

FMATS 2045 MTP Public Review Draft

	Commenter	Comment	Response
1	Kellen Spillman, FNSB	I very much like the simple easy to use format of this iteration of the MTP.	Thank you for your comment.
2	Kellen Spillman, FNSB	The plan states “5,000 people may come to the area in the next four years alone as Eielson Air force Base expands”. This number is overstated. In our most recent research associated with the Regional Growth Plan and Salcha-Badger Subarea plan puts the number at “3,300 additional residents”. http://www.eafbregionalgrowth.com/	Changed as requested.
3	Kellen Spillman, FNSB	I think the challenges with PM2.5 should be mentioned under Goal 3 of the plan, particularly under the “clean air” section.	No change was made. The plan focuses on the transportation element and its impact on air quality.
4	Kellen Spillman, FNSB	Project SR-38 (Rosie Creek Road Improvements) should be removed from this plan. It is entirely outside of the MPA.	Changed as requested.
5	Kellen Spillman, FNSB	I would like to see MR-52 (Richardson Highway MP 359 Railroad Grade Separated Facility) escalated. This is a very important regional projects emphasized in several plan including the Alaska State Rail Plan and will facilitate better transition to the Northern Rail Extension.	The short range time frame is fiscally constrained and not able to accommodate the additional \$38.5 million project.
6	Kellen Spillman, FNSB	Is project MR-74 (Transit Operations Study) intended to be an update and/or replacement to the approved short and long range transit plan? There are several references in the document to the “ultimate freeway” including specific implementation through projects LR-20 (Michell Expressway Interchanges, Stage I), VLR-23 (Michell Expressway Interchange, Stage II and III), VLR-25 (Richardson Highway: North Pole Area Interchange Phase II), and VLR-26 (Richardson Highway: North Pole Area Interchange Phase III). I could not find any background on where the “ultimate freeway” concept case from or was approved. I believe that this concept should be properly vetted, including justification of why these improvements are needed, or more likely removed from this plan. These are exorbitantly expensive projects and it is more troubling to me is that there is not even a defined location for the proposed interchanges. I did ask a few questions at the Technical Committee meeting and it was stated that these projects were carry over’s from the last MTP. I believe these projects should be deleted or there should be significant justification on why they are needed. Additionally, I did not see a “Richardson Highway Interchange Phase I” project. Was this missed?	The vision for the study is to consider a route restructuring beyond what is included in the typical short and long range transit plan. Mitchell Expressway projects descriptions were simplified and tied to specific locations. The Richardson Highway interchanges are illustrative and beyond the funding horizon of this plan.
7	Kellen Spillman, FNSB		
8	Kellen Spillman, FNSB	I believe that VLR-6 (Phillips Field Road Improvements) can be removed. This section of road was just upgraded to improve safety through a HSIP project and there is another project LR-12 (Phillips Field Road: Peger to Illinois Street) to construct non-motorized facilities. I’m not sure what VLR-6 would do that hasn’t already been done through the HSIP project or will be accomplished through IR-12.	VLR-6 in an open ended-project to supplement any unmet needs from earlier projects.

