

12/19/2010

Albert Beck, P.E.
Engineering Manager
Alaska DOTPF

Dear Mr. Beck,

Chena Ridge Friends Meeting is a Quaker Meeting that owns property just off Gold Hill Road. We would like to address the issues surrounding the Gold Hill Road Bicycle/Pedestrian Facility Project TE-0002(238)/63293.

We have three statements to make at this time.

As Quakers we value that of God in everyone and thus want to see a safe roadway for all users including drivers, bikers, pedestrians, runners and others.

Equally we value stewardship of the environment, which includes a desire to preserve the character of the road, minimize cutting of established, older trees and to support alternative forms of transportation to decrease fossil fuel use.

We feel the timeline for this project is too short and this time of year is too full. We have a concern that the public process needs to provide sufficient opportunities for comment and for public input to be considered.

We ask that there be an official extension of the deadline for adequate comment from everyone concerned.

Respectfully submitted,



Lois Henderson, Acting Clerk
Chena Ridge Friends Meeting
2682 Goldhill Road
Fairbanks, AK 99709

Sincerely, _____ your name _____

Thank you--both of you--for participating. I'll try to summarize what happened at the meeting for those that couldn't attend.

Take care, Laura

On 12/5/2010 8:31 PM, abcrabb@hotmail.com wrote:

Laura,
Amy and I won't be able to make it. Thank you,
Andrew Crabb

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, December 13, 2010 8:32 AM
To: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: FW: Gold Hill Road Bicycle & Pedestrian comments

From: Beck, Albert M L (DOT)
Sent: Monday, December 13, 2010 8:32 AM
To: 'Ann and Bruce Jamieson'
Subject: RE: Gold Hill Road Bicycle & Pedestrian comments

Thank you for your comments.

From: Ann and Bruce Jamieson [<mailto:bjamieson@acsalaska.net>]
Sent: Friday, December 10, 2010 4:35 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Bicycle & Pedestrian comments

I briefly attended the open house at the Annex on December 10, 2010. I was unable to stay long, due to my schedule, but understand that you are entertaining comments on essentially four possible path options for the Gold Hill Road. My background is that I am a forty one year resident of the Fairbanks area and have resided and raised a family at 3.5 mile Old Nenana Highway since 1974. I own and regularly ride both road and mountain bikes, as well as run along both the Old Nenana and Gold Hill roads frequently in both summer and winter. As an avid Nordic skier, I regularly roller ski the current path along the Parks Highway between Ester and the University during the summer months. I also drive the Gold Hill Road frequently at all times of the year. I am a current member of the FNSB Trails Advisory Commission, having served for the past four years.

I will organize my thoughts/comments by stating them as discrete points in no order of priority and conclude with a summary of what I would like to see happen along Gold Hill Road regarding a bicycle and pedestrian path.

- **Above all else, the road should not remain as it is.** There is too much non motorized traffic along the road to leave it with no shoulders. If money is the problem, then both shoulders should at least be widened to a minimum of four feet or greater (alternative #1).
- A one way (one lane) road would not be a bad idea if the neighborhood agrees with it (alternative #4). The one lane should be quite wide though, to accommodate all possibilities of traffic (large trucks to moving wide loads).
- In a perfect world, the best approach this close to town would be to have a "separated" path for safety reasons (alternative #3). This area is heavily used by both motorized and non motorized traffic, so safety is a prime concern and, I believe would justify the expense.
- The most cost effective good option would be to have an attached path (alternative #2) that provides good separation between motorized and non motorized traffic while allowing for efficient maintenance and snow removal. Motorized speed is already limited to 40-45mph, which should allow for safe use of an attached path.

In summary, I would like to see a separate path (alternative #3) built along Gold Hill Road. If that is not possible, then my second choice would be to have an attached path included (alternative #2). My third choice would be to see the shoulders widened (alternative #1). My last choice would be a one way road with concrete separated path (alternative #4). Thank you for allowing us to provide you with input on this issue.

Bruce Jamieson
P.O. Box 189

Ester, AK 99725

Phone : 907-479-4673

Cell : 406-210-2805

Email : bjamieson@acsalaska.net

Geis, Kindra R (DOT)

From: Mark Long [khan@mosquitonet.com]
Sent: Thursday, December 09, 2010 10:29 AM
To: Beck, Albert M L (DOT)
Subject: Goldhill Rd. bike path

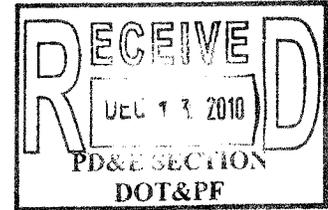
Mr. Beck I will try to keep this short. Thanks for your time. My name is Mark Long, I'm 59 and my wife and I have owned a house on Roxie Rd. (which is off of goldhill rd.) for ten years now. After hearing about the idea of building a bike path next to Goldhill road I really can't see the sense in this. I drive the road all the time and there are just not that many joggers or bikers to warrant the cost of such a project.

I see a few every day but not many. In the summer there are a couple of marathons from the university that run up goldhill rd. but that's about it. My wife and I aren't totally against a bike path but just wish the idea would go away.

If we have to make a choice from the 4 options we would go with #2 (an attached two-directional path formed by widening the road on one side). And definitely NOT #4. (Converting Gold Hill road into a one-way road) I can't even believe that idea even came up. Please no.

Just letting you know our opinion. Thanks for your time

Mark Long khan@mosquitonet.com



PO Box 82924
Fairbanks, AK 99708
December 11, 2010

Albert Beck
AK DOT/PF
2301 Peger Rd
Fairbanks, AK 99709

I am writing today to address the issue of the proposed expansion/redesign of Goldhill Road.

I have lived off of Goldhill Road for over eight years now, and have used Goldhill Road for many years prior to living off of Goldhill Road.

I am an avid and active cyclist and would like to see Goldhill Road improved. The current situation is dangerous and is essentially an accident waiting to happen.

I would like to see a widened shoulder on both sides of Goldhill Road. This widened shoulder would allow for pedestrian access to Goldhill Road as well as recreational and commuter use by cyclists and other non-motorized users.

I understand this will mean a loss of trees along certain parts of Goldhill Road as well as the loss of the screen of privacy those trees provide, but in my opinion, the residential areas around Goldhill Road have grown to the point that it is a necessity.

I say it is high time to expand Goldhill Road.

There are places along Goldhill Road where I can literally put my hand on the outside edge of the white line and my ring finger is touching gravel. This is an accident waiting to happen and it is high time that Goldhill Road be improved to allow for safer use by cyclists and other users.

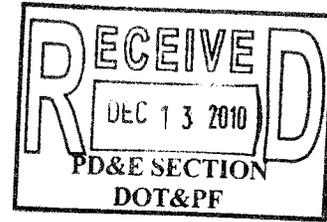
Sincerely Yours,

A handwritten signature in black ink that reads "Liam Wescott". The signature is written in a cursive style with a long, sweeping underline.

Liam Wescott

December 9, 2010

Albert Beck
Engineer/Architect
Dept of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709



Re: Public Comment
Gold Hill Road Bicycle and Pedestrian Facility Project

Dear Mr. Beck,

Please consider this letter as my contribution to public comment on the proposed Gold Hill Road Bicycle and Pedestrian Facility Project. I live at 93 Roxie Road, a small feeder off Gold Hill Road, and I have lived in the Gold Hill vicinity since 1986. In the past 26 years I have seen a steady increase in the use of Gold Hill by bicycling commuters, as well as walkers. I believe that most of the bicyclists, and some of the walkers, are commuting to UAF which is less than two miles to the east

Gold Hill Road is a fairly narrow, scenic remnant of the Old Nenana Road thoroughfare. I have consistently commuted to work in downtown Fairbanks during my years on Gold Hill, going downtown at about 7:00 in the morning and returning at varying times between 4:30 pm and 8:00 pm. I am fairly certain that the road's design is somewhat archaic, and does not now meet either state or federal design standards for safety. During the summer, the road is a little tight for bicyclists, but visibility is fairly good and the road surface generally provides good traction. I believe it is marginally safe for bicyclists and walkers during that season. A number of summers, I have regularly bicycled to work.

Nevertheless, in the winter the road friction deteriorates, visibility diminishes dramatically, and the snow berms gradually choke down traffic into a narrower and narrower corridor. Trying to commute past bicyclists frequently becomes a white-knuckle experience. Even when bicyclists or walkers wear strobe lights, I find it very difficult to safely judge distances. Even when drivers try to be very careful on that road, the surface frequently limits how precise that control can be. Even a slow-motion slide by an auto would crush any bicyclist or pedestrian. Their safety is simply a matter of Russian roulette, even when all parties are trying to be cautious.

Gold Hill Road is truly dangerous to bicyclists and walkers during the winter: The road simply does not give them enough space to safely travel out of harm's way. This situation will predictably get worse over time. Although this project is understandably raising objections from conflicting personal interests, the need is truly a matter of safety. I have been hearing objections that an upgrade would make the road more dangerous (i.e. people would speed, etc). However road construction and traffic safety have been "studied to death" for decades, and that argument simply doesn't square with reality. Road projects like this reduce the rate of accidents and injury. We are fortunate to have this opportunity to improve the road, and to try to get ahead of the problems developing on the road. I, for one, would like to thank you for the work you and the DOT are putting into this project.

As best as I can determine from my review of your materials, the five-foot widened shoulder option ("Alternative One") would probably be the most suitable and practical design for our community. This would minimize the footprint and, presumably, be the most likely to be kept usable and cleared of snow.

Thank you for your consideration.

Sincerely,

William Walters
93 Roxie Road, Fairbanks, Alaska 99709

*William Walters
93 Roxie Road
Fairbanks, AK
99709*

*Albert Beck
Engineer / Architect
Dept of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709*



ANCHORAGE AK 995
10 DEC 2010 PM 11

9970945316

Laura B. Berkowitz
Jan H. Julian
P O Box 80729
(3093 Gold Hill Road)
Fairbanks, AK 99708

December 17, 2010

Mr. Al Beck, P.E.
Engineering Manager
DOT—Northern Region
2301 Peger Road
Fairbanks, AK 99709-5316

Re: Gold Hill Road Bicycle/Pedestrian Facility
Project TE-0002(238)63293

Dear Mr. Beck,

We want to thank you for your presentation at the Dec. 9, 2010 DOT Open House as well as for taking your time to not only meet with the group of us from Gold Hill Road, but to answer numerous phone calls seeking information. You have been very helpful and we appreciate that.

Both my husband and I are not in favor of the above referenced project and request you add our two votes to achieve a "no build" outcome. We've attached and are incorporating herein by reference a letter to you dated December 9, 2010 which explains our position.

Though we own property at the above address and live there on Gold Hill Road, we personally would not be giving up property to this project if it were to be built. Thus our votes for "no-build" were not based on consideration for our own personal loss of property, but rather that a project of this magnitude on Gold Hill Road makes no sense to us at this time.

If you would like to discuss this further with us, or have any questions about the points made in the attached letter, please call us at 479-4952.

Sincerely,


Laura Berkowitz


Jan Julian



COMMENT SHEET



GOLD HILL ROAD BICYCLE AND PEDESTRIAN FACILITY

Project TE-0002(238)/63293

OPEN HOUSE-PUBLIC MEETING

December 9, 2010

We welcome written input and ideas from the you. Thank you for taking the time to be involved. Please submit your comments by December 23, 2010.

COMMENTS:

I prefer a separated path. I heard what the bicyclists said about people turning or coming out of driveways not seeing the bicycle but I think the bicyclist has as much responsibility to be alert as the driver, and I prefer the distance between me and ~~a~~ ^{the} cars that a separated path means.

