th</sup> paragraph, specify that the Fairbanks area is a PM2.5 non-attainment area, as opposed to just “a non-attainment area”.	Agreed
13	1	Page 3 – 1 <sup>st</sup> paragraph, delete “as well as additional areas designated by the state” and replace with “the contiguous area expected to become urbanized within a 20-year forecast period.”	Sentence will be modified
14	1	Figure 1-1 – It appears that the legend is mislabeled as “Functional Classification”. This does not appear to be an appropriate title.	Agreed
15	3	Table 3-2 – Yankovich Miller Hill Multi-use path should be added to the “Completion Beyond 2015” since there is a large segment of this pathway that will not be constructed in 2015 and will likely be years after due to ROW acquisition.	Agreed
16	3	Page 9 – Last paragraph, Does DOT “maintain and repair classified roadway crossings of railroad tracks”? I was under the impression that ARRC maintains and repairs crossings.	The ARRC generally maintains, but does not own crossings; owner repays AARC for maintenance.
17	3	Table 3-5 – Cushman and Barnette Street are shown as roadways with “identified roadway capacity issues”. I was under the impression that the City of Fairbanks conducted a study on Cushman and Barnette Street that showed these roadways would not have capacity issues over the design life of the projects they are completing.	Removed from figure
18	3	Page 12 and Figure 3-6 – The Black line should be added to the text as well as the map. This line was reinstated in 2014.	Addition to be considered
19	3	Figure 3-7 – Plack Road should probably be shown as a “Road with shoulder” as opposed to a “shared-use path”. The Plack Road Bicycle and Pedestrian Facility project is adding 5’ shoulders to the roadway and as of May 2014 these were not going to be marked as a bicycle and pedestrian facility.	To be corrected
20	3	General Mapping Comment – I noticed that under “schools” the Watershed Charter School is not shown. Could this be added?	Addition to be considered
21	3	Figure 3-8, 3-9 – The Birch Road segment should be shown as a sidewalk. This segment was completed this past summer. There is no longer a shoulder on the roadway, but rather a 6’ sidewalk.	To be corrected

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22	4	Figure 4-7 – The Old Steese to McGrath Connector is still visually shown on the map. The facility should be removed. The Airport Way (West) Improvement project should be extended to the Airport Way/Dale Intersection. The Barnett Street Bridge should be removed as a “Planned Bike Facility”. Goldhill Road could be added as a “Planned Bike Facility”.	This figure will be updated as suggested.
23	4	Figure 4-9 – The Old Steese to McGrath Connector is still visually shown on the map. The facility should be removed. The Airport Way (West) Improvement project should be extended to the Airport Way/Dale Intersection. Goldhill Road could be added as a “Planned Bike Facility”.	This figure will be updated as suggested.
24	4	Page 15 Security Needs Section – (Comment from FNSB Emergency Operation) Large scale evacuation routes are not addressed in this plan. Example: When reviewing the Moose Creek dam failure study it became obvious that there are several vulnerable points on the highway system which would hinder an evacuation. In the ACE scenario, the Richardson Highway south of the spillway would be flooded fairly early and the Parks Hwy/Geist road interchange would be out of service later in the flood. So no highway evacuation to the south. Raising the grade of the Richardson Hwy should be investigated as that would improve the chances of evacuating to the south.	Detailed evacuation analysis is beyond the scope of this MTP. This comment has been passed on the the DOT&PF.
25	5	Page 5 – The characterization of the Vision Fairbanks plan is not correct as stated “the Vision Fairbanks Downtown Plan is intended as a guide for future downtown development and actions taken may evolve based on changing conditions.” I believe a more appropriate characterization would be “The Vision Fairbanks Plan is an element of the Comprehensive Plan, it is the official vision for future downtown development. The Plan may be modified in the course of implementation decisions and it should not be interpreted as restricting the Assembly’s ability to accommodate the actual development of the downtown core area and the changing needs of the community.” In the public hearing on August 21, 2008 it was made clear that the Assembly and only the Assembly has the ability to make decisions that are not consistent with the Plan.	The text will be modified to clarify the current position of the plan, including Comprehensive Plan and City of Fairbanks Resolution 4318 adoption.