		<p>I would like to know if the US Army has taken a formal or informal position on VLR-20 (Dennis Road/Lazelle Road Corridor: Steese Expressway/Johansen Expressway – Badger Road). During the FNSB/DOD JLUS process there was significant emphasis on limiting/prohibiting development encroachment on the east side of Fort Wainwright, including the following:</p> <ul style="list-style-type: none"> o It is recognized throughout the JLUS report that Secluded Acres already creates potential land use conflicts as a residential area that is located within both the military’s noise contours and the runway’s Accident Potential Zone, and that increasing residential development in that area will also increase the potential land use conflicts in that area. o One of the issues identified in the study, and a primary focus of implementation, is land use compatibility: “current zoning regulations do not prevent development of current and future incompatible uses in areas near the bases. This is now a potential land use concern in the Secluded Acres subdivision adjacent (to) Fort Wainwright and the community of Moose Creek adjacent (to) Eielson AFB.” (JLUS final report, section 1.6 Issue Identification, p. 6) o “It appears that the most likely future land use conflict associated with Fort Wainwright will occur in the area east of the runway, in the Secluded Acres area. Access to this area was previously hindered by the lack of a bridge across the Chena River. The construction of a new bridge is scheduled and development of this property for residential purposes is likely.” (JLUS final report, section 3.4 Analysis of Future Land Uses, p. 52) o The Joint Land Use Study recognizes the importance of preventing encroachment on military lands and “prevent(ing) development near military lands that could compromise missions, to support development of compatible land uses outside the installation fence lines, and to bring existing uses into compliance. In this context, ‘encroachment’ is used to signify those uses of land closely surrounding Form Wainwright or Eielson AFB that would impinge on the military’s ability to safely carry out their mission.” (JLUS final report, section 4.2 Local Jurisdiction Recommendations, p. 59) o Recommendations to the military specifically include considering Secluded Acres for acquisition: “Consider identification and acquisition of land that may be needed to protect military operations from encroachment. The military would conduct an internal review to determine if there is a need to purchase or otherwise obtain ownership to lands that may be needed in the future to prevent encroachment that represents a threat to mission-essential military operations. This would remove 	<p>Fort Wainwright was invited to comment on the MTP and would be consulted before VLR-20 progresses any further into the planning process.</p>
9	Kellen Spillman, FNSB		
10	Kellen Spillman, FNSB	<p>The scope of project LR-28 (Trainor Gate Road Intersection Improvements) should be much more general. For a planning level project, particularly one in the long range, a much more general purpose and need should be stated, opposed to a very detailed alternative, as is the case with this project. I suggest a description similar to MR-58 (College Road and 3rd Street Improvements), where the scope reads “construct improvements at the College Road and 3rd Street intersection.”</p>	<p>Project language was provided by DOT&PF from the Steese-Richardson PEL study as best available description at this time. Project scope will be refined when project in nominated.</p>
11	Kellen Spillman, FNSB	<p>There should be more specificity to the location of project LR-24 (Old Richardson Highway Interchange). I’m showing four separate Old Richardson Highway – Richardson Highway intersections and I’m not sure which location this project is intended to address.</p>	<p>Duplicate project removed.</p>
12	Kellen Spillman, FNSB	<p>There is no mention of financial constraint. I’m certain there is something in the Appendix, but it merits a mention that for everything except VLR projects we have financially planned for funds to be available to construct.</p>	<p>A clarifying note was added to the VLR list; additional description included in Technical Appendix.</p>

13	Kellen Spillman, FNSB	The plan lacks solid connections between our stated principles and how the identified projects get us closer to the plan vision, particularly some of the large expansion projects that have been mentioned. It could be argued that the “ultimate freeway” is not consistent with the stated goals of the MTP. Could there be some justification included. I appreciate that the MTP had a picture of North Pole, but I wonder if you would consider an alternative picture? The picture in the draft is at least 6 years old and does not present a particularly attractive picture of the City. I have included two pictures from almost the same perspective that present a better image of the City. I resized the pictures so I could send them as attachments. I have the originals that are higher quality if you want to use either one of them.	The FMATS projects were subjected to a scoring process based on the MTP Goals and Objectives. Non-FMATS projects were provided and prioritized by the funding agencies. Changed as requested.
14	Bill Butler, CNP		
15	Randi Bailey, DOT&PF	SR-25- Richardson Highway Mile Point 354-359 (Milepost 353-357) Access/Safety Improvements Reconstruct the Richardson Hwy and adjacent frontage roads, including roadside hardware, drainage improvements, intersection improvements, and utilities. Work includes construction of new frontage roads and elimination of access points onto the Richardson Highway	Changed as requested.
16	Randi Bailey, DOT&PF	SR-24- Airport Way West Improvements Reconstruct Airport Way, Hoselton Road, Dale Road, Old Airport Way and Wien Lake Road. Work includes roadside hardware, draining improvements, intersection improvements, utilities and ADA improvements such as curb ramps and sidewalks.	Changed as requested.
17	Randi Bailey, DOT&PF	SR-26- Steese Highway and 3 rd Street Widening Reconstruct the intersection of the Steese Expressway with 3 rd Street in Fairbanks. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities.	Changed as requested.