After the meeting I drove Gold Hill and thought about the discussions at the meeting. Seems to me houses & other structures are closer to the road towards the university end of Gold Hill than they are towards the Ester end. I can't say exactly where that changes but I bet you can tell on the borough maps. How about if you had a separated path from the Ester end to some point, wherever it makes sense, and then switch to an attached path. Please don't cross the road, whichever side you decide it's on, keep

E-MAIL ADDRESS: _____

NAME: LJ Evans, # 258 Stone Rd - physical address

MAILING ADDRESS: PO Box 413, ESTER 99725 - mailing

For further information, please contact Albert Beck, P.E., Engineering Manager, at (907) 451-5359 or email: albert.beck@alaska.gov or visit the project website at <http://dot.alaska.gov/nreg/gold-hill/>. To correspond by text telephone (TDD), please call (907) 451-2363. (If you need more space, please use back side of this sheet.) →

it on that side the whole way. If a separated path doesn't fly, I'd like to see an attached ~~path~~ path.

As a side note, it has certainly been fun to see so very many people using the Park's Hwy bike path in so many different ways. I have ridden my bike to work that way several times since it was completed. I will prefer to go via Gold Hill when that is available, though, because there will be less traffic, ^{which is also} going more slowly, and because the incline up the ridge will be less abrupt and less steep, but mostly because there are trees and it's just a prettier, more calming ride. No semi-trucks, etc. But I hate to go that way now - very scary! It will also be good to have a nice bike path for the Equinox runners. I've always been way at the back so don't know how it is when the faster people come in big groups, perhaps the race organizers arrange for them to have a full half of the road when there are many runners together. Please do remember the Equinox when you are planning your construction year because we all go right down Gold Hill, from Henderson to Sheep Creek.

Thank you for taking comments. Gotta be a thankless job! I'll be happy with whatever everybody decides, any of those options are better than it is now.

December 9, 2010

Mr. Al Beck, P.E.
Alaska Dept. of Transportation
2301 Peger Road
Fairbanks, AK 99709

Re: Proposed Gold Hill Road Bicycle/Pedestrian Facility
Project No. STP-0002(238)/63293
In support of a "no-build" solution

Dear Mr. Beck,

We'd like to comment on the Alaska Department of Transportation's proposal to build a bicycle/pedestrian facility along Gold Hill Road by addressing the following purpose for this project as stated by your office:

"The purpose of this project is to enhance pedestrian and bicycle safety, promote non-motorized transportation, and improve safety during events that utilize the route. The project will also link Gold Hill Road to the existing Parks Highway bicycle/pedestrian facility. Various bicycle/pedestrian facility options are currently being considered for Gold Hill Road."

Traffic patterns—pedestrian and bicycle: The pedestrian and bicycle patterns on Gold Hill Road are not enough to warrant a dedicated bicycle/pedestrian facility. A count to determine the number of pedestrians and bicyclists using Gold Hill Road has never been taken. Further, traffic patterns are not consistent along the entirety of Gold Hill Road. All of the heavy traffic is within the first mile approximately--up to the entrance to Wecota Drive on the south and to Faulk County Road on the north. Beyond that, traffic tapers considerably, with very little after reaching Doc John Lane. The Dakota Estates South subdivision and the Faulk County Road area (Dakota Estates North) seem solely responsible for the heavy commuter traffic. Most all of the traffic on the west end of Gold Hill Road, including that originating from Henderson, uses the west Parks Highway intersection. Thus at least two-thirds of Gold Hill Road is lightly trafficked.

We believe that widening Gold Hill Road, assuming the five-foot shoulder option is considered, will likely increase commuter and large service truck speed and create a dangerous, uncontrollable situation.

We also believe that four-wheeler and snow machine traffic along extended shoulders will increase in volume and speed. Currently, snow machines along Gold Hill Road drive in the ditch (from the Sheep Creek intersection) where they are safe (and non-motorized users are safe from them) until they cross over where the Intertie crosses the road—then they continue down the power-line cut trail, not the road. We believe that safe pattern will change and those recreational vehicles will frequent, at often high speeds, the widened shoulders along Gold Hill Road. Al, we ask if you or others reviewing this letter recall seeing snow machines moving faster than road traffic along the Geist Road and the Parks Highway paths. This experience is terrifying and dangerous to pedestrians and other non-motorized users and we feel that is what will happen along our road if changes are made.

Existing recreational areas for pedestrians and bicyclists: Just as the bicycle/pedestrian facility along the Parks Highway offers commuters a way to and from Ester and Gold Hill Road (see note below) into town, Gold Hill Road already offers numerous trail systems for both bicycles and pedestrians. These areas are heavily used, much enjoyed, and cherished by not only those on Gold Hill Road that use them, but also by people from adjacent areas. (People from adjacent areas that use these trails park along Cloudberry Road or at the east entrance to the power-line trail.) The trail system serves the purpose of a "neighborhood park" or a walking-skiing-running-bicycle facility. The power-line trail, as we Gold Hill Road residents call it, can be accessed on the south side a very short way from the Doc John Lane intersection—the end of the trafficked area. One can then cross to the north side and enjoy approximately more than a mile of tree lined trail or additional narrow back-woods trails. Many recreational bicyclists and pedestrians have for years used these trails, thus leaving the Gold Hill Road pavement at the trail access points. This trail will take bicyclists and pedestrians all the way to Henderson Road and beyond. This trail system provides opportunities for families and individuals to exercise.

For those with small children in the Wecota Estates areas (north and south,) rather than force residents along Gold Hill to give up valuable property, as well as asking the entire neighborhood to forego the rural road feel we much enjoy, we suggest the parents in those areas work together to provide sidewalks in the neighborhoods they moved into and are continuing to build out for the safety of their young children.

[Note] Commuters from the Wecota Estates (north and south) have a very short way to access several other facilities. Within a minute or two for bicyclists, they have access to

Mr. Al Beck, P. E.
December 9, 2010
Page 3

the wide shoulder on Sheep Creek that leads either to the trail along Sheep Creek as far as Ann's Greenhouse, to the University of Alaska, or to the Parks Highway facility.

Neighborhood Aesthetics: If the least invasive five-foot shoulder option were to be built, the tree barrier between the power-line trail and the road would be severely thinned and on the east side, likely destroyed. Dog teams that use the trail in winter would be affected by vehicles driving along side nearby in view. The many people that use the trail to allow their dogs to run and play would no longer be able to do so as they would be exposed to vehicle traffic in view. Runners and walkers who enjoy the privacy and quiet of that trail would now be exposed to the road. All these types of users would likely stop frequenting this area which would defeat the purpose of promoting non-motorized usage.

Further, losing the tree buffer on both sides of Gold Hill Road completely changes the rural feel of the road and destroys much of the beauty residents considered when they moved here. Residents commuting in vehicles would be exposed to the ugly power line facility that runs along Gold Hill Road. In addition to the visual aspect, we believe an intolerable noise situation will be created for those residents in homes along the road because of the loss of their property and tree buffer. They will not only be affected by commuter vehicle noise, but also by the increase in four-wheeler and snow machine noise. Losing the tree buffer also affects one's sense of privacy—something most Gold Hill residents feel is very important to them.

Improve safety during events that utilize the route along Gold Hill Road: We realize there are number of non-motorized events, some loosely organized, that take place on Gold Hill Road. We do not think any of the proposed options will make these events any safer. With either a buffered or detached facility, motorists are less aware of non-motorized users, often with disastrous consequences at intersections. We further believe the attached shoulder option gives both non-motorized and motorized users a false sense of safety, thus offering no net safety improvement over the existing situation on Gold Hill Road today.

Last, we want to address the most well known event run on Gold Hill Road, the Equinox Marathon. We believe this is already one of the safest events of its type and size in the Borough, given the advanced planning, wide publicity, crossing guards, signage, and slow moving support vehicles.

Thank you for taking our concerns and suggestions into consideration. If you have questions, please contact either Laura Berkowitz at 479-4952 or Tom Clark at 479-3496.

_____ page(s) with the signatures and addresses of those agreeing with this letter are attached.

Burbanks a Fulton
P.O. 80725
Fairbanks, AK 99708

Mr. Al Beck, P.E.
Engineering Manager
DOT - Northern Region
2301 Peffer Road
Fairbanks, AK 99709-5316

Hand Delivered
Receipt Requested

Laura B. Berkowitz
Jan H. Julian
P O Box 80729
(3093 Gold Hill Road)
Fairbanks, AK 99708

December 17, 2010

Mr. Al Beck, P.E.
Engineering Manager
DOT—Northern Region
2301 Peger Road
Fairbanks, AK 99709-5316

Re: Gold Hill Road Bicycle/Pedestrian Facility
Project TE-0002(238)63293

Dear Mr. Beck,

Enclosed with this letter are four items. The first is a form letter justifying a "no build" situation for the above project. Attached to it are nine signature pages or e-mail signatures for a total of 22 signatures, total.

The second is a form letter justifying the "five-foot shoulder" option. There is one signature page with one signature attached to that letter.

The third item is a petition circulated by Ben Rogers. This one has eight signature pages with respective comments attached.

The fourth item is a DOT comment sheet signed by Ben Rogers. Mr. Rogers is out of town for an extended period and asked that I deliver this sheet, plus his petition and signatures to you.

Whenever I have talked with people about this project and they have asked to sign our group letter, I have also told them to write their personal letters with comments to you. Thus you'll likely find folks that signed our letter(s) also wrote to you personally.

Thanks again for all the information you've provided to us. I will be calling with more questions after the first of the New Year.

Sincerely,

Laura Berkowitz

A handwritten signature in black ink, appearing to read 'Laura Berkowitz', with a long horizontal line extending to the right.

December 9, 2010

Mr. Al Beck, P.E.
Alaska Dept. of Transportation
2301 Peger Road
Fairbanks, AK 99709

Re: Proposed Gold Hill Road Bicycle/Pedestrian Facility
Project No. STP-0002(238)/63293
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Mr. Al Beck, P.E.
December 9, 2010
Page 2

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Thank you for taking our concerns and suggestions into consideration. If you have questions, please contact either Laura Berkowitz at 479-4952 or Tom Clark at 479-3496.

9 page(s) with the signatures and addresses of those agreeing with this letter are attached.

No Build Option

Signatures below represent those in support of not building the
proposed Gold Hill Road Bicycle/Pedestrian Facility

This page will be attached to the letter dated December 9, 2010,
addressed to

Mr. Al Beck, P.E., 2301 Peger Road, Fairbanks, AK 99709
Project No. STP-0002(238)/63293

	Name (print)	Signature	Street Address	Phone
1.	ELIZABETH (PUTT) CLARK		2941 Goldhill Rd.	479-3761
2.	Robert Mikol		2941 Goldhill Rd	479-3761
3.	Edward Roubeau		3180 Goldhill Rd	458-9530
4.	Gannette Roubeau		3180 Goldhill	458-9530
5.	David B. Ford		486 Townsend Way	322-1652
6.	JOHN HILLER	 SUPPORTING AND ENDORSEMENT BY PARTICIPATION TO LAURA BERKOWITZ JAN 2012	187 S. SHELLEY ROAD	479-8544
7.	LAURA BERKOWITZ		3093 Gold Hill Rd.	479-4952
8.	JAN H. JULIAN		3093 Gold Hill Rd.	479-4952

22 signatures total

Subject: Proxy Signature/Gold Hill Rd.
From: "Helen Norton" <helgor@mosquionet.com>
Date: Fri, 17 Dec 2010 20:34:29 -0900
To: "Laura Berkowitz" <LBerk@alaska.net>

By reference to this e-mail I give permission and am attaching my signature to the letter dated Dec. 9, 2010, addressed to Mr. Al Beck, P.E., DOT, in support of a no-build solution for the Gold Hill Rd. proposed bicycle/pedestrian project.

