



## Comment Response Summary July 2016

### HSIP: Badger Road Two Way Left Turn Lane Project No. 0602009/NFHWHY00096

The following document summarizes the comments received by email, phone, comment sheet, public open house, Facebook comments and the online open house until July 14, 2016 in regards to the HSIP: Badger Road Two Way Left Turn Lane (TWLTL) project. A public open house was held on May 25, 2016 at Hotel North Pole, 449 North Santa Claus Lane, North Pole AK. 32 people signed into the public meeting. The team explained and answered questions about the proposed project. The comments outlined in the table below were in response to the May 25 public meeting and preceding outreach materials.

Category	Comment	Response
User Groups	Account for ATV use in any design, in particular dust emissions from ATV users in the ditch.	Any ditches that are impacted with the project will be seeded or lined with ditch lining to protect against dust and erosion.
Bike Path	Ensure side street stop signs are located consistently relative to the bike path crossing locations.	We will update the side street stop signs in conformance with the most current guidelines and regulations with this project.
Bike Path	Is the bike path going to be moved?	This project will not impact the bike path, except for minor realignments at street intersections to accommodate any road widening.
Construction	Please keep in mind motorcycle traffic during construction.	The Contractor will be required to maintain the road surface in a safe condition for all motorists during construction.
Construction	When would construction begin?	Depending on the availability of funding construction could commence as soon as the summer of 2019.

Construction	How will construction impact access to my business or residence? How long and when will various segments be impacted for?	<p>Residential and business access on Badger Road will be maintained during construction. We do not anticipate any full closures of Badger Road; however lane restrictions requiring flaggers and pilot cars are likely.</p> <p>We do not have a proposed timeline for construction on individual sections, but every effort will be made to ensure that the work is executed in a timely fashion to minimize travel inconvenience to the public.</p> <p>As the project progresses, we will have a clearer idea of any travel impacts, please check back with us on our website at <a href="http://dot.alaska.gov/nreg/badger/">http://dot.alaska.gov/nreg/badger/</a>.</p>
Funding	The state cannot afford any projects at this time.	<p>This project is a part of a federally mandated program that is federally funded, with a 10 percent state match. That means that for every state dollar invested we're receiving nine dollars in return. There are multiple reasons why we should continue to invest in construction. First, we need to continue to make improvements to roads for the safety of the traveling public and to efficiently handle the increase in traffic. Second, many jobs are supported through the construction industry, that is vitally important when state income is declining and other industries are cutting positions.</p> <p>Construction for this project is not scheduled until 2019. This project was initiated to reduce crashes on Badger Road, and the improvements are estimated to reduce total crashes along Badger Road by approximately 1/3. Based on the current crashes and the associated crash costs, this would amount to over \$600,000/year savings in crash costs. Crash costs are estimated based on type of crash (property damage, injury, or fatality) and the associated medical, property, and lost income costs.</p>
Funding	Use the money to patch potholes and improve winter maintenance.	Funds from the Highway Safety Improvement Program (HSIP) cannot be used for these types of activities. If you have specific areas of concern please contact Daniel Schacher, Fairbanks District Maintenance & Operations Superintendent at (907) 451- 5276.

Funding	Improve and/or extend Peridot, Bradway and Holmes Roads to provide alternatives to Badger Road.	These improvements are not eligible for HSIP funds. We have passed the suggestion along to the Fairbanks Metropolitan Area Transportation System for consideration in their planning process.
Funding	Please use this money for increased traffic enforcement	<p>The 2015 Fixing America’s Surface Transportation (FAST) Act eliminated the use of HSIP funds for law enforcement activities.</p> <p>If you witness driving behaviors that pose an immediate risk of death or injury to other road users, please dial 911. For more information about the Report Every Dangerous Driver Immediately (REDDI) campaign please visit <a href="http://www.dot.state.ak.us/highwaysafety/REDDI.shtml">http://www.dot.state.ak.us/highwaysafety/REDDI.shtml</a>.</p> <p>For driving behaviors that do not immediately pose a risk of death or injury to road users but are still against the law please find a safe place to pull off the road and report the errant behavior to the Alaska State Troopers Dispatch at 451-5100. Phone calls to Dispatch can increase law enforcement presence. Furthermore, it is a tool to help the Troopers track and identify repeat offenders. This is a great way for us all do our part to keep Badger Road safe.</p>
Impact	How will this project impact my property?	<p>No major realignments or right of way acquisitions are anticipated for this project. This project will result in safer access to adjacent properties.</p> <p>Brush clearing will be limited to that necessary to construct the roadway, and no significant changes in noise levels are anticipated.</p>
Intersection	The Holmes/Peede intersection is difficult to traverse in the winter.	The Department intends to address this intersection by a reduction in cross-slope, which will improve wintertime traction.
Intersection	The curve at the Nordale intersection is problematic, similar to Holmes/Peede.	We will evaluate cross-slope improvements at this intersection as well during detailed design.