18	Randi Bailey, DOT&PF	SR-40- Richardson Highway Mile Point 358-364 (Milepost 357-362) Bicycle/Pedestrian Path Construct a paved bicycle/pedestrian path on the Richardson Hwy starting from the Richardson Hwy/Airport Way intersection, continuing along the Richardson Hwy to the Badger Loop North Bound Ramp, and terminating at the Badger Road/Old Badger Hwy intersection. Improvements will include bridge work, roadside hardware, drainage improvements, ADA improvements, and utilities.	Changed as requested.
19	Randi Bailey, DOT&PF	MR-53- Aurora Drive Noyes Slough Bridge #0209 Replacement Replace the Noyes Slough Bridge #0209 on Aurora Drive in Fairbanks. Project work includes bridge work, roadside hardware, drainage improvements, intersection improvements, ADA improvements and utility work.	Changed as requested.
20	Randi Bailey, DOT&PF	SR-39 Chena Pump Road Bike/Pedestrian Facility Rehabilitation Rehabilitate the existing Chena Pump Road bicycle path between Dartmouth Drive and the Pump House Restaurant. Improvements include widening Chena pump Road shoulders between Pump House Restaurant and Grebe Drive, bridge work, drainage improvements and roadside hardware.	Changed as requested.
21	Randi Bailey, DOT&PF	SR 37- Chena Hot Springs Road Milepost 0-6 Rehabilitation Rehabilitate Chena Hot Springs Road from Milepost 0-6. Improvements include drainage, embankment stabilization, roadside hardware, utilities, and ADA improvements if required for the reconditioning of the multi-use path. The project also includes intersection improvements inclusive of Old Steese Highway/ Chena Hot Springs Road	Changed as requested.
22	Randi Bailey, DOT&PF	ADD: Airport Way Drainage Improve roadway drainage by replacing drainage structures, reconfiguring roadway geometry and front road separation, grading, and adjusting utilities. This project will also address ADA compliant and associated drainage needs.	Changed as requested with a new short range project.

23	Open House Comment	Signs for University/Geist/Johansen intersection (and elsewhere in town) "No Turn on red when pedestrians and bicyclists present"	This comment was passed on the DOT&PF.
24	Open House Comment	I cycle almost every day. Primarily Chena Ridge/West, and into town. I would recommend you save your \$ building new bike trails and just ensure large shoulders. Bike paths get destroyed by tree roots in as few as 5-6 years and receive so little maintenance. Most cyclists just stick to the roads anyway.	The type of bicycle/pedestrian facilities are determined on a project-by-project basis, including maintenance factors.
25	Open House Comment	Priority for roundabouts and intersection lighting: (1) Nelson and Hurst (high accident location, bicyclist hit at 40 mph) (2) Hurst and Dawson (3) Plack and Nelson. Congestion on Plack Rd -> traffic turning onto Badger -> bolt across, end up in ditch. Area growing, getting more congested, unsafe.	Project MR-4 Dawson Road Extension (Hurst Road–Plack Road) will change travel patterns in this area and will consider intersection control.
26	Open House Comment	New homes w/ F35s and pop. growth. MR-16 Remove "Bridge" from title Wendell Ave Bridge Study - can be confusing in relation to SR-31	Changed as requested.
27	Open House Comment	Wendell Ave Bridge: Fairbanks MR-37 In description insert "for seasonal use" - need area for snow storage (berms) in winter	Recommend no change. Winter maintenance may change in the future and a maintenance strategy isn't typically included in the project description
28	Open House Comment	MR-1 southbound bike lane needs to be seasonal use to accommodate snow storage (berm)	Recommend no change. Winter maintenance may change in the future and a maintenance strategy isn't typically included in the project description
29	Open House Comment	MR-2 shoulder to accommodate bicyclist needs to be seasonal - for winter snow storage (berm)	Recommend no change. Winter maintenance may change in the future and a maintenance strategy isn't typically included in the project description
30	Open House Comment	LR-8 - insert "seasonal" bicycle boulevard treatments	Recommend no change. Winter maintenance may change in the future and a maintenance strategy isn't typically included in the project description
31	Open House Comment	I commuted by bicycle this summer along the Johansen Expressway from the area of Danby -> University. It is great to have a bicycling path separate from traffic. BUT I have been surprised and concern for a couple areas along the route. My biggest concern were at the base of the path that drops down to an intersection with Aurora. The path drops the cyclist into the midst of a 3-way intersection WITH an additional exit ramp from the Johansen that brings a lot of semi-tractor trailers across the path that people (including kids) are asked to cross. Please correct this poorly planned location	The Johansen Expressway off-ramp is stop-controlled at the trail crossing.