Sincerely,
Helen Norton

2633 Gold Hill Rd
479-3315

Subject: Proxy signature
From: Lisa Kljaich <lkljaich@alaska.edu>
Date: Wed, 8 Dec 2010 09:22:24 -0500
To: Laura Berkowitz <lberk@alaska.net>

By reference to this e-mail, I give permission and am attaching my signature to the letter dated Dec. 9, 2010, addressed to Mr. Al Beck, P.E., DOT, in support of a "no-build" solution for the Gold Hill Road proposed bicycle/pedestrian project.

Sincerely, Lisa Kljaich

(11)

Lisa Kljaich
Instructor
Art/Music/Theater 200x
Center for Distance Education
University of Alaska Fairbanks

2641 Gold Hill Rd
502-554-7642

Subject: no build letter
From: <abowne@mosquionet.com>
Date: Sun, 5 Dec 2010 19:00:01 -0900
To: "Laura Berkowitz" <lberk@alaska.net>

By reference to this e-mail, I give permission and am attaching my signature to the letter dated Dec. 9, 2010, addressed to Mr. Al Beck, P.E., DOT, in support of a "no-build" solution for the Gold Hill Road proposed bicycle/pedestrian project.

22
Sincerely, Arden Bowne

3125 Gold HILL RD
479-2335

Subject: RE: Gold Hill Road: Resident/Property Owner Comments
From: Andrew Crabb <abcrabb@hotmail.com>
Date: Mon, 6 Dec 2010 16:12:25 -0900
To: <lberk@alaska.net>

By reference to this e-mail, I give permission and am attaching my signature to the letter dated Dec. 9, 2010, addressed to Mr. Al Beck, P.E., DOT, in support of a ["no-build"] solution for the Gold Hill Road proposed bicycle/pedestrian project.

Sincerely, _____ Andrew B. Crabb _____

*450 Todd Court
322-5056*

Date: Sun, 5 Dec 2010 20:56:28 -0900
From: lberk@alaska.net
To: abcrabb@hotmail.com
Subject: Re: Gold Hill Road: Resident/Property Owner Comments

Hi Andrew,

Send me two e-mails, one for you and one for your wife. Copy/paste the following text and add your name where indicated. Choose either the "no-build" or the "five-foot shoulder" (in brackets--delete what you don't want.) I'll print the e-mails out and attach them to the proper letter. If you have time, you can also write to Al Beck directly--many people have specific property issues they want him to be aware of, or if you want to say more than what we covered in the group letter.

By reference to this e-mail, I give permission and am attaching my signature to the letter dated Dec. 9, 2010, addressed to Mr. Al Beck, P.E., DOT, in support of a ["no-build"][five-foot shoulder] solution for the Gold Hill Road proposed bicycle/pedestrian project.

Subject: RE: Gold Hill Road: Resident/Property Owner Comments
From: Andrew Crabb <abcrabb@hotmail.com>
Date: Mon, 6 Dec 2010 16:13:20 -0900
To: <lberk@alaska.net>

By reference to this e-mail, I give permission and am attaching my signature to the letter dated Dec. 9, 2010, addressed to Mr. Al Beck, P.E., DOT, in support of a ["no-build"] solution for the Gold Hill Road proposed bicycle/pedestrian project.

Sincerely, _____ Amy R. Crabb _____

*450 Todd Court
322-5056*

Date: Sun, 5 Dec 2010 20:56:28 -0900
From: lberk@alaska.net
To: abcrabb@hotmail.com
Subject: Re: Gold Hill Road: Resident/Property Owner Comments

Hi Andrew,

Send me two e-mails, one for you and one for your wife. Copy/paste the following text and add your name where indicated. Choose either the "no-build" or the "five-foot shoulder" (in brackets--delete what you don't want.) I'll print the e-mails out and attach them to the proper letter. If you have time, you can also write to Al Beck directly--many people have specific property issues they want him to be aware of, or if you want to say more than what we covered in the group letter.

By reference to this e-mail, I give permission and am attaching my signature to the letter dated Dec. 9, 2010, addressed to Mr. Al Beck, P.E., DOT, in support of a ["no-build"]~~["five-foot shoulder"]~~ solution for the Gold Hill Road proposed bicycle/pedestrian project.

December 9, 2010

Mr. Al Beck, P.E.
Alaska Dept. of Transportation
2301 Peger Road
Fairbanks, AK 99709

Re: Proposed Gold Hill Road Bicycle/Pedestrian Facility
Project No. STP-0002(238)/63293
In support of the proposed "five-foot shoulder" solution

Dear Mr. Beck,

We'd like to comment on the Alaska Department of Transportation's proposal to build a bicycle/pedestrian facility along Gold Hill Road by addressing the following purpose for this project as stated by your office:

"The purpose of this project is to enhance pedestrian and bicycle safety, promote non-motorized transportation, and improve safety during events that utilize the route. The project will also link Gold Hill Road to the existing Parks Highway bicycle/pedestrian facility. Various bicycle/pedestrian facility options are currently being considered for Gold Hill Road."

Pedestrian and bicycle safety: In the last approximately 15 years traffic along Gold Hill Road has increased dramatically. By observation, this is largely due to the development of Dakota Estates South (Wecota Drive and Doc John Lane,) and Dakota Estates North (Faulk County Road,) though there is greater traffic along the length of Gold Hill Road as well.

The shoulders of Gold Hill Road are narrow to non-existent, and provide virtually no room for pedestrian traffic, cyclists, or other users. A wider shoulder would provide a safer location for the majority of pedestrians (walkers, runners) and bike commuters.

Due to Gold Hill Road's proximity to the University of Alaska, our road has for many years been a popular training and event route for runners, bicyclists and skiers doing fall training on roller skis. Additionally, a large University of Alaska student population calls

Mr. Al Beck, P.E.
December 9, 2010
Page 2

Gold Hill Road home, and quite a few walk or bicycle year round to and from campus. We recognize the importance and health benefits of these non-motorized activities, but feel that everyone's safety would be improved with the addition of a five-foot shoulder along each side of the road.

One benefit that broader shoulders provide over an attached, buffered lane or detached path is that it moves most pedestrians and cyclists out of the lane, but keeps them in the driver's vision so there are fewer accidents at intersections and driveways.

Recognizing that our roads are snow covered for at least six months of the year, keeping the shoulder free of loose snow (thus usable by pedestrians and cyclists) is easier with a widened shoulder as opposed to an attached, buffered lane, or a detached lane. No additional equipment is required and no additional passes need to be taken.

Aesthetics: Gold Hill Road is a popular route for walkers, runners, cyclists and others, due to its intimate, country feel. In fact, the absence of shoulders contributes to the small road feel. Given this, we support the wider shoulder option as it requires the least amount of widening to Gold Hill Road. It is hoped that we can preserve some of the intimate feel that the road currently has.

Road design safety issues: Though vehicle traffic is lighter between Doc John Lane and Henderson, there are other issues on that portion of the road. The curve where the Intertie crosses Gold Hill Road is a blind curve, as is the combination hill and curve at the crest of the hill about a quarter mile before reaching Cloudberry Lane heading west. Both of these areas can create dangerous situations for pedestrians, bicyclists and motorists. It is not uncommon for a vehicle to pass another as they approach either side of the mentioned hill or blind curve. With no viable shoulders, non-motorized users are in greater danger. Widened shoulders give everyone better odds in such situations.

Improve safety during events that utilize the route: Besides the many running races that use Gold Hill Road, there are bicycle races, group rides, many loosely organized training runs, and other small group activities that use this road. A wider shoulder would no doubt be appreciated by all these groups, and by the drivers who pass such groups. For such activities, wider shoulders work better than an attached lane or detached lane – wide shoulders are useful in both directions.

Mr. Al Beck, P. E.
December 9, 2010
Page 3

A pedestrian/bicycle facility linking Gold Hill Road with the existing Parks Highway bicycle/pedestrian facility: We feel the choice of building the five-foot shoulder option along Gold Hill Road is enhanced by the fact users will be able to access the Parks Highway facility from either side of Gold Hill Road. This is not only a bonus for Gold Hill users, but also gives Ester non-motorized users a further option.

Property concerns: Gold Hill Road is a fairly old road, and some of the development alongside it reflects those days when it was a narrow, dusty dirt road. There are structures close to the road, and small parcels abut the ROW. Care should be taken to minimize impact to landowners as much as possible, so the project with the least widening of the roadway is preferable, thus we support the widened shoulders option.

Thank you for taking our concerns and suggestions into consideration. If you need a contact to discuss this letter, please contact either Laura Berkowitz at 479-4952 or Tom Clark at 479-3496.

1 page(s) with the signatures and addresses of those agreeing with this letter are attached.

Subject: letter

From: jana canary <jana.canary@gmail.com>

Date: Sun, 5 Dec 2010 23:09:53 -0900

To: Laura Berkowitz <lberk@alaska.net>

By reference to this e-mail, I give permission and am attaching my signature to the letter dated Dec. 9, 2010, addressed to Mr. Al Beck, P.E., DOT, in support of a five-foot shoulder solution for the Gold Hill Road proposed bicycle/pedestrian project.

Sincerely, Jana Canary

p. 1 of 1

Warning to Property Owners on Gold Hill: Proposed Gold Hill Road Bike/Pedestrian Facility

While bike paths are usually good for communities, this project is badly planned, poorly designed, and completely unnecessary for the majority of Gold Hill residents. The proposed bike path parallels a recently constructed multi-million dollar bike path just a couple of hundred yards away, yet Al Beck has stated that the state will **forcibly take land by eminent domain and clear cut the right of way extension from 25-45 feet** (and this is for the 5' shoulder option that will have the least impact). Other options are more destructive. Overall, the negative aspects of this project include:

- Loss of land for property on Gold Hill and a reduction of property values.
- Up to a 100 foot wide clear cut: Loss of the tree buffer for property on Gold Hill and a reduction of property values due to increased noise and loss of privacy. This clearing would also detract from the rural nature of the community and expose power lines.
- Creation of a snow machine and four wheeler highway: more noise, less safety.
- A net decrease in safety at bike path/driveway intersections.
- Exposure of the already existing and heavily used power line trails to more noise and traffic.
- Higher traffic speeds and more traffic on Gold Hill.

The proposed project is *unnneeded* because everyone on the Ester end of Gold Hill already has easy access to the Park's bike path. Residents in the middle of Gold Hill can access the existing bike path via an existing trail on the Healy intertie easement. Residents on the UAF end are literally within 1-2 minutes of Sheep Creek. Not only is the potential use of this path unmeasured (hence badly planned), an analysis of plat maps shows that it primarily serves residents in the mile from Sheep Creek to Dakota Estates. Therefore, the project's purpose of linking "Gold Hill Road to the existing Parks Highway bicycle/pedestrian facility" is unjustified.

If you are against this project, please do TWO things:

- Go to the public meeting Thursday, Dec 9 4-7 p.m. at the Annex Gallery 2922 Parks Hwy, Ester
- Please sign the petition below or contact Ben Rogers so that you can be added to the "no build" list: 455-4779 benrogers@gmail.com.