26	5	Page 13 College Road/3 <sup>rd</sup> Street Interchange – Some reference should be made to the action by the Policy Committee to change the College Road/3 <sup>rd</sup> Street Interchange to the College Road/3 <sup>rd</sup> Street Improvements project.	The PEL study does plan an interchange at this location.
27	6	Rail Infrastructure, page 5 or page 13 – I think that there should be some reference to the Alaska State Rail Plan and specific resulting projects in this section. I t would also be beneficial to mention the completed EIS for the extension of the rail infrastructure to Delta Junction.	Maintain existing text per FMATS staff instruction.

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28	8	Page 3 – Please reduce the cost estimate of SR – 37 (Lathrop Street Extension) to \$2.5 million. This is due to a reduction of scope and an updated estimate by the FNSB.	Done.
29	Transit	As I stated when I spoke to you earlier, I utilize Van Tran 5 days per week most weeks for my mother-in-law. Unfortunately, there have been some glitches. Twice my mother-in-law was "dropped off" unattended at Justastore when I first started using the service. One specific date was March 17, St Patrick's Day. It hasn't happened since, but I was quite upset at the time. My biggest problem is that I live outside some boundary, so must wait for the bus at Justastore each day to be guaranteed a ride. My schedule doesn't work well on maybes, but I wait anywhere from 15 minutes to an hour each night. In the winter that isn't very cost effective, nor does it save the emissions problem we're trying to work on since I have to start my car every so often to keep warm or leave it run all that time. As for the MAC transit. I used to ride sometimes when my car was in the shop and thought I might ride more often when I retired. Before the bus stopped at The Pumphouse and I still had to walk a mile to the stop, but now it is even farther away. Is it possible it will again stop at the Pumphouse? I don't see me riding if I have to walk more than a mile, especially in winter when it's most feasible to save fuel and emissions.	This comment was forward on to Van Tran and MACS staff, who responded to the commenter.
30	7	SR-45. The entire Danby Wembly Johansen area suffers from very poor road design. The proposed roundabout for the Danby Wembly intersection was certainly controversial and appears to have delayed that project. There was supposed to be a median installed from the Wembly intersection to the Johansen to keep people in the 1 southbound lane. That median is badly needed. People are always driving on the wrong side of the road thinking there are 2 southbound lanes. This creates safety problems for people turning north off the Johansen in the double turn lanes. If the roundabout project continues to be delayed, please consider putting rumble strips in the Danby yellow center line between Wembly and Johansen. Maybe those will give people an idea they aren't in the right place on the roadway.	The Danby/Wembly roundabout is in design and planned for construction in 2016.
31	7	SR-2 SR-33 MR-23, these should be considered together and include the missing south side sidewalk on College west of Aurora drive.	SR-2 includes the missing sidewalk and is obligated for 2015 construction. SR-33 and MR-23 will be evaluated based on identified needs.
32	7	MR-14 and SR-23 are a good ones, badly needed as is SR-46 which is LONG overdue.	No action needed.
33	7	SR-62, will it fix the problem in the parking lot with the bus tying up traffic trying to use the 4 way stop at the east store entrance?	The details of this project will be established in the project design.

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34	7	MR-39 should be expanded to include redesigning the Peger road east bound onramp to the Johansen. This onramp is VERY poorly designed. Merging traffic is forced into a curve to finish the merge, on roadway that pitches right then left, then onto a bridge that is VERY slick in the winter. Add to that, the need to cross 3 lanes for people wanting to turn on the inside lane for Aurora drive/Wembly. All this merging is on very dangerous roadway in the winter including the VERY slick downward angle before the Johansen turn left lanes begin. This roadway gets glare ice starting at the end of the bridge. This area is a MESS.	The Peger Road/Johansen Expressway interchange being reconstructed and may address some of your concerns. We will pass this comment on to DOT&PF staff.
35	7	FMATS needs to work on securing increased funding for bike path and sidewalks to get good winter maintenance as outlined as a goal in the Seasonal Mobility Task Force report. Adding more bike path mileage without increasing maintenance funds would not be a good investment.	The MTP does not allocate maintenance and operations funds.
36	7	I agree with the continued need to improve bicycle facilities. The Plack Rd project is needed, and I agree with the need for improvements along Bradway and Holmes. The Badger Road bike/shared trail has not seen any serious maintenance since construction and needs to be completely rehabilitated. I also support the plan to add a bicycle facility along the Rich between Badger and town. However, there are additional needs not addressed.	Thanks for your support. Rehabilitation of the Badger Road bike path is currently in design.