32	Interactive Map Comment	This intersection needs a traffic-sensing signal to facilitate additional traffic on 12th Ave now that TVC has changed their parking lot configuration, in addition to the Fed Courthouse traffic. TVC's building and the new park fence makes it very difficult to see oncoming traffic on Noble St. (0 likes)	Comment forwarded to City of Fairbanks Maintenance staff.
33	Interactive Map Comment	12th Avenue from Noble to the Federal Courthouse property needs to be repaved. There are many poorly repaired potholes here. The increased traffic from the new TVC parking lot configuration does not help. (0 likes)	Comment forwarded to City of Fairbanks Maintenance staff.
34	Interactive Map Comment	The sound-barrier wall is nearly inline with bicycle traffic heading south over the Chena River Bridge in the center of the pathway. This is a bit of a problem in daylight, but a real problem in the dark (i.e., biking south in the dark in the center of the bridge will cause you to smack into the north end of the wall). Suggest a vertical reflector strip to help bike lights detect the wall sooner. May have to place reflector(s) so they don't confuse vehicle traffic. (0 likes)	Comment forwarded to City of Fairbanks Maintenance staff.
35	Interactive Map Comment	SR-34 - I live in the neighborhood (Island Homes) across the river from this project. The road noise from this section of the Steese is extremely loud already. I'm concerned that these changes will increase the noise, so I would greatly appreciate if attention were paid in this project to dampen sound, perhaps by adding one of those sound baffle walls that is present on Peger Rd. Thank you for your consideration (0 likes)	Noise impacts will be evaluated in the project design phase.

36	Interactive Map Comment	MR-67 - I believe this, along with the pedestrian crossings on College Road, should be of higher priority. This should occur in the short-term. (0 likes)	Thanks for your comment. The short term time frame funding is fully allocated.
37	Interactive Map Comment	SR-39 - Improved pedestrian access across Chena Pump Road is needed in this area. With the coming Chinook Conservation Park safe access to the park will be important, and a pedestrian tunnel will make for continuous (and fast) connection between the Chena Ridge and University West neighborhoods. (18 likes)	Added MR-52 Chena Pump Road Crossing
38	Interactive Map Comment	Need better access from WoodRiver School to the Chinook Conservation Park on the other side of Chena Pump Road. This would be a great resource for the students and teachers if they could safely walk there (11 likes)	Added MR-52 Chena Pump Road Crossing
39	Interactive Map Comment	Bus service on the Sheep Creek -- Goldstream -- Ballaine loop around the University would be amazing (1 likes)	The majority of this area is outside the FMATS boundary. Comment forwarded to MACS.
40	Interactive Map Comment	This intersection needs a turn lane in both directions from Sheep Creek/Goldstream onto Murphy Dome Rd because there is poor visibility coming from the west, it is often very slippery there, and traffic moves quickly. (1 likes)	This location is outside the FMATS boundary and thus is not allocated FMATS funds.