Please make your opinion known to these people:

- **Al Beck**, P.E. Alaska DOT 2301 Peger Road Fairbanks, AK 99709 (to the person responsible for making the go-no go recommendation for project: STP-0002(238)/63293)
- **David Guttenberg** (legislator): 1292 Sadler Way Suite 308 Fairbanks AK, 99701 Phone: 907-456-8172 (Started this project in the first place)
- The Honorable **Mark Begich** United States Senate 144 Russell Senate Office Building Washington, D.C. 20510-0201
- The Honorable **Lisa Murkowski** United States Senate 709 Hart Senate Office Building Washington, D.C. 20510-0202
- The Honorable **Don Young** United States House of Representatives 2111 Rayburn House Office Building Washington, D.C. 20515-0201

I chose

No build option; This project will open a "raceway" for snowmobiles, chance for higher speed, privacy for houses will be gone, trees won't buffer noise from the highway and Gold Hill road.

If DOT has money for a totally new project why they don't have money to maintain the already existing bike roads? They are public road they should be maintain by the city.

Project take value off the properties. Bicycles on the road at least make us drive more carefully.

Name: Pirooska Goröög

3110 Judge Atwood ave, Fairbanks, AK 99709

new address: 3284 Gold Hill road, Fairbanks, AK
99709

I am against Gold Hill Road Bicycle/Pedestrian Facility Project No. STP-0002(238)/63293 for the following reasons:

All options I have seen require too much of property owners relative to the benefits to others in the community

Signature: David A. Ford Date: 10/9/2010

Lot number/address Lot 1 Blk 1 Canary Ln 487 Canary 99709

Bring this to the Thursday meeting or contact Ben Rogers 455-4779 benrogers@gmail.com.

3784 C.H.H.R.!

I am against Gold Hill Road Bicycle/Pedestrian Facility Project No. STP-0002(238)/63293 for the following reasons:

*Not needed, Land lost, loss of privacy,
too expensive,*

Signature: *Ida Belle Ford* Date: *12/9/2010*

Lot number/address *Block 1 / lot #1 Songbird sub.*

Bring this to the Thursday meeting or contact Ben Rogers 455-4779 benrogers@gmail.com.

or 3084 Gold Hill Rd.

I am against Gold Hill Road Bicycle/Pedestrian Facility Project No. STP-0002(238)/63293 for the following reasons:

Signature: *Ken Ford* Date: 12/6/10
Lot number/address 486 Townsend way

Bring this to the Thursday meeting or contact Ben Rogers 455-4779 benrogers@gmail.com.

Joni Ford
David Ford

I am against Gold Hill Road Bicycle/Pedestrian Facility Project No. STP-0002(238)/63293 for the following reasons:

It's not needed.
Cyclists can use Parks Hwy bike path.
Share the road we have, it belongs to everyone.

Signature: Dan S. Lane Date: 9 Dec 2010

Lot number/address 370 Louise Lane, Fbks, AK 99707

Bring this to the Thursday meeting or contact Ben Rogers 455-4779 benrogers@gmail.com.

I am against Gold Hill Road Bicycle/Pedestrian Facility Project No. STP-0002(238)/63293 for the following reasons:

None of the Alternatives, besides 'No Build', are low-impact ^{enough} & aesthetically & I feel speeding would increase with widening the road to the extent DOT has proposed in alternatives thus far.

Signature: Maure S. "Suzi" Rogers Date: 12/9/10
Lot number/address 348 cloudberry ln

Bring this to the Thursday meeting or contact Ben Rogers 455-4779 benrogers@gmail.com.

I am against Gold Hill Road Bicycle/Pedestrian Facility Project No. STP-0002(238)/63293 for the following reasons:

Just Too many to list
expense no need loss of
property Privacy Land Value
increase TRAFFIC no no
no

Signature:  Arden R Beane Date: Dec 9-2010

Lot number/address 3125 Gold Hill Rd
owner since 1975

Bring this to the Thursday meeting or contact Ben Rogers 455-4779 benrogers@gmail.com.

I am against Gold Hill Road Bicycle/Pedestrian Facility Project No. STP-0002(238)/63293 for the following reasons:

I want to maintain the country road atmosphere. I don't favor the increased traffic a bike path would create. I don't want the impact and change. There's already been an expensive, long bike path constructed along the Parks Hwy. Leave our Gold Hill area alone.

Signature: _____

Elizabeth D. Blue

Date: _____

Dec 9, 2010

Lot number/address _____

370 Louise Lane, FLEKS, AK 99709

Bring this to the Thursday meeting or contact Ben Rogers 455-4779 benrogers@gmail.com.



COMMENT SHEET



GOLD HILL ROAD BICYCLE AND PEDESTRIAN FACILITY

Project TE-0002(238)/63293
OPEN HOUSE-PUBLIC MEETING
December 9, 2010

We welcome written input and ideas from the you. Thank you for taking the time to be involved. Please submit your comments by December 23, 2010.

COMMENTS:

No Build. This project represents a huge expense for the benefit of very few. Many property owners will realize serious reductions in the quality through loss of trees, more noise, loss of property & privacy, & the loss of our "rural feel" community.

The folks on the Ester end already have a bike path. The folks in the middle already have a path to the Parks bike path. Property owners are banding together to fight this as they should.

No Build.

E-MAIL ADDRESS: _____

NAME: Ben Rogers

MAILING ADDRESS: 3110 Judge Avenue Fbks AK 99709

For further information, please contact Albert Beck, P.E., Engineering Manager, at (907) 451-5359 or email: albert.beck@alaska.gov or visit the project website at <http://dot.alaska.gov/nreg/gold-hill/>. To correspond by text telephone (TDD), please call (907) 451-2363. (If you need more space, please use back side of this sheet.)→

4 3284 Goldhill Rd Fbks AK 99709

Sincerely, _____ your name _____

Thank you--both of you--for participating. I'll try to summarize what happened at the meeting for those that couldn't attend.

Take care, Laura

On 12/5/2010 8:31 PM, abcrabb@hotmail.com wrote:

Laura,
Amy and I won't be able to make it. Thank you,
Andrew Crabb

12-20-2010

Gold hill bike and walk pathway
Project Manager : Al Beck

Dear Al Beck,

The project has merit and complexity and politics. As an party I approached your office March-April 2010 to learn the scope and feasibility. At that time you stated a separated path which I felt was sound engineering choice.

Updated information does not allow this concept to proceed therefore. I support a no build bike and pathway.

Safety is a primary issue of a roadway user and this responsibility increases with miles per hour of travel, vehicle size and behavior. In my words a user will respond to a safety situation at present based on past experience.

a bicyclist will use the path of least resistance 8 months per year and a walker or runner will be similar to a bicyclist.

Goldhill Road needs a higher maintenance schedule during winter and snow cover months to be a safer user access.

A widened road increases the need of snow removal and requires more time invested in each snow fall removal task.

Goldhill Road is a roadway of historic value for the reason it was built as a means to move heavy machinery from Tauxan Valley Railroad Ester siding to mining sites on what was simply government road. Goldhill Rd has evolved into a community center piece imparting the feeling of home. The hedge row of trees give privacy, wind and sun protection and oxygen to landowners and by passers.

The community events on Goldhill Rd such as the equinox marathon have carried on for decades without incident or misfortune. It has become a normal accepted standard much like clean-up Fairbanks streets and roads Day. It is highly unlikely these events are a basis of highway design or pathways.

I hope you will put Goldhill Bike and walk pathway on the shelf so available monies can be directed to more realistic and favored projects.

John Hillig
188 Shirley Ann Way
Fairbanks, AK 99709
Owner: Tax box 306 Goldhill Rd.
John Hillig

John Hillig
188 Shirley Ann Way
Fairbanks, Ak
99709

A1 Beck
%

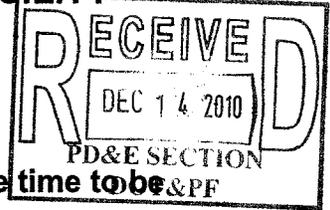


COMMENT SHEET



GOLD HILL ROAD BICYCLE AND PEDESTRIAN FACILITY

Project TE-0002(238)/63293
OPEN HOUSE-PUBLIC MEETING
December 9, 2010



We welcome written input and ideas from the you. Thank you for taking the time to be involved. Please submit your comments by December 23, 2010.

COMMENTS:

100% IN SUPPORT OF THE BIKE PATH CONCEPT!

FIRST PREFERENCE WOULD ALWAYS BE A SEPARATE PATH
BUT REALIZE COST & ROW MAY PROHIBIT.

NEXT BEST OPTION:

A COMBINATION OF SEPARATED PATH AND WIDEN
SHOULDERS AS MAKE SENSE FROM AN
DN-THE-GROUND PERSPECTIVE CONSIDERING LAND FEATURES
AND ROW OWNERS IMPLICATIONS

THE "NO BUILD" ^{OPTION} ~~OPPORTUNITY~~ WOULD BE A TERRIBLE
WASTE OF AN ^{OPPORTUNITY} ~~OPPORTUNITY~~ WITH FUNDING POSSIBLE
NOW THAT MAY NOT BE AVAILABLE FOR
ANOTHER 25 YEARS, BUILD SOMETHING!

I WILL USE IT AS I LIVE ON HENDERSON ROAD.

E-MAIL ADDRESS: timmons.jerry@gmail.com

NAME: ERRARD D. TIMMONS

MAILING ADDRESS: 185 DANE ROAD, FAI, AK 99709

For further information, please contact Albert Beck, P.E., Engineering Manager, at (907) 451-5359 or email: albert.beck@alaska.gov or visit the project website at <http://dot.alaska.gov/nreg/gold-hill/>. To correspond by text telephone (TDD), please call (907) 451-2363. (If you need more space, please use back side of this sheet.)→



COMMENT SHEET

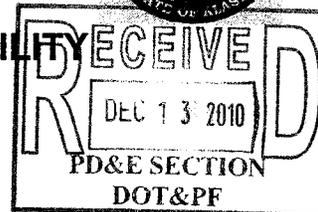


GOLD HILL ROAD BICYCLE AND PEDESTRIAN FACILITY

Project TE-0002(238)/63293

OPEN HOUSE-PUBLIC MEETING

December 9, 2010



We welcome written input and ideas from the you. Thank you for taking the time to be involved. Please submit your comments by December 23, 2010.

COMMENTS:

Alternative attached path II

I am in favor of a bike path. I'd like to see "alternative II," attached path with consideration to alternative plans (for example where ROW needs to be purchased) to accommodate situations that reflect different conditions - similar to how the Parks Highway bike path between VAF and Ester accommodates alternative plans.

Thanks for presentation and this opportunity

E-MAIL ADDRESS: *fmhoener@gmail.com*

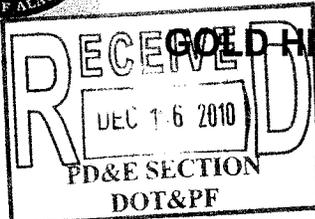
NAME: *Todd Hoener*

MAILING ADDRESS: *PO Box 144 Ester 99725*

For further information, please contact Albert Beck, P.E., Engineering Manager, at (907) 451-5359 or email: albert.beck@alaska.gov or visit the project website at <http://dot.alaska.gov/nreg/gold-hill/>. To correspond by text telephone (TDD), please call (907) 451-2363. (If you need more space, please use back side of this sheet.)→



COMMENT SHEET



GOLD HILL ROAD BICYCLE AND PEDESTRIAN FACILITY

Project TE-0002(238)/63293

OPEN HOUSE-PUBLIC MEETING

December 9, 2010

We welcome written input and ideas from the you. Thank you for taking the time to be involved. Please submit your comments by December 23, 2010.