37	7	A major need is to provide a more efficient route across Fairbanks along the Mitchell corridor. This would be better served along with the proposed interchange at the Richardson/Old Rich. Assuming they would correct the left exit with a safer right exit with flyover, and allowing for bike lanes. Best if they combine that with a grade separation of the railroad crossing on the Rich. I would think bike lanes could be added along the Mitchell like the Johansen.	Noted. The pedestrian and bicycle network is being systematically improved based on analysis in the Non-Motorized Plan.
38	7	Richardson Corridor-Badger Road: As the issues along Badger road draw more attention, the proposal to add an intermediate interchange between North Pole and Badger Road needs further study and an increase in priority. There is a need to take some of the congestion from Badger Road to divert traffic onto the Richardson. Possibly somewhere between where Lakloey and Benn would potentially connect. You show the road possibly connecting at a Benn extension and I support that, along with improvements to Bradway.	VLR-23 could be moved up in priority based on several studies in the surrounding area. Prioritization will be revisited in four years with the next MTP Update.
39	7	Peridot: Someone needs to resolve the issue of Peridot between the Richardson and Badger. There is that no-mans land that neither the state or North Pole want to address. This could be made into a suitable diverter route with minimal expenses. Considering the growth in traffic that I've witnessed over more than 20 years there, and the prediction that the Badger area will see greater than normal growth, we should start planning now. It's rare to actually get ahead of demand. I think the traffic predictions will be greater than shown.	The jurisdictional issues, specifically no agency offering to provide maintenance outside of the City of North Pole limits, are beyond the scope of this MTP. A portion of Peridot Street will be reconstructed in MR-8.

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40	7	Lastly, should the ARRC rail relocation plan ever happen between North Pole and Fairbanks, then there should be some consideration of using the old rail line as a Rails to Trails project. Thank you. This is a very important effort.	Thanks for your suggestion.
41	Roadway	Why isn't Goldstream Road included in the plan? It funnels residential and recreational traffic to Fairbanks via the Steese, Parks and Farmer's Loop and is an industrial and mining corridor from the Parks to the Steese/Elliott Highways and for shift workers at Fort Knox. It has heavy summer bicycle traffic, some daily winter bicycle traffic, and needs to be safely linked to area bike paths.	Goldstream Road is outside the area covered by FMATS and this MTP. The road and its users are included in the model, but FMATS funds can not be allocated to projects on the road.
42	Ped/Bike	Please add more sidewalks and separated bike corridors, and link existing corridors. Walking/riding along the roadside is unsafe and in the winter, often not possible. As a society, we encourage exercise, family outings, teenage involvement in work, volunteer and school activities (commuting by bicycle) and energy-saving alternative transportation, but the lack of linked safe walking/biking corridors makes this impossible for many residents.	Noted. The pedestrian and bicycle network is being systematically improved based on analysis in the Non-Motorized Plan.
43	Roadway	SR-2 College Road Pavement Rehabilitation should include: 4 lanes with center turn lanes with bus pullouts, see SR-33 included obtain ROW for widened cross sections. This project is needed as a safety measure. Project may require additional design revisions and drop priority to the 2018 year.	The recent College Road Corridor Study did not identify a need to widen the roadway.
44	Roadway	Salcha to REX - Highway will commence at Salcha, then cross New Tanana Bridge WB along the foothills of the Alaska Range to REX, near the Nenana River. Road may follow existing sled roads. This new highway should be 2 lanes. Each lane 12' wide with 4' shoulders. Highway could be within the ENSR and Denali borough and south of Ria (?) Lake to not encroach on the military reservation. Try to stay along the 1000' contour. Highway could be constructed from REX to Salcha concurrently. Approx mileage is 75+ miles. REX to Wood River crossing about 50 miles. Salcha to Wood River is about 25 miles. Suggest aerial survey & photo preliminary route for design, then do geotechnical soil boring about 1000' on center and at river crossings. Obtain 200' ROW.	This project is outside the FMATS study area.