41	Interactive Map Comment	Chena Pump is a major traffic artery and safe crossing points for non-vehicular traffic are limited. A tunnel would improve summer and winter recreational and pedestrian access to the green space to the west, as well as pedestrian traffic to and from Woodriver Elementary School. (11 likes)	Added MR-52 Chena Pump Road Crossing
42	Interactive Map Comment	SR-39 - I was out walking in this area a couple weekends ago, and I noticed a real need for a place to safely cross Chena Pump Road, especially now that the property owned by the Land Trust is publicly accessible. It's a really hazardous and wide road. (10 likes)	Added MR-52 Chena Pump Road Crossing
43	Interactive Map Comment	SR-39 - Chena Pump Road needs a safe crossing point for pedestrians - the demand for this is evident and a new public park will only exacerbate things. A tunnel under Chena Pump to the new conservation park will improve the quality of life for all residents in the area and provide a safe route for children attending Woodriver Elementary. It's high time for Fairbanks to invest in better pedestrian infrastructure (8 likes)	Added MR-52 Chena Pump Road Crossing
44	Interactive Map Comment	SR-39 - A pedestrian tunnel between the Chinook Conservation Park and Woodriver is a fantastic suggestion to have a safe way for pedestrians to cross such a busy road. (10 likes)	Added MR-52 Chena Pump Road Crossing
45	Interactive Map Comment	SR-39 - I really love walking on the IALT lands across from Woodriver elementary but we could use a safe way for students to cross the road to get there! Pearl Creek has great ski trails for students to use for Ski club and Running club after school and the addition of this park would be such a great addition to the opportunities for Woodriver students! Maybe a tunnel under the road? Those work great in Anchorage parks! Then all the traffic out Chena Pump road wouldn't be disrupted either! (also repaving that super bumpy bike path while we're at it;) (7 likes)	Added MR-52 Chena Pump Road Crossing
46	Interactive Map Comment	SR-39 - A fantastic plan to improve safe crossing of Chena Pump Road. I'm for it! (5 likes)	Added MR-52 Chena Pump Road Crossing
47	Interactive Map Comment	SR-39 - I think this is a great idea to give public access to the area. (4 likes)	Added MR-52 Chena Pump Road Crossing

48	Interactive Map Comment	<p>This intersection is a perfect illustration of why surface-level pedestrian crossings on Chena pump are problematic. I live in the University West neighborhood and frequently see people nearly struck by vehicles crossing either from the just-a-store area to Dartmouth of vice versa. Many drivers simply do not expect pedestrians to be crossing in this area, and the intersection sees huge traffic spikes at 8AM and 5PM that keep drivers more focused on the car in front of them instead of the pedestrians in the cross walk.</p>	Added MR-52 Chena Pump Road Crossing
49	Interactive Map Comment	<p>An alternative method for crossing Chena Pump would be fantastic! I really think the idea of a sub-surface tunnel or skywalk would really serve the neighborhood well. I understand the current plan would implement a tunnel further down near the school, but some thought about regular users of this intersection would also be greatly appreciated. (2 likes)</p> <p>SR-39 - I'm torn on this under ground tunnel idea. You go in one side and nothing is visible till the other side. There is a known problem of users and homeless people in that area of land. Is this conservation designed to clean the area up and evict the homeless? I don't think it's safe idea nor a smart use of the budget. I would love to have an area my children could ski so close to school, however I am very aware of the crime, break ins, and squatters in that area. I think that something should be done to clean up the area but not giving them a private path that can't be seen by people. A sky bridge is cheaper and safer for all, especially the elementary students and our children in that area you are trying to appeal to (0 likes)</p>	Added MR-52 Chena Pump Road Crossing
50	Interactive Map Comment	<p>SR-39 - I support the proposed tunnel near Woodriver School and rehabilitation of the bike path along Chena Pump Rd. This will provide outdoor recreation opportunities in a densely populated part of Fairbanks, particularly beneficial for Woodriver School. The tunnel is a great way to provide safe access beneath a busy, high-speed road. The tunnel idea may be new to Fairbanks, but is already widely and effectively used in Anchorage. I respect concerns that the tunnel is a "blind spot" but overall the positives far outweigh the negatives from a safety standpoint. (1 likes)</p>	Added MR-52 Chena Pump Road Crossing
51	Interactive Map Comment	<p>SR-39 - Cut back trees at transfer site so people can see down Chena pump, turn lanes for access to park off Chena pump. Foot bridge over road. Tunnel will just flood and the homeless problem will just get worse. (0 likes)</p>	Added MR-52 Chena Pump Road Crossing
52	Deb Hickok, Explore Fairbanks	<p>Coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy to grow:</p> <ul style="list-style-type: none"> - Use design standards developed for Airport Way - Acknowledgement of tourism industry needs through direct outreach to industry - Have design standards reflect that the community is a northern lights destination - Develop an areawide wayfinding signage system for both vehicular and bike/pedestrian traffic modeled on Cushman and Noble signage that may be inserted into each and every project <p><i>Wendell Avenue Bridge PEL Study</i></p> <ul style="list-style-type: none"> - Take into account future growth in the downtown core particularly potential new traffic patterns with the demolition of the Polaris Building and the re-purposing of the Polaris and adjacent sites, such as for a convention/performing arts center or a new business/housing complex. - Plan should provide for safe and easy access to Morris Thompson Cultural and Visitors Center. 	<p>Thank you for your comment. The MTP goals are meant to be broad-based given the wide variety of projects in the MTP. The scope of the Wendell Avenue Bridge PEL Study will be refined during project development and will address land use and local context.</p>

53	Stacey Conroy	Trying to get information on how to go about adding a sidewalk ramp to our driveway at 1316 Lathrop St. from the Airport Way access road to better access our driveway and back yard parking. We currently have just access to our driveway from the Lathrop side of our home. Please contact me regarding what steps we would need to take and potential costs associated with project.	Comment forwarded to City of Fairbanks staff.