COMMENTS:

I think Gold Hill needs a bike path! My suggestion would be to use existing easements as much as possible. I would like you to remove as few trees as possible + think a detached gravel path in the woods (like on sheep creek) would be great for most user groups. I also think that reducing the speed limit + putting up blinking speed signs to tell you how fast you are going would help to slow down traffic. With the addition of 30+ cabins on ~~Shamp~~ Faulk Co Rd, a path will be necessary to accommodate the potential student population that will be growing. Thanks for your time!

E-MAIL ADDRESS: marla_stats@alaska.edu

NAME: Marla Statscewid

MAILING ADDRESS: Po Box 84095 FBks 99708

For further information, please contact Albert Beck, P.E., Engineering Manager, at (907) 451-5359 or email: albert.beck@alaska.gov or visit the project website at <http://dot.alaska.gov/nreg/gold-hill/>. To correspond by text telephone (TDD), please call (907) 451-2363. (If you need more space, please use back side of this sheet.)→

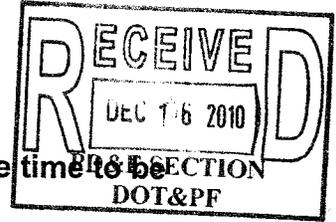


COMMENT SHEET



GOLD HILL ROAD BICYCLE AND PEDESTRIAN FACILITY

Project TE-0002(238)/63293
OPEN HOUSE-PUBLIC MEETING
December 9, 2010



We welcome written input and ideas from the you. Thank you for taking the time to be involved. Please submit your comments by December 23, 2010.

COMMENTS:

The most viable alternative is to widen the shoulders on both sides. This distributes the loss of land to property owners evenly on both sides of the new road, and allows room for bicycles, pedestrians etc. It also keeps the driving surface more or less as it is today, but widens its visual appearance. The increase in traffic speed will be kept to a minimum. If it is possible, it might be advantageous to go to option 2 or 3 where the population density is high approaching the Sheep Creek intersection

E-MAIL ADDRESS: dstone@gi.alaska.edu

NAME: David Stone

MAILING ADDRESS: PO Box 313, Ester, AK 99725

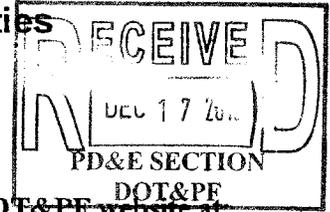
For further information, please contact Albert Beck, P.E., Engineering Manager, at (907) 451-5359 or email: albert.beck@alaska.gov or visit the project website at <http://dot.alaska.gov/nreg/gold-hill/>. To correspond by text telephone (TDD), please call (907) 451-2363. (If you need more space, please use back side of this sheet.)→



COMMENT SHEET



North Pole Interchange Pedestrian Facilities
Project TEA-0002(194)/76719
OPEN HOUSE
Thursday, December 16, 2010



We welcome your written input and ideas. Information is also available on the DOT&PF website at: <http://dot.alaska.gov/nreg/np-pedestrian/>. Please submit your comments by January 7, 2011. Thank you for taking the time to be involved.

COMMENTS:

Thank you for the presentation.

- ① The sooner the project begins the better.
- ② Driveway concern at the Lutheran church
Due to 4 wheel abuse the path ways are always covered in gravel. A way to discourage 4 wheel and snow machine abuse needs to be reviewed.
- ③ Additional highway lighting in darkened areas
4. Again thank you this project is long overdue.

E-MAIL ADDRESS: CherokeeRiders@alaska.net

NAME: Thomas McKeen

MAILING ADDRESS: 1152 North Star, N.P. AK 99705

For further information, please contact Al Beck, P.E., Engineering Manager, by mail at: State of AK DOT&PF, 2301 Peger Road, Fairbanks, AK 99709-5316, by telephone at (907) 451-5359, or by email to: albert.beck@alaska.gov. To correspond by text telephone (TDD), please call (907) 451-2363. (If you need more space, please use back side of this sheet.)→

5126



COMMENT SHEET



GOLD HILL ROAD BICYCLE AND PEDESTRIAN FACILITY

Project TE-0002(238)/63293

OPEN HOUSE-PUBLIC MEETING

December 9, 2010

We welcome written input and ideas from the you. Thank you for taking the time to be involved. Please submit your comments by December 23, 2010.

COMMENTS:

Based on safety, expense & consideration for property I feel the most desirable outcome for owners who about the right-of-way is the construction of a bike path as an extended shoulder of the road.

I feel a separate path need not be part of the plan.

I support a bike path as it will also add to the enjoyment of ^{those} driving on Gold Hill Road.

E-MAIL ADDRESS: judiegumm@alaska.com

NAME: JUDIE Gumm

MAILING ADDRESS: POBX 169, ESTER AK 99725

For further information, please contact Albert Beck, P.E., Engineering Manager, at (907) 451-5359 or email: albert.beck@alaska.gov or visit the project website at <http://dot.alaska.gov/nreg/gold-hill/>. To correspond by text telephone (TDD), please call (907) 451-2363. (If you need more space, please use back side of this sheet.)→



COMMENT SHEET



GOLD HILL ROAD BICYCLE AND PEDESTRIAN FACILITY

Project TE-0002(238)/63293

OPEN HOUSE-PUBLIC MEETING

December 9, 2010

We welcome written input and ideas from the you. Thank you for taking the time to be involved. Please submit your comments by December 23, 2010.

COMMENTS:

I feel that the most desirable outcome; based on safety, expense and consideration for property owners who about the right-of-way -- is the construction of a bike path as an extended shoulder of the road. I don't think a separate path need be part of the plan.

E-MAIL ADDRESS: RJGUMMO@ALASKA.COM

NAME: Richard Gumm

MAILING ADDRESS: POB 169, ESTER, AK 99725

For further information, please contact Albert Beck, P.E., Engineering Manager, at (907) 451-5359 or email: albert.beck@alaska.gov or visit the project website at <http://dot.alaska.gov/nreg/gold-hill/>. To correspond by text telephone (TDD), please call (907) 451-2363. (If you need more space, please use back side of this sheet.)→



COMMENT SHEET



GOLD HILL ROAD BICYCLE AND PEDESTRIAN FACILITY

Project TE-0002(238)/63293

OPEN HOUSE-PUBLIC MEETING

December 9, 2010

We welcome written input and ideas from the you. Thank you for taking the time to be involved. Please submit your comments by December 23, 2010.

COMMENTS:

Gold hill Bike should Be a not build, it would drasticly effect my two rentals property's we own, the one-way would be completly wrong for us because our propertyes our on the east end of gold hill, with are on Olive Lane and Lullabelle Lane, any removal of the tree line will put the road right in our FRONT yard. Thank you.

E-MAIL ADDRESS: _____

NAME: SCOTT CUCHNU

MAILING ADDRESS: 1710 MOOSE TRAIL FBKS A/D 99709

For further information, please contact Albert Beck, P.E., Engineering Manager, at (907) 451-5359 or email: albert.beck@alaska.gov or visit the project website at <http://dot.alaska.gov/nreg/gold-hill>. To correspond by text telephone (TDD), please call (907) 451-2363. (If you need more space, please use back side of this sheet.)→



COMMENT SHEET



GOLD HILL ROAD BICYCLE AND PEDESTRIAN FACILITY

Project TE-0002(238)/63293

OPEN HOUSE-PUBLIC MEETING

December 9, 2010

We welcome written input and ideas from the you. Thank you for taking the time to be involved. Please submit your comments by December 23, 2010.

COMMENTS:

No Build! Do Nothing!
This project should not be funded for many reasons, the most important being the cost and <u>impact</u> to the area isn't justified by the usage. There isn't enough bike + ped traffic to justify this project. Simple!
I live off Henderson Road. I've raised 3 kids out here since 1990. We just don't bike on these roads because of safety issues. We walk off the road on trails. That's recreation usage. For people who want to commute via bike; drive to a parking area with your bike, park your car and bike from that point. There is not much bike + ped traffic

E-MAIL ADDRESS: on the west side of Gold Hill. We need to

NAME: share the road when there is. Thank you.

MAILING ADDRESS: Libby Dalton Slane 370 Louise Lane, Ftks 99709

For further information, please contact Albert Beck, P.E., Engineering Manager, at (907) 451-5359 or email: albert.beck@alaska.gov or visit the project website at <http://dot.alaska.gov/nreg/gold-hill/>. To correspond by text telephone (TDD), please call (907) 451-2363. (If you need more space, please use back side of this sheet.)→



COMMENT SHEET



GOLD HILL ROAD BICYCLE AND PEDESTRIAN FACILITY

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OPEN HOUSE-PUBLIC MEETING

December 9, 2010

We welcome written input and ideas from the you. Thank you for taking the time to be involved. Please submit your comments by December 23, 2010.

COMMENTS:

Do not build
1. There's the brand new parks Hwy Bike Path, use it.
We dont need to duplicate the service.
2. Too expensive.
3. Not enough usage to justify any alternative expansion of the road.
4. Share the road. Bikers and pods should have access. Raise safety awareness. Slow down when Pass Mt.
5. I dont want the rural settings destroyed. I chase to live out here, out of town, because I like trees and peace and quiet. <u>Don't</u> take that away from us.

E-MAIL ADDRESS: _____

NAME: Danny slane

MAILING ADDRESS: 370 Buise Ln, Fairbanks Ak, 99709.

For further information, please contact Albert Beck, P.E., Engineering Manager, at (907) 451-5359 or email: albert.beck@alaska.gov or visit the project website at <http://dot.alaska.gov/nreg/gold-hill/>. To correspond by text telephone (TDD), please call (907) 451-2363. (If you need more space, please use back side of this sheet.)→

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, November 15, 2010 10:01 AM
To: 'lberk@alaska.net'
Subject: Gold Hill Road proposed cross sections

Please see attached for the proposed cross sections. It's not official yet, but we're trying to hold the open house on Dec. 2nd. I'll keep you posted.

Al



BikePath Typ.pdf

Albert (Al) Beck, P.E. | Northern Region PD&E | Alaska Department of Transportation

2301 Peger Road; Fairbanks, AK 99709 | 📞: 907.451.5359 | 📠: 907.451.5126 | ✉: albert.beck@alaska.gov

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, December 10, 2010 9:31 AM
To: Andrew Harrington
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Goldhill Rd Bike Path comment

Thank you for your comments.

From: Andrew Harrington [<mailto:drew.harrington@live.com>]
Sent: Friday, December 10, 2010 9:29 AM
To: Beck, Albert M L (DOT)
Subject: Goldhill Rd Bike Path comment

Hello Mr. Beck,

I attended the DOT Goldhill Rd. public meeting last night and wanted to take the opportunity to comment. I appreciate the DOTs interest in providing more bike paths in the Fairbanks area and their interest in public comments. I've lived off Goldhill Rd for the past 8 years and over that time I've seen an increase in traffic on Goldhill Rd. by both vehicles as well as pedestrians and bicycles. I've seen more than a few near misses and I don't mean to be dramatic but its simply a matter of time before someone is killed on the road.

I am in support of alternative #2 an attached bike path from Sheep Creek rd to the intersection of Doc John and Goldhill rd. From Doc John to the Parks hwy I am in support of alternative #1 widening the shoulders. With safety as my foremost concern I see the area between Wecota and Sheep Creek during the morning and evening commute as the primary concern. This area becomes a bottle neck with commuters from the entire community traveling through this single area. I understand that an attached bike path is not as safe as a seperated path, though I see this path's primary purpose as a "commuter path" and secondary purpose as recreation.

Thank you for the opportunity to comment.