45	Roadway	Steese Expressway/CHSR Intersection - Design roundabout to continue to allow NB traffic free egress to CHSR EB. Provide for heavy LNG tanker to North Pole Refinery from Prudhoe Bay via Nordale Road. Provide funding for ROW at CHSR if necessary from preliminary planning. Project should be completed prior to the summer of 2016. This will allow LNG tankers a shorted route to North Pole Refinery. This SB route will avoid IGU trucking to by-pass Fairbanks traffic along the Steese Expressway to the Alcan Highway to North Pole.	These roundabouts are currently under design. DOT&PF is considering a free egress at the CHSR roundabout.
46	Ped/Bike	Steese Expressway & Johansen intersection, bicycle and pedestrian facility. Overhead facility to improve flow of traffic at ground level. Bicycle and pedestrians can cross safely regardless of auto and truck traffic. Will provide safe crossing at major highway intersection.	Pedestrian crossings are being considered as part of the Steese/Richardson PEL study.

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47	Rail	Our comments are that the document really does not touch on rail transportation much. ARRC is mentioned in the freight section, but given the discussion regarding how freight comes into and out of Fairbanks, I think our facilities would be discussed in more detail. Further, given the illustrative projects, North Pole Realignment, and some of the crossing concerns in the community, I would think that the document would discuss some of those items in more detail. Perhaps it is my fault in not reaching out during the development of the document. I am not sure how you want to address this issue at this point.	As the MTP projects and FMATS funding do not typically include rail projects, the railroad is discussed based on how it impacts roads in terms of surface crossings and freight demand.
48	Rail	Secondly, ARRC is not mentioned at all. We averaged 90,000 passengers arriving/departing from the Depot from 2010-2013, and we are not mentioned relative to passengers at all. I think that we ought to get a similar level of analysis as the airport, although we handle a much smaller volume.	The relevant section will be expanded to include ARRC passenger traffic, though this chapter focuses on freight transportation.
49	Trails	Farmer's Loop to CHSR Trail should be moved up. There is a large unserved population that would benefit from this short section of trail on an NHS route that provides an essential connection between two existing paths.	This project is being closed by DOT&PF. We will forward your comment on to them.
50	Intersections	Improve the Woodway Intersection when improving College Road. This new way intersection across from a two-way road opposite is very confusing and adds significantly to the congestion at the Farmers' Market.	This intersection was not identified as needing improvement in the recent College Road Corridor Study.
51	MTP	Good to have a long range transportation plan.	Thanks for your support.
52	Transit	New bus shelters are impressive and complementary to their locations.	Thanks for your support.
53	Pedestrian	Make all sidewalk ramps at the same place at each corner. I believe they should beat the apex of where the two perpendicular sidewalks meet.	Current and on-going projects, such as SR-5 are seeking to address sidewalk and ramp issues throughout the area.
54	MTP	I like the thoroughness of the long range transportation planning process.	Thanks for your support.
55	Enhancements	In any of the larger plans / projects, I'd love to see enhancements considered within the scope of the project, i.e. stamped cement, decorative railings, creative lighting, etc. This is a way to create jobs, make for a more beautiful environment, and creative wayfinding.	Art and landscaping are determined during the scoping and design phase of each project.
56	Intersections	University Avenue desperately needs right turn only lanes at the Geist / Johansen and Airport Way intersections.	MR-36 and other projects seek to address the needs on University Avenue.
57	Bridges	If you replace bridges over the Chena River, for heaven's sake make them at least as tall as the existing Wendell Street and Cushman Street bridges. The new Barnette Street bridge isn't anywhere near tall enough. It came dangerously close to having water flow over it this summer, and it blocked boat / raft traffic this summer. Bad design.	Bridge design is outside the scope of this plan. This comment was forwarded to DOT&PF staff.
58	Traffic Lights	You could do a lot better job of coordinating the traffic lights around town. Too often one has to make one's way down a street stopping at every single light.	Signal timing is undergone periodically by maintenance and operations staff and is outside the scope of this plan. DOT&PF is currently studying signal timing throughout the area.
59	Intersections	The Illinois St. / Minnie St. / Phillips Field Rd. intersection(s) is ridiculous. Phillips Field should have been moved to come in across from Minnie Street when Illinois was rebuilt.	VLR-15 addresses this issue.
60	Roadways	Yankovich Rd. is dangerously narrow and should be widened.	LR-17 will evaluate the need for widening.

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61	Roadways	Extend the frontage road in front of Sears so that it connects to the Airport Way intersection by Washington Plaza. The fact that it doesn't connect leads to bottlenecks at Market St.	LR-19 and similar projects seek to address access along Airport Way.