Intersection	Please signalize the intersections at Bradway and Lakloey.	<p>We monitor intersections yearly to see if traffic signals or roundabouts are warranted based on crash experience. Currently, none of the major unsignalized intersections meet crash warrants for either of these improvements.</p> <p>Side street delay is another consideration for evaluating intersections for traffic signals. Our traffic section looked at delay at the two highest volume intersections (Peede/Holmes and Nordale) in 2014 and determined that traffic signals were not warranted based on side street delay.</p> <p>School areas have unique traffic signal warrants and, we have requested traffic counts at both Bradway and Lakloey be taken early this fall after the school year starts. Once the counts are available, our traffic section will evaluate these intersections for traffic signals (or other improvements).</p> <p>It is important to remember that unwarranted traffic signals result in both increases crashes and increased delay.</p>
Intersection	Please install right turn pockets at major intersections such as Old Badger, Repp, and Holmes/Peede.	Based on current crash statistics, these intersections do not warrant right turn lanes. Future improvements to these intersections will be evaluated on an annual basis through the HSIP program.
Lighting	Lighting along Badger Road is insufficient.	This project will not install any new lighting on Badger Road; however existing fixtures will be changed to LED as a maintenance cost savings measure.
Passing	Drivers are currently using the shoulder to pass turning vehicles on Badger Road.	Installation of the TWLTL will discourage passing on the shoulder. It will create a continuous left turn lane, eliminating the need to use the shoulder for passing.

<p>Passing</p>	<p>Installation of the two way left turn lane (TWLTL) will eliminate passing opportunities on Badger Road, which may lead to illegal passing, increased head-on collisions, or reduced speeds.</p>	<p><u>Passing</u>  Passing opportunities will be eliminated on Badger Road in areas with the TWLTL, however it is anticipated that the need to pass will be greatly reduced as turning vehicles will no longer obstruct the through traffic, improving the overall traffic flow along the route.</p> <p><u>Head On Collisions</u>  Before and after crash studies have been conducted at numerous TWLTL installations nationwide. Post construction data indicates a reduction in the frequency and severity of head on collisions with the installation of continuous TWLTL's. As part of the HSIP program, crash data will be analyzed post-construction to determine if the safety improvements are working, and if additional improvements are needed.</p> <p><u>Speed</u>  The installation of the TWLTL will result in improved traffic flow as through traffic will no longer have to wait for left turning traffic to clear. Studies indicate that installation of TWLTL's result in more uniform speeds close to the posted or 85<sup>th</sup> percentile speed. After construction, the Department may conduct another speed study to determine if any changes to the posted speed limit are warranted.</p> <p>Additional resources on the safety benefits of TWLTL's:  <a href="http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_500v4.pdf">http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_500v4.pdf</a>  <a href="http://www.fhwa.dot.gov/publications/research/safety/08042/">http://www.fhwa.dot.gov/publications/research/safety/08042/</a>  <a href="http://safety.fhwa.dot.gov/road_diets/info_guide/rdig.pdf">http://safety.fhwa.dot.gov/road_diets/info_guide/rdig.pdf</a>  <a href="http://www.lrrb.org/media/reports/200625.pdf">http://www.lrrb.org/media/reports/200625.pdf</a></p>
<p>Safety</p>	<p>This project will be a great improvement for the area.</p>	<p>Thank you for your comment.</p>

Shoulder	<p>Reducing the shoulder width from 8-ft will eliminate a spot for disabled vehicles to park, which could result in them being a hazard.</p> <p>Shoulders are a greater safety improvement than a TWLTL.</p>	<p>Due to the high number of access points on Badger Road, coupled with the 55 mph speed limit, the 8-ft shoulders currently operate as a partial through lane as vehicles pass left turning traffic on the right. The installation of a continuous two way left turn lane will eliminate the need for vehicles to use the shoulder to pass. Based on the crash patterns on Badger Road, a continuous TWLTL will provide a greater safety enhancement to the corridor than leaving the road section unchanged.</p> <p>The Department will continue to monitor crash data and if crashes are not sufficiently reduced, or crash type and severity changes, a future project may be started to provide further improvements such as widened shoulders.</p>
Speed	<p>Will the speed limit be changed?</p> <p>Comments were received in favor of reducing the speed limit as well as not changing the speed limit.</p>	<p>Speed data was collected in 2014, and the results indicate 55 mph is the appropriate posted speed for Badger Road in its current configuration, as the majority of the drivers are driving at this speed. Artificially lowering the speed limit below what the majority of drivers feel comfortable at can actually increase crashes on a route.</p> <p>After completion of the project the Department will continue to monitor crashes and may conduct a follow up speed study. Installation of the TWLTL is anticipated to improve traffic flow on Badger Road.</p> <p>Additional information on how speed limits are determined can be found at <a href="http://www.dot.state.ak.us/edocs_code/edocs_document_relay_nativefile_bydocname.cfm?inline=1&amp;ddocname=DOT-JNU_063416">http://www.dot.state.ak.us/edocs_code/edocs_document_relay_nativefile_bydocname.cfm?inline=1&amp;ddocname=DOT-JNU_063416</a></p>
Road Width	<p>Widen the road to accommodate the two way left turn lane (TWLTL), otherwise it may not operate correctly, particularly in the winter when striping is less visible.</p>	<p>We will work towards maximizing the final width, but it will be contingent on available right-of-way.</p>

<p>Traffic Enforcement</p>	<p>Traffic violations occur routinely on Badger Road such as speeding, failure to yield, and improper turning maneuvers. Increasing traffic enforcement would make Badger Road safer.</p>	<p>One way to increase enforcement on Badger is to find a safe location off the highway and report any dangerous driving to the Alaska State Troopers Dispatch at 451-5100. This is a great way for us all do our part to keep Badger Road safe.</p>
<p>Turn Lane</p>	<p>Badger Road already has left turn lanes.</p>	<p>The existing turn lanes at various major intersections throughout the project will remain. The continuous two way left turn lane will address turning related crashes away from major intersections, such as people turning into minor side streets or driveways.</p>