Andrew Harrington

Physical:
2820 Sarty Ln.
Fairbanks, AK 99709

Mailing:
PO Box 70421
Fairbanks, AK 99707

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, November 19, 2010 8:59 AM
To: Ben Rogers
Cc: Baxter, Jay A (DOT); Geis, Kindra R (DOT)
Subject: RE: Gold Hill Road Bicycle/Pedestrian Facility

Good morning Ben,

I did not see an attached drawing to your email. I'm guessing you are referring to Alternative 1: Widen Shoulders? If so, than the area clear of trees measured from the existing edge of pavement/fog line would be a minimum of 20 feet and a maximum of 40 feet (approximate). These dimensions do not take into account where the existing tree line is at. For an example, if the tree line is already cleared back 10 feet from the existing edge of pavement, and the cross-section of the roadway is in a shallow fill condition (less than 4 feet) than the clearing limits would be approximately 10 feet back from the existing tree line. In areas where a "cut" is necessary, the cleared area will be wider due to "day lighting" the back of ditch. These "cut" areas will vary quite a bit depending on the elevation of the road prism in relationship to original ground. I hope that helps. When we all meet, with Laura and Jim, I can go over these widths and other project constraints in more detail.

Al

-----Original Message-----

From: Ben Rogers [<mailto:ben.rogers@gmail.com>]
Sent: Thursday, November 18, 2010 9:28 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Bicycle/Pedestrian Facility

Hi Al,

I would like confirm my understanding of the attached drawing. Does the least invasive 5' option mean that it is likely 26-39' of area could be cleared of trees?

Thanks,

Ben Rogers
455-4779

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, December 20, 2010 7:32 AM
To: Brenda Elmer
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Goldhill bike path project

Thank you for your comments.

From: Brenda Elmer [<mailto:brenda.elmer@acsalaska.net>]
Sent: Monday, December 20, 2010 7:26 AM
To: Beck, Albert M L (DOT)
Subject: Goldhill bike path project

Dear Mr. Beck,

I have lived at 2767 Goldhill Road since 1992 and have been a heavy user of the road for the entire time. From walking with my children in their stroller in the beginning to a daily bicycle commuter and fitness walker presently. I am in agreement with a lot of people on this road in not wanting a road widening to have a big impact on the overall character of the neighborhood. As someone who has had to "dive" for the ditch to avoid vehicular traffic however, I would like to see widened shoulders.

With that said, I would like you to include my comments in your considerations for the future of Goldhill Road. I would prefer widened shoulders to at least as far as Wecota from the Fairbanks end of the road with whatever the minimum of clearing you can get away with. From that point on to Henderson it would be wonderful to just incorporate the bike path into the existing Golden Valley right-of-way which so many people are already unofficially using.

If that is not an option I would support widened shoulders along the entire length of Goldhill Road, but would prefer the minimum amount of clearing along both sides. It would have a negative impact on the privacy of our home due to it's proximity to the road, but feel the added safety for pedestrians would be a reasonable tradeoff.

Thank you for hearing us out.

Sincerely,

Brenda Elmer
(907)474-8463
2767 Goldhill Rd.
Fairbanks, AK 99709

"Life is not about waiting for the storm to pass but about learning to dance in the rain"

Geis, Kindra R (DOT)

From: Cathy Walling [cathy.a.walling@gmail.com]
Sent: Friday, January 21, 2011 5:52 PM
To: Geis, Kindra R (DOT)
Subject: Re: 63293-Gold Hill Road Bicycle and Pedestrian Facilities-Gold Hill Road Comment to Response Letter

Thank you for this update.

I look forward specifically to hearing more about the adjustments to the widened shoulder option to reduce impacts.

Respectfully,
Cathy

On Fri, Jan 21, 2011 at 12:01 PM, Geis, Kindra R (DOT) <kindra.geis@alaska.gov> wrote:

Dear Local Resident:

Thank you for your comments regarding the Gold Hill Road Bicycle and Pedestrian Facility project. Based on your comments, and those received at the December open house, we are revising the alternatives in preparation for another open house in the spring of 2011. These revised alternatives include:

- The no-build option.
- Adjustments to the widened shoulder option to reduce impacts.
- A combination of attached and detached paths.
- Any other alternative that may develop.

Please visit the project website at <http://dot.alaska.gov/nreg/gold-hill/> for additional information.

Thank you,

Al Beck, P.E.

Project Manager

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, December 23, 2010 3:57 PM
To: Cathy Walling
Cc: Baxter, Jay A (DOT); Geis, Kindra R (DOT)
Subject: Re: Gold Hill Bike path comments

Thank you for your comments.

Sent from my iPhone

On Dec 23, 2010, at 11:52 AM, "Cathy Walling" <cathy.a.walling@gmail.com> wrote:

December 23, 2010

Mr. Al Beck, P.E.
Alaska Dept. of Transportation,
2301 Peger Road
Fairbanks, AK99709

RE: Proposed Gold Hill Road Bicycle/Pedestrian Facility
Project NO. STP-0002(238)/63293

Dear Al Beck,

Thank you for this opportunity to comment on the proposed bike path along Gold Hill Road. A few years ago when my daughter was riding her bike along the road she was almost hit by a motorist. That sprung me into action to begin a petition to get a bike path created along the road to promote greater safety for all involved along this road. As I walked along parts of this road collecting signatures I was very aware that the general sentiment was to have a widened shoulder without loss of many trees to make it happen.

Over 20 years of living on this road, I have witnessed the volume of motorized and non-motorized traffic steadily increase. Gold Hill has become a more densely accessed roadway for several housing developments, and the proximity to the University assures regular use by many different recreational and other non-motorized users.

As I attended the public meeting, I became quite concerned over the various options that were presented because of the huge impact they would have on the "country road" ambiance that Gold Hill residents have appreciated over the years.

My two main focuses remain wanting to increase the safety for all users of this road, and to preserve the natural aesthetics of the road.

I have envisioned a widened shoulder without extensive clearing of trees to make this happen. I understand there are "federal guidelines", yet also know that "federal sensibilities" often don't fit in this arctic, and generally rural, landscape. Perhaps new funding sources need to be considered that don't carry the same level of regulation.

A widened shoulder makes the most sense at the end near the University. When the inter tie crosses the road, making use of that already cleared land to incorporate the bike path would allow no more trees to be cut, and to make that strip more “multi-purpose”. I heard concerns of “safety” in having a section of the bike trail out of visual view. I have gone running along that dirt pathway for years, and don’t see the safety concerns really any different than using any of the University trails. We can’t let “fear” become the driving force for the paths we create.

My understanding is that to choose a “no build” option means that someday in the future when Gold Hill Rd. is “upgraded” straight federal guidelines will dictate how it moves forward without public input for coming up with “more creative and workable solutions for all involved”. I hope that this public process will foster a win-win for all concerned where we increase safety for all, and preserve the rural aesthetic that those of us who call Gold Hill Rd. home cherish.

I hope to support a “new option” that is created which takes in the community’s concerns. Based on the current options presented, I would sadly need to choose the no build option, and hope that new or different regulations would come to pass to better tend to the community’s needs/wishes when the road upgrade takes place.

If I can be of any further assistance as you work to create a “new improved” set of possibilities, let me know. I greatly appreciated your “listening ear”, and sensibilities of wanting to hear from the public. I hope that receiving the collective input from residents will assist you in moving this project forward.

Respectfully submitted,

Cathy Walling
2671 Gold Hill Rd.
Fairbanks, AK 99709

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, December 10, 2010 8:24 AM
To: cwhisenhant@acsalaska.net
Cc: Baxter, Jay A (DOT); Geis, Kindra R (DOT)
Subject: RE: Gold Hill Bike Trail

Thank you for your comments.

-----Original Message-----

From: cwhisenhant@acsalaska.net [<mailto:cwhisenhant@acsalaska.net>]
Sent: Friday, December 10, 2010 8:03 AM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Bike Trail

Dear Mr. Albert Beck,

I am writing in regards to the proposed Gold Hill Bike Trail. I live at 2565 Cresbard Court. My property would be directly affected by the proposed bike trail.

I would like to express my support for Alternative 1 to widen the shoulders of the road. I believe this would have the least effect on myself and my property.

Alternative 1 would address the safety issues I see each day on Gold Hill Road involving pedestrians, bikers, roller skiers, snowmachines, four wheelers, and motor vehicles.

Alternative 2 with attached path is my second choice. Although I still think because of the downhill sections it would be best for bikes to travel on the shoulder with traffic to avoid collisions with cars turning on to Gold Hill road.

Alternative 3 does not address bikes traveling 25-30 mph and vehicles yielding to those bikes crossing driveways. Keep in mind even novice riders can reach these speeds going down hill between my house and UAF.

Alternative 4 will add time and expense to travel, hauling water and emergency response especially in mutual aid situations.

Alternative 5 does not address any of the safety issues.

Thank you,

Chris Whisenhant

Geis, Kindra R (DOT)

From: Hooper, Barry L (DOT)
Sent: Wednesday, December 22, 2010 1:23 PM
To: 'Dale Bower'
Cc: Beck, Albert M L (DOT)
Subject: RE: Goldhill Road Bike Path

Mr. Bower,

Your comments have been received and will be evaluated with the project. You should be receiving a response in next several weeks.

Thankyou,

Barry L. Hooper, P.E.
Preliminary Design & Environmental Group Chief
Northern Region DOT&PF
Phone: 907-451-2218
Fax: 907-451-5126

From: Dale Bower [<mailto:dale@flowline-alaska.com>]
Sent: Wednesday, December 22, 2010 1:07 PM
To: Hooper, Barry L (DOT)
Subject: Goldhill Road Bike Path

Mr. Barry Hooper

I'm writing to comment on the proposed Gold Hill Road Bicycle Path Project. I own properties and live in Bluebird Subdivision, off Henderson Road. I use The Parks Highway and Goldhill Road on a daily basis. I believe that any of the options for a bike path on Goldhill road are unnecessary and a waste of funds and resources. How many millions of dollars were spent to construct the bike path adjacent to the Parks Highway? It connects both ends of Goldhill Road and is underutilized. I believe it is a bad idea to waste the money to build a project that people do not want.

One more comment on the option to make Goldhill a one way road with a wide bike path in the roadway. I'm certain you folks will be in court if you try to do that. Emergency Responders need access from both ends of the road, insurance rates will rise, people will not go 4 miles out of their way to get home. The engineer that dreamed up that option then actually presented to the public should be fired.

Regards,
Dale Bower
Box 65 Ester, Ak. 99725

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Wednesday, December 22, 2010 1:26 PM
To: Dale Bower
Cc: Baxter, Jay A (DOT); Geis, Kindra R (DOT)
Subject: Re: Gold Hill Road Bicycle / Pedestrian Facility

Thank you for your comments.

Sent from my iPhone

On Dec 22, 2010, at 1:00 PM, "Dale Bower" <dale@flowline-alaska.com> wrote:

Mr. Al Beck, P.E.

I'm writing to comment on the proposed Gold Hill Road Bicycle Path Project. I own properties and live in Bluebird Subdivision, off Henderson Road. I use The Parks Highway and Goldhill Road on a daily basis. I believe that any of the options for a bike path on Goldhill road are unnecessary and a waste of funds and resources. How many millions of dollars were spent to construct the bike path adjacent to the Parks Highway? It connects both ends of Goldhill Road and is underutilized. I believe it is a bad idea to waste the money to build a project that people do not want.

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Regards,
Dale Bower
Box 65 Ester, Ak. 99725

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, December 23, 2010 4:01 PM
To: Deirdre Helfferich
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Gold Hill Road bike path project STP-0002(238)/63293

Thank you for your comments.