62	Emergency Evacuation	We live on Chena Pump / Palo Verde Ave. and the gun / police stand-off by the gas station near the Parks Hwy overpass was a real eye-opener. The Chena Pump / Chena Ridge area is very vulnerable if a fast evacuation of the area would be needed. The morning of the stand-off it took me an hour of bumper-to-bumper traffic to make what is usually a 5 minute trip. This was about 9:00 a.m. when the majority of people have already traveled to work. What would happen if all the west part of town had to evacuate at once?? I think another bridge is needed over the Chena possibly connecting to either Airport Industrial or connecting Roland Road to Dale Road.	VLR-14 would evaluate a need for a new connection.
63	Emergency Evacuation	LR-10 Davis Road: I think Davis Road could be considered (and planned) as an alternative / back-up west-east road to Airport Rd. and College Rd. in case Airport Rd. is blocked.	Specific emergency management strategies are beyond the scope of this study.
64	MTP	The plan contains a nice mix of multi-modal projects. Areas of need have been identified thoroughly and they do not seem to be located in one primary area; they are spread throughout. The MTP does seem to be efficient and cost-effective because it focuses on improving and maintaining roads already in use and not creating new roads that need to be maintained. New roads require maintenance so we need to be focusing on what we already have to maintain.	Thanks for your support.
65	Pedestrian	I did not see a project addressing the lack of a sidewalk on University Ave. between Airport Way and the Mitchell Expressway. This portion of University Ave. is heavily used by pedestrians and bicyclists coming from the float pond at the Airport and from the surrounding residential areas. Also tourists from Japan walk between Sophie's Station and Fred Meyer's / Safeway. It is unsafe for them and they contribute to our local economy. The amount of tax dollars collected from the businesses along University Avenue in this segment more than pays for this improvement. There is a sidewalk along other residential areas that do not contribute as many tax dollars. This is an unequal distribution of tax dollars allocated to sidewalk improvements that do not contribute as many tax dollars as the commercial businesses along University Avenue between Airport Way and the Mitchell Expressway.	SR-46 and similar projects will evaluate the need for these improvements.
66	Pedestrian	SR-16: Very important. Our town needs to keep children and families safe and lack of pavement markings gives motorists the feeling that they have the right-of-way.	Thank you for your support.
67	Pedestrian	SR-28: These roads are currently not very pedestrian friendly. They represent roads that connect to major areas of town and increased motor vehicle use has recently caused them to be unsuitable for pedestrians and bicyclists - unsafe.	Thank you for your support.

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68	Pedestrian	SR-46: The bridge over the Chena River on University Avenue has come of the narrowest, unsafe sidewalks I have ever seen. I am so glad this is going to be addressed.	Thank you for your support.
69	Enhancements	SR-61: Nice benches and shelters beautify our town and are relatively inexpensive.	Thank you for your support.
70	Transit	SR-62: There is more than enough space in the Fred's parking lot to create something nice, safe, functional for transit users. Currently motorists get upset when the bus stops along the entrance.	Thank you for your support.
71	Pedestrian	LR-16: Yay! The current state of sidewalks throughout Fairbanks varies greatly. We need to close this gap. Let's identify a standard for pedestrian sidewalks and make them consistent throughout Fairbanks.	See also SR-32
72	Roadways	University Avenue should have a priority!! In the evening, it is not unusual to have back-ups from the Johansen to Airport Way.	Initial phases on the University Avenue Widening project are included in the short range.
73	Roadways	SR-38: This road project is going to simplify the entrance to our city and put safety in play for all of the visiting guests and keep us safe for all seasons.	Thank you for your support.
74	Pedestrian	Looking forward to easy access for travelers and bicycle trails. Need more lights and sidewalks on all projects.	Noted
75	Intersections	It is important to change the Geist and College Road intersections.	Thank you for your comment.
76	Roadways	SR-38: It is a positive move for the City and State. It helps with safety, i.e. the lack of street lights in the specific area. It also says welcome to Fairbanks in a very positive way as well as it will allow the traffic (all kinds) to go safely.	Thank you for your support.