54	Interactive Map Comment	The bike path along west side of Dan[b]y is in horrific shape. There are severe pavement breaks and just not a safe bike facility (0 likes)	Comment forwarded to City of Fairbanks staff.
55	Interactive Map Comment	I like roundabouts but there are huge trucks that use this intersection turning to the west mostly...not sure how this will work (0 likes)	Roundabout designs specifically accommodate large trucks at this location.
56	Interactive Map Comment	LR-28 - The sooner u do this project the better. Almost always congested during peak hours (0 likes)	Thanks for your comment.
57	Interactive Map Comment	Why no projects addressing the Seekins Drive/Helmericks Ave quagmire? If any intersection needed a roundabout, this is it! As well the left turn access into Freddies is all but useless during peak hours. This whole Old Stee[s]e Corridor needs serious help (0 likes)	The segment is included in Phase 2 of the Old Steese Highway Reconstruction project.
58	Interactive Map Comment	MR-16 - This project is a waste of money unless the bridge itself is replaced. Very poor condition and extremely worn out (0 likes)	Planned projects will consider bridge life span and condition.
59	Interactive Map Comment	SR-17 - Better do this one right quick before homes built in the new AKRR subdivision across from Carlson center (0 likes)	The project is scheduled for the short range.
60	Interactive Map Comment	Grenac Road needs to be repaved. The road is in terrible shape! (0 likes)	Comment forwarded to FMATS for consideration under the FMATS Improvement Program.
61	Doug Sims (as citizen)	I am concerned about how dysfunctional the FNSB Comprehensive Plan Map is, The land use plan map was drafted in 1984 and while there have been policy revisions over the years, the vague, ultra ambiguous land use designations remain and have not kept pace with land use changes since 1984. Given the relationship between land use and transportation infrastructure; ie, land use changes brought about by transportation improvements, how well does your Goal 1 ambitions interface with an out dated local comprehensive plan map and visa versa?	The MTP and travel demand modeling process included a growth assessment and a scenario planning workshop to develop and model various land use growth alternatives beyond the Comprehensive Plan land use map and their impacts on transportation.
62	Mary Dianoski/Kathy Kelly	Suggest adding a new project called Pearl Creek Elementary Access Improvements – construct improvements on Auburn Drive to provide better circulation and address safety issues for buses and parents dropping off and picking up students.	Comment forwarded to FMATS for consideration under the FMATS Intersection Improvement Program.
63	Sandra Bishop	First, the long-range plan, at least as expressed in the summary and technical document, is seriously deficient in the area of planning. It appears not to be a plan, but a series of roadway/street designs meant to accommodate forecasted traffic growth. If environmental protection and improvement of non-motorized transportation options really are goals as stated, then any plan must seek to rein in vehicle miles traveled. Land use decisions are critical in this regard, but no discussion of this is included, not even a reference to other agencies that might be involved. Adding sidewalks without considering traffic volumes and speeds, road widths, etc. is akin to trying to create a water distribution system by attaching a faucet to a wall.	The “plan” aspect of the document is specifically seen in the list of projects. This list is the “plan” for the future transportation network which, as you stated, does take growth into account. For improvement on non-motorized transportation, most of them are included within the motorized projects as well. For example, Gillam Way; it is a road project but it includes sidewalks. We do have some non-motorized specific projects but we have found that they are more efficient when they are combined, into the Sidewalk Improvement Program. This program asks local agencies to nominate sidewalks for reconstruction, new sidewalks that are needed, paths, anything non-motorized that can be designed and built within a year. We are also going to be updating the Non-Motorized Plan, project MR-38, which will focus solely and more specifically on non-motorized needs.