Sent from my iPhone

On Dec 23, 2010, at 2:43 PM, "Deirdre Helfferich" <editor@esterrepublic.com> wrote:

> Hi, Al,

>

> I am strongly in favor of building a bike path along Gold Hill Road. I simply don't bike on that road because there is no way to get away from traffic along it. It isn't safe, and although it's pretty, people drive like maniacs on it. A dog I knew got killed walking with me, hit by a car, and the cowardly bastard didn't stop.

>

> I would be interested to see if there are any off-road options: areas where portions of the path along Gold Hill could loop away from the road and then come back to it, using rights-of-way between properties or around properties that maybe have their houses close to the road now. The style of path I'd prefer would be variable: maybe separated in spots where it is feasible (if a woody feel could be maintained), a widened shoulder or attached path in spots where it isn't.

>

> I think, given the welter of varying widths of the right-of-way and the houses built right up to the road in some spots, that this would be the most feasible.

>

> There's a story in the December Republic about the meeting and the project.

>

> sincerely,

>

> Deirdre Helfferich

> editor, publisher

> Ester Republic Press

> PO Box 24 • Ester, AK • 99725

> Studio #2, The Annex • 2922 Parks Highway

> 907.451.0636 • www.esterrepublic.com

> <http://esterrepublic.blogspot.com>

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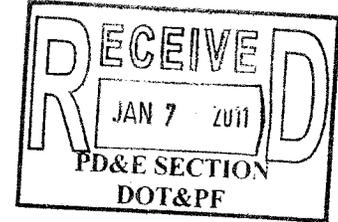
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January 7, 2011

Al Beck, PE
Engineering Manager,
Dept. of Transportation & Public Facilities
2301 Peger Rd.
Fairbanks, AK 99709-5316



Sent via email to: albert.beck@alaska.gov with hard copy to follow by mail

Re: the proposed Goldhill Road Bicycle/Pedestrian Facility (Project No. STP-0002(238)/63293)

Dear Mr. Beck:

I have owned property in Palzer subdivision off of Goldhill Road for 33 years and have lived off this road for all but four of those years. I currently live on the road at 2660 Goldhill Road with my husband, Jim Cheydleur and our two children, aged 12 and 14.

I know these comments are late; I hope you will still consider them. Also, thank you for your "grace under fire," at the public meeting; I appreciated your willingness to answer so many questions from a concerned crowd.

My paramount concern regarding this project is the way in which public comment has been solicited. In my opinion, residents along this road should have been consulted long ago about what they wanted and why. To have the first opportunity for people to look at plans and find out what is happening to be scheduled for a cold night in December with comments due two days before Christmas is not adequate in my opinion. **I request an additional public meeting with another comment period on preliminary designs before final design decisions are made on this project.**

I would like to see improved safety on Goldhill Road *and* the preservation of a tree lined road resembling what now graces our neighborhood. At the current time, I do not believe any of the five proposed options do both of those without significant environmental costs, and some do neither.

In terms of safety, there seems to be a significant lack of old or current data about seasonal pedestrian and bicycle use of the road, what the vehicle traffic is at various points on the road and what the average speed is of that traffic. Without that data, it seems premature to assume one design approach meets the needs of the road as a whole. **I request that there be additional study done of the road use.**

Here are my comments on the five options presented from most to least objectionable.

Alternative 3: Separated Path: This option is totally unacceptable in my view.

Safety is of most concern in the winter time with reduced visibility and slick roads and, given that the best predictor of future behavior is past behavior, it is highly unlikely that this path would be maintained and usable for pedestrians or bicyclists in the winter. It would most likely result in decreased safety because they would still use the main road and the path would become a snowmachine superhighway. Given the permafrost in the area, my best guess is that it would require significant maintenance which would be expensive and unlikely to happen. In addition, it would take a huge swath of trees from one side of the road and present an undue burden for property owners on that side of the road.

Alternative 4: One-Way Road with Bike/Pedestrian Path: This is my second least liked option. Although it would both increase road safety and maintain the character of the road, it would come at a significant environmental and personal cost because of the increased fuel purchased and CO2 emissions/air pollution that would result. I also have concerns about how emergency vehicles would use the road. This option would have been more appealing if there had been three loops from the Parks Highway onto Goldhill. I can think of two possible points, one next to the tire store and another where there is an old road up to the intertie area. A road linking the Parks and Goldhill at that point might also decrease traffic on this east end of Goldhill as some people who live at the west end might find that quicker and easier to use.

Alternative 2: Attached Path: I have similar concerns to those I have about the separated path. Although this option would be easier to plow and therefore more likely to be cleared, I wonder if the plowing would really happen. Also, as is currently the case, ice often obscures the white and yellow lines and I fear motorists not familiar with the road would be driving on the path in the winter. This alternative also requires significant clearing on one side of the road.

Alternative 1: Widen Shoulders: This is the option that appears to most likely meet the increased safety requirement but, as presented, it does not preserve a tree lined road because of the enormous amount of clearing required. It makes no sense to me that to increase the shoulders by 4 feet on each side, that the residents/property owners on this road would have to see up to 100 feet of clearing. I have no desire to live on a parallel Parks Highway. In addition, without either reducing the speed limit or otherwise slowing traffic down, my fear is that the widened road will encourage drivers to go faster, thereby reducing safety and rendering all this work for nought. In December, there was a fatality and serious injuries in an accident on the Parks Highway close to Goldhill Road. It reminded me that a wide, road with wide shoulders does not insure safety. Currently, people speed up on the straight section in front of our house and routinely exceed the speed limit; what will they do if it is a widened road?

Alternative 5: Do nothing: Of the five options presented, this is my preference at this time because of my concerns about the other four proposed options. This does nothing for safety but does preserve the tree-lined road.

New possibilities: Here are my suggestions about other possibilities.

Alternative A: Decrease the speed limit and provide alternative transportation: If the speed limit were lowered to 30 mph instead of 40 mph, (and there was increased enforcement) it would take an additional two minutes to drive the 3 miles of the road. This seems a minor price to pay for increased safety and could be done more quickly than major road construction. If there were speed bumps or traffic circles that would help reduce speed. If Goldhill were on a bus route connecting with the bus system in the morning and evening, the pedestrian traffic to/from the University in particular might be reduced. This could increase the safety and preserve the trees without the expense/inconvenience and reduced property values of a widened road.

Alternative B: Improve access from Goldhill to the Parks Highway bike path: A number of access points from Goldhill to the Parks Highway bike path would improve safety for some bicyclists and pedestrians, at least in the summer. As I mentioned in my comments about Alternative 4, there are a number of possible access points which might require much less right of way and construction. Another possible access point would be off the bottom of Dakota Estates. If adding access points requires a change in the scope of this project, I request that be done.

Alternative C: Widen shoulders to 3 feet/lower the road/reduce clearing requirements: This would still improve safety and would help preserve the trees. I understand that DOT and the Federal government have standards. I would like to see a waiver of the DOT standards for this road project or a modification of the proposals by lowering the road and decreasing the clearing needed.

In summary, I believe the best option, which would preserve the character of this road with modest improvements and better safety, might be some hybrid of my alternatives A, B, and C. I would appreciate some additional creative energy put into thinking outside the box about this project.

Thank you for considering my comments.

Sincerely,



Diane J. Preston
P.O. Box 81177
Fairbanks, AK 99708

Discussion Points for Proposed Gold Hill Road Bicycle/Pedestrian Path Upgrade

November 29, 2010

10:30 AM meeting at DOT offices

Participants:

Al Beck, DOT Project Manager (451-5359) albert.beck@alaska.gov

Laura Berkowitz (479-4952) LBERK@alaska.net

Jim Cheydleur (388-1911) jimc@mosquitonet.com

Sean McGuire (455-7882) fwxsca@yahoo.com

Ben Rogers (455-4779) ben.rogers@gmail.com

REVIEW OF OVERLAYS

We'll spend some time viewing the overlays

FUNDING

1. Exactly what type of Federal funding would be applied to this project?
2. Does this Federal money have requirements for its application, for instance, specific to a detached pedestrian/bicycle lane construction? How would it tie into reconstructing Gold Hill Road with the five-foot shoulder or an attached bike path?
3. For the five-foot shoulder option or the attached path option, where would the money come from for the basic reconstruction of Gold Hill Road, itself?
4. How is Gold Hill Road classified as a road (highway, a certain class?) How does this relate to the Federal funds applied to this project?
5. Are there any other funds that could be used to help us provide a safer pedestrian and bicycle friendly environment without taking so much land as required using Federal funds, thus having a smaller footprint?

PROJECT OPTIONS

1. Can we have a hybrid of the options DOT originally offered to us? For instance, a separate or attached bike/pedestrian path from the Sheep Creek intersection up to, for instance, the first entrance of the Wecota subdivision, then have the project blend into the five-foot shoulder for the remainder of the less trafficked road?
2. Is it possible to fix the angle of entrance on to Gold Hill Road from Sheep Creek within this project budget?

CONSTRUCTION

1. Other than changes in angle of the roadway for improvements, can the project include shifting the center line where that might decrease the need for acquisition of additional ROW and earthwork?

PROJECT PROCESS

1. If a "no build" option for the pedestrian/bike path was "agreed upon," when might Gold Hill Road be rebuilt and what would the application of "current standards" mean to such a reconstruction? An example would be would it be mandatory to add the five-foot shoulder anyway, entertain changes in embankment, change ditching, etc.,)

2. What would be the origination of funds for such a rebuild?

3. Please explain the steps in reaching a final decision for this project. For instance, if people choose an option or hybrid option, when does DOT come back to the public with the final plans for approval? How much time should we expect a final plan for approval will take?

4. At what points along the timeline can we decide we do not want the project. In-other-words, if we ask for a hybrid project or something slightly different than the original four proposals, and DOT redrafts a new proposal, if we do not agree with it, can we stop it at that point? How would we do that? Can we ask for further redrafts?

LAND ACQUISITION PROCESS

1. How are outbuildings, cabins and pads for campers or other current uses in the ROW handled in terms of compensation? Are there any septic system issues homeowners need to be aware of?

2. We need to know the step-by-step process for land acquisition, such as how and when people will be notified, what options they have in accepting or not accepting, and so on. Who is responsible for moving outbuildings or cabins? Is there a Web page or brochure in print that explains this process? Who would be in charge of this process? Contact person name?

NEIGHBORHOOD CONCERNS

1. Anticipated length of construction process?

2. What should we expect traffic-wise getting to and from our homes along the 3.5 mile road?

3. How are mailboxes along the road resituated during this period?

4. Will those on our road that commute via bicycle be able to continue during the construction period?
5. Who will Gold Hill Road residents who have complaints during the construction process contact for resolution and how will those complaints be resolved timely?

GENERAL

1. Our DOT Web page does not seem to be listed in the general Northern Region Projects on the DOT site. Could it be added?
2. Please confirm DOT is sending notices of the Public Open House to all tax lot owners at their addresses where they receive their tax notices.

FURTHER QUESTIONS

Can we delay? What is the process for asking for a delay? This project is a surprise for most.

What is the no bike path but road upgrade look like if that's an option.

Who decided (in DOT) if the project is a go or not?

Where are the published rules about the process to which you adhere?

Is it possible to kill the process? How?

If the majority of adjacent landowners are against it, does that kill it?

Who has measured how many walkers and bikers there are? Has any analysis been made as to how much money will be spent per potential user?

What is the lowest cost bike path option? What is that cost?

Is land likely to be subject to eminent domain?

How are the land owners reimbursed?

Street Lights and other utilities, GVEA water and sewer

Amount of money dedicated to this project and timeframe, i.e. 2010 through 2013 FMAT budget.