77	Pedestrian	Need to look at the pedestrian / bicycle path on the University Ave. / Mitchell Expressway crossing. Safety is not good in that area.	This intersection can be considered for improvements under SR-35 or MR-10.
78	MTP	Makes everything much safer than it is now. It has the potential to make our city more desirable.	Thank you for your support.
79	MTP	I like the emphasis on 1) Smart Growth; 2) Infrastructure to support economic development; and 3) regional quality of life.	Thank you for your support.
80	Signage	Incorporate design of wayfinding signage program to be installed downtown into appropriate MTP projects, e.g. bike paths, pedestrian sidewalks, and main vehicular routes.	Noted. Signage is determined in design phase of each project. Wayfinding signs are being included in the Cushman/Barnette projects. FMATS is working on securing funding for wayfinding on other streets.
81	MTP	Use the attached color-coded system to define regions. For Downtown projects, "Explore Fairbanks" is working on a map that could provide a start to developing a color-coded areas of Fairbanks. Many of the projects listed in the MTP could incorporate this signage. In addition to the projects in the downtown core, also projects SR-2, SR-5, SR-14, SR-16, SR-27, etc.	Noted. Signage is determined in design phase of each project. Wayfinding signs are being included in the Cushman/Barnette projects. FMATS is working on securing funding for wayfinding on other streets.
82	Freight	Need coordinated plan to move jet fuel more efficiently to Fairbanks when looking into freight projects in the future.	Freight routing will be evaluated in upcoming freight plan.
83	Intersections	Monroe and Minnie intersection has a curve that has caused over 5 accidents. Please straighten out that curve when construction starts.	Intersection safety is evaluated annually in the DOT&PF HSIP process.
84	Pedestrian	Minnie Street needs sidewalk. This area gets used a lot by pedestrians.	Noted. The pedestrian and bicycle network is being systematically improved based on analysis in the Non-Motorized Plan.

#	Subject	Comment	Response
85	Roadways	The Steese Highway definitely needs to be more like the Mitchell Expressway because of the future growth in the residential areas.	The various Steese/Richardson PEL study recommendations include improvements to the Steese.
86	Railroad	The railroad in North Pole needs to be diverted as planned.	Thank you for your support.
87	MTP	Best part was being informed. Post card mail out worked great.	Thanks for your participation.
88	Pedestrian	Incorporation / promotion of pedestrian / bike paths / trails is good. Keep this up to attract tourism and business improvements in the downtown area.	Thank you for your support.
89	Intersections	The Steese / Johansen overpass needs a cloverleaf or overpass that is compatible with pedestrian and bike use. Thanks for not pushing a connection between there and McGrath Road; it would ever last.	The various Steese/Richardson PEL study recommendations include pedestrian improvements to the Steese.
90	Transit	Incorporate the bus system needs. We need improvements to make the bus system more attractive and economical. Also need to explore light rail options.	Thanks for your support.
91	MTP / FMATS	Donna does a great job of responding to information requests.	Thanks for your comment.
92	Transit	LIGHT RAIL. Seriously, your plan only encourages "one person - one car" Los Angeles nightmare. There is no emphasis on Public Transportation. None. Buses aren't even electric. Let me guess. No one in FMATS uses public transportation. You all drive your own cars to work and your family members all do the same. Road projects are designed to ease congestion BUT THEY NEVER DO. EVER. They just encourage more cars. You folks won't stop until every square inch of FNSB is paved.	Thanks for your comment.
93	MTP Funding	These proposals are not efficient or cost-effective. As long as you use the money to build and maintain roads for private cars you will never have enough and will ever finish. Roads might get safer but more cars make it a wash.	Thanks for your comment.
94	Transit	Imagine FNSB as a place where you don't need a car. If I live in Two Rivers, I should only have to drive from my house to a spot on CHSR and get on a train(electric) to get from Fairbanks. Private companies (cabs, Uber, etc.) can take me the last link. Don't make me have to own a car. When you as a public institution encourage that, you do a disservice to the public you serve. Don't make it easier to drive around; make it unnecessary.	Thanks for your comment.
95	Air Quality	Plug-ins at the Carlson Center? Really? That's your solution to air pollution?	Thanks for your comment.
96	MTP	Implementation Guide is great; gentleman who explained it was very helpful. I'm just beginning to get interested in this and this meeting was very helpful.	Thanks for your comment.