64	Sandra Bishop	<p>Input from lower-income individuals as well as youth appears lacking. The relatively large contribution from the 99709 zip code is illustrative as this is in general an affluent area with significantly higher incomes than the 99701 zip code, for example. Lower income individuals are much more likely to use public transportation, and from what I've observed, also much more likely to travel downtown but also throughout the 99701 zip code on foot and by bicycle than are their more affluent neighbors. These families are also more reliant on having safe routes to school (real ones, not just slogans). Expensive separated bicycle paths for recreating in the hinterlands isn't going to help them much. And young people should have a significant input in any long-range plan, where most of the impacts will not be seen for many years.</p>	<p>For community input, it's a difficult one to measure. Our open house at the Library and at the Bentley Mall did have a handful of youth in attendance. I'm not sure the age of who sees our social media posts, youngsters are probably not looking at the Online Public Notices or the Newsminer ads, but hopefully they see the Facebook, Instagram and Twitter posts. The same can be said for low-income. We do ask for addresses on sign-in sheets but looking at the community through EJ Screen, we are pretty diverse within zip codes and consistent between zip codes (see attached map). When it comes to decisions of separated path or connected, this is made project by project basis and we do not favor one over the other. User type is a consideration for DOT and FMATS as well as Right-of-way capabilities. I'm not sure if you followed the Yankovich/Miller Hill project but the four open houses held on that was trying to get a common decision from users and adjacent property owners. Some cyclists preferred the shoulder, some wanted separated, pedestrians wanted separated, landowners wanted either nothing or shoulder. Everyone wants something different but they mostly agreed that anything was better than nothing.</p>
65	Sandra Bishop	<p>Third, downtown Fairbanks is a neighborhood where people live, just like other neighborhoods in the borough and in fact with more residents than most. Speeding is the norm on the North-South streets, which prevents me (and many others) from bicycling. Cushman for example is a "complete street" which accesses the CBD, and it should be a prime bicycling route. But, very few ride on the street; the few cyclists that dare to ride, ride on the sidewalk instead. Who can blame them given the aggressive driving, but sidewalks are for pedestrians. Cowles Street bisects a large residential area, with schools and the public library nearby. The primary purpose of downtown should not be to serve as a transportation shortcut.</p>	<p>For the CBD, there is a code restricting bicyclists from riding on the sidewalk, and we agree that Cushman was not built to accommodate bicyclists, which is why we try to call it a Complete Network instead of a Complete Street. We are planning for bike lanes to be put in on Barnette Street, MR-1, and we have designated Lacey Street as the current preferred Bike Route. I understand your concerns about downtown cycling and hopefully we can ease them with the Bike Lane Signing and Striping Project, MR-45, where the City of Fairbanks will be signing and striping for bike lanes on a network of their streets.</p>
66	RJ Stumpf, DOT&PF	<p>Just wanted to mention that the Airport Way West project (Carl Heim is the pm) is repaving Old Airport Way.</p>	<p>Project description modified as suggested.</p>
67	Melissa Osborn, Fairbanks International Airport	<p>SR-18: Project Name: Old Airport Way: Mitchell Expy – Airport Way Updated Project Name: Old Airport Way Improvements Scope: Construct sidewalk along Old Airport Way. Updated Scope: Reconstruct Old Airport Way and construct an adjacent pedestrian facility.</p>	<p>Project description modified as suggested.</p>
68	Melissa Osborn, Fairbanks International Airport	<p>MR-41: Project Name: Fairbanks International Airport to South University Avenue Bicycle and Pedestrian Facility Updated Name: Fairbanks International Airport – University Avenue South Improvements Scope: Construct bicycle and pedestrian facilities from the Fairbanks International Airport to South University Ave. Updated Scope: Resurface University Avenue South /Airport Perimeter Road, realign approximately 2,500 of University Avenue South and adjacent railroad, and construct an adjacent pedestrian facility.</p>	<p>Project description modified as suggested.</p>
69	Randi Bailey, DOT&PF	<p>Parks Hwy Mile Post 349-356 (Sheep Creek to Cripple Creek). Construct safety and mobility improvements along the Parks Hwy including the intersections at Sheep Creek Road and Cripple Creek Road. Estimated cost of 3 Million dollars.</p>	<p>Project added as LR-24</p>