97	Pedestrian	I am really interested in pedestrian and bike trails. I am pleased with the plan. Please maintain and repair bike trails in existence now.	Thanks for your comment.
98	Pedestrian	I'm a big proponent for off-street multi-use paths that are connected with tunnels or bridges. Even one main corridor connecting West and East Fairbanks. Maybe even multi-use paths for skiers, fat bikers, runners and walkers. I REALLY think an underpass or overpass at Geist / University Avenues would be good.	Noted. The pedestrian and bicycle network is being systematically improved based on analysis in the Non-Motorized Plan.
99	Intersections	This plan demonstrates adequate capacity at most intersections in Fairbanks and North Pole.	Thanks for your comment.

#	Subject	Comment	Response
100	Pedestrian	I support bike and pedestrian accommodations to make Fairbanks a more walkable community.	Thanks for your comment.
101	Access	Please take into consideration affected neighborhood with alternatives for the Steese. Many of the proposed designs do not consider access at Lazelle Rd. which provides alternate access to Shannon Park. If access off the private road is eliminated, circulation for this neighborhood would be significantly reduced if Trainor Gate and Steese become one-way westbound.	This access will be further evaluated in the Steese/Richardson PEL Study.
102	Transit	Have the bus going to the Main Gate at Ft. Wainwright go in the front gate and out the back gate at Badger Road. Follow the route the North Pole bus takes resulting in frequency in service improvements. Also coordinate a Christmas Route with MACS to look at all the Christmas lights around town.	Noted. Transit operations are outside the scope of the MTP. This comments will be shared with MACS staff.
103	Roadways	I appreciate the fact that Peridot Road is within the North Pole city limits and that it is not a State road, but the excuses not to pave the remaining section of Peridot are very weak compared to the valid reasons to pave the entirety. On the basis of public health, safety and welfare (e.g. the fire trucks could use this road to significantly shorten their response time / access to the Richardson Hwy) Peridot should be re-designated as a State road.	The jurisdictional issues are beyond the scope of this MTP. A portion of Peridot Street will be reconstructed in MR-8.
104	Transit	It is important to make long term planning provisions to allow mass transit right-of-ways for all new construction and re-construction of major arterials, e.g. Richardson Hwy, Mitchell, Johansen. Basis for this is Seattle's experience with light rail construction: the biggest hurdle and expense was buying property / gaining right-of-way.	Thanks for your comment.
105	MTP OH	It was easy to see and identify future projects. You could also better understand where the potential funding might come from.	Thanks for your comment.
106	Intersections	SR-41: against this Chena Hot Springs Interchange.	Thanks for your comment.
107	Air Quality	Need more resources for clean air devices so can meet the State Implementation Plan for PM 2.5.	While the MTP reported some of the CMAQ measures, this MTP does not dictate the funding to these initiatives.
108	Roadways	Badger Road should be a priority. Holmes Road needs widening.	The Badger Road study is prioritized in the short-range.
109	MTP	It gives a good scope and ideas of plans down the line.	Thanks for your support.
110	ROW	Need to allow for more use of eminent domain.	Thanks for your comment.
111	Pedestrian	Sidewalks in areas / roads that have primary bus routes.	Noted. The pedestrian and bicycle network is being systematically improved based on analysis in the Non-Motorized Plan.
112	MTP OH	The maps, the detail and the individuals presenting the projects and available to talk with were very informative.	Thanks for your support.
113	Air Quality	Long range transportation planning is a great idea. But we need to stay away from the grants to do with air quality. Living in Los Angeles for 30 years, I feel that the air quality issue is getting out of control and we are on a slippery slope.	Thanks for your comment.
114	Roadways	Project on Bradway is my priority; it really needs help. Needs to be faster. Holmes Road needs shoulders. Badger Road needs safety improvements including possibly more lighting.	Badger Road, Holmes Road, and Bradway Road all have projects in the MTP.

#	Subject	Comment	Response
115	MTP	Good intention with the public participation. I thought the story boards were well prepared.	Thanks for your support.
116	ROW	Needs more use of eminent domain!	Thanks for your comment.
117	Pedestrian	Need sidewalks in the Walmart area. Need 3-land College Road with bike lanes. The Geist / Johansen intersection needs improvements.	Noted. The pedestrian and bicycle network is being systematically improved based on analysis in the Non-Motorized Plan.