When project is complete will there be dollars dedicated to controlling invasive plant species such as vetch which may take hold in exposed soil?

When Gold Hill Road was redone in late 1970's it was constructed as a model for building on permafrost. If the ballast is replaced, what type of ballast will DOT use to rebuild the road and how will the expected lifetime of the new road compare to the existing road?

Who will maintain our road along with the bicycle/pedestrian path if the project is completed?

Will the full five-feet of shoulder on each side be cleared of snow during plowing?

Is there any chance the Borough will want our road to become a service district thus increasing our taxes? Has this ever happened before after a project such as this has been completed?

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Wednesday, December 22, 2010 10:00 AM
To: Elaine
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Gold Hill Bike Path

Thank you for your comments.

Sent from my iPhone

On Dec 22, 2010, at 9:56 AM, "Elaine" <egw13@hotmail.com> wrote:

> Hi
>
> I am a year round bicycle commuter who lives on Lucky Law Court. For the last three years I have dreamed about nice, wide, maintained shoulders on Gold Hill road. Option one is a dream come true. The other three options may be safer in the summer, but wouldn't be plowed in the winter. Unfortunately, that leads to a situation like the Parks Highway bike path, which has cyclists on the highway and snow machiners on the bike path. As my back yard would abut any bike path, I really don't want snow machines roaring by at all hours. The drivers on Gold Hill are very polite and do tend to slow down for bicycles, a pair of wide shoulders would make it even safer for everyone.
>
> Thank you, and I will look forward to a safer commute in 2014. Or sooner, if you could.
>
> Sincerely,
>
> Elaine Williams
>
>
> Sent from my iPod

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, December 10, 2010 11:18 AM
To: Putt Clark
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Goldhill Road project

Thank you for your comments.

From: Putt Clark [<mailto:clark.putt@gmail.com>]
Sent: Friday, December 10, 2010 10:50 AM
To: Beck, Albert M L (DOT)
Cc: lberk@alaska.net
Subject: Goldhill Road project

I grew up on Goldhill (back when it was a dirt road), and still live on it. When it was dirt, it was a much wider road. I recall DOT bringing in loads of rock and tailings (this was back in the '70's) to build the road up without widening it. Because it was built "up", it became a narrower road. As a resident not wanting to see our "country road" change to become a much wider (and as a result, faster) road, and even as a biker with children who bike, I don't want this project to happen. Any time a road is widened or lots of vegetation is removed for visibility, people drive faster. I see it in myself, and those who don't fess up to it are lying to themselves. I noticed I began driving faster after trees were cleared this Fall. If this project is viewed as creating more safety, I think it's a misnomer, as the larger road will naturally make people drive faster. Ballaine Rd. is a fine example of that. It's a 40 mph road, but I find it's easy to do 60 mph.

Also, many neighbors stand to lose a healthy portion of their property, and I have concern for them personally. Especially those whose property is connected to an extremely built-up part of the road, where gradation will require a wider swath of clearing.

I also want to make a note that when bike paths are put in, other vehicular traffic find their way on these trails too, once again, reducing the apparent safety deemed important in this project.

Ultimately, I am against the project.

That being said, if it seems the majority are in favor of a change, I would like to make a pitch for something less invasive than the proposed projects (I list them in order of favor):

- *Is it possible to shave the entire road down to what it used to be (wider), then pave it?
- *Could the 5' Option be reduced somehow to diminish how much vegetation is sacrificed, yet providing wider shoulders and still maintain the "country road" (so people might drive slower)?
- *The Hybrid Option is also a possibility, ending at the crossing of the Intertie, where folks can then make use of that trail to continue further west.

In conclusion, I should say we have a road of mostly considerate drivers who give wide berth to walkers/runners/bikers/etc. It seems most people are "tuned-in" to the fact that there is a lot of non-motorized traffic to be looking out for, and I fear that there will be a false sense of security on everyones' parts if the road is widened in any way.

Thank you for taking the time to read my letter and considering all of our wide opinions.

Sincerely,

"Putt" (Elizabeth) Clark
2941 Goldhill Rd.

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, December 20, 2010 7:26 AM
To: Liz Kerin
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Public Comment - Goldhill Road Bike Path

Thank you for your comments.

From: Liz Kerin [mailto:lizkerin@hotmail.com]
Sent: Saturday, December 18, 2010 8:54 PM
To: Beck, Albert M L (DOT)
Subject: Public Comment - Goldhill Road Bike Path

Mr. Beck;

Thank you for allowing me to comment on the proposed bike path along Goldhill Road. I grew up in the Gold Hill area and returned after attending college outside. In addition to driving on Goldhill regularly, I commute by bike on the road 4-5 days per week in the summer and occasionally during the winter months.

Drivers, pedestrians and cyclists on Goldhill would be best served by attached, one direction bike lanes on each side of the road, combined with a sensible, well-enforced speed limit for vehicles (Option 1). This option gives cyclists room to travel a straight path along the side of the vehicle lane, while moving with the flow of traffic and following the same traffic laws that apply to both drivers and cyclists. This greatly improves drivers' abilities to see cyclists and predict their actions, thus limiting collisions. It also makes it much easier for drivers to see cyclists at points where Goldhill intersects with side streets or driveways, because a driver is able to see both the vehicle lane and the bike lane with one glance.

In order for this option (or any option, really) to be safe for cyclist and pedestrians, reasonable vehicle speed must be maintained either through enforcement of speed limits or through some form of traffic calming. Speeding is common along Goldhill and the speed limit is already high for a residential area. I recommend a reduced speed limit and traffic calming or effective enforcement along the high density residential area of Goldhill between Sheep Creek and the intersection with Doc John Lane. For example, a speed limit of 25 mph in this area would only add a little over one minute of travel time from the current speed limit of 40 mph and would make the road much safer for cyclists, pedestrians and drivers.

An attached two directional path (Option 2) would not be an improvement to the current situation along Goldhill. The best way for a cyclist to be safe is to be seen and to be predictable. I would feel safer riding in the lane with traffic than directly next to the lane against traffic. Drivers have a difficult time predicting the actions of cyclists who ride against traffic, particularly in areas where side streets or driveways intersect with main roads.

A detached two directional path (Option 3) is an improvement on Option 2 because it would provide a buffer between cyclists and cars. This option works very well near roads with very high speed limits and few cross streets. However, in areas with driveways and cross streets, a two way bike path essentially creates a new 4-way "car versus bike" intersection every time it crosses a side street. Drivers are not used to stopping and looking both ways at these intersections, and most people (drivers and cyclists) are uncertain about the rules for yielding at these intersections. If this option is chosen, I hope DOT will address this issue by putting clear signage to alert both drivers and cyclists wherever the bike path crosses a side street.

Last of all, I hope the option of turning Goldhill into a one-way road is not being seriously considered. It would be nice for cyclists and pedestrians. However, it would be extremely inconvenient for those who must drive on Goldhill every day, and would actually increase traffic because residences are somewhat clustered at either end of Goldhill.

Respectfully,
Elizabeth Kerin

Date: Mon, 13 Dec 2010 09:21:46 -0900
From: albert.beck@alaska.gov
Subject: RE: Comments and Transcript Request Goldhill Road Bike Path
To: lizkerin@hotmail.com
CC: kindra.geis@alaska.gov; jay.baxter@alaska.gov

Yes, your comments can be directly submitted to me via email. There is no transcript available for the open house. The meeting was an open forum for the public to view the graphics, and to ask questions. We are currently uploading all the graphics presented at the open house to our website, including a powerpoint presentation.

<http://dot.alaska.gov/nreg/gold-hill/>

Just a couple of quick states:

No decision has been made, nor are we close in making a decision. Please, let me know what your concerns are about the project or what type of improvement(s) you support.

I was on the Charlie O'Tool News Radio program (970 am) discussing the project. You can listen to the podcast named "DOT Al Beck Trail 12/7/10" at: <http://www.970kfbx.com/cc-common/podcast.html> or it's available for download from our project website.

Al

From: Liz Kerin [mailto:lizkerin@hotmail.com]
Sent: Sunday, December 12, 2010 6:21 PM
To: Beck, Albert M L (DOT)
Subject: Comments and Transcript Request Goldhill Road Bike Path

Mr. Beck,
I would like to submit comments regarding the proposed bike path along Goldhill Rd. Can these comments be submitted directly to you in the body of an email? Also, I was out of town for the hearing, but I am interested in reading a transcript of the hearing if/when one is available. Please send me an electronic version (to this email address) if possible, or let me know how I may view it.
Thank you,
Elizabeth Kerin
lizkerin@hotmail.com

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, December 13, 2010 9:22 AM
To: Liz Kerin
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Comments and Transcript Request Goldhill Road Bike Path

Yes, your comments can be directly submitted to me via email. There is no transcript available for the open house. The meeting was an open forum for the public to view the graphics, and to ask questions. We are currently uploading all the graphics presented at the open house to our website, including a powerpoint presentation.

<http://dot.alaska.gov/nreg/gold-hill/>

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Al

From: Liz Kerin [<mailto:lizkerin@hotmail.com>]
Sent: Sunday, December 12, 2010 6:21 PM
To: Beck, Albert M L (DOT)
Subject: Comments and Transcript Request Goldhill Road Bike Path

Mr. Beck,

I would like to submit comments regarding the proposed bike path along Goldhill Rd. Can these comments be submitted directly to you in the body of an email? Also, I was out of town for the hearing, but I am interested in reading a transcript of the hearing if/when one is available. Please send me an electronic version (to this email address) if possible, or let me know how I may view it.

Thank you,

Elizabeth Kerin

lizkerin@hotmail.com

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Tuesday, December 14, 2010 8:11 AM
To: Eric Troyer
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Gold Hill path project

I requested comment to be submitted to me two weeks after the open house, December 23rd. With that being said, I will gladly take anymore comments that may come in later. Over the next few months we'll be updating our alternatives based on the comments we received. Comments that are received in January are still timely. No decisions have been made.

From: Eric Troyer [<mailto:fbxtrails@gmail.com>]
Sent: Monday, December 13, 2010 5:04 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill path project

Is there a deadline for public comments on the Gold Hill Road Bicycle/Pedestrian Facility project? I'd like to submit something and may put a notice in my trails newsletter if the period extends into January.

Eric Troyer

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, December 20, 2010 12:24 PM
To: Heather Best
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Gold Hill Road Bicycle and Pedestrian Facility

Thank you for your comments.

From: Heather Best [<mailto:hbest25@yahoo.com>]
Sent: Monday, December 20, 2010 11:49 AM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Bicycle and Pedestrian Facility

Al,
Just wanted to weigh in on this project. I live off Faulk County Rd and commute by bicycle regularly in all seasons. I also run with my dog along the road in all seasons. I've never had a bad encounter with a motorist though have felt many could have yielded more room. Based on my uses I prefer an attached path that would receive plowing during the winter. I would prefer a bike lane on each side, but a multidirection lane on one side would suit if it received maintenance. None of the plans would affect my property so that doesn't affect my opinion.
Heather Best
2590 Cresbard Ct (physical address only)

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, December 10, 2010 10:45 AM
To: jana canary
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Gold Hill Road Proposed Bike Path Project

Great, I'll take the extra comments. Thank you.

From: jana canary [<mailto:jana.canary@gmail.com>]
Sent: Friday, December 10, 2010 9:39 AM
To: Beck, Albert M L (DOT)
Subject: Re: Gold Hill Road Proposed Bike Path Project

Sorry, I have a few other comments.

When pulling out of Roxie Road onto Gold Hill Road, I find it very difficult to see around the letter boxes. This feels dangerous. This was also the case when I lived down the street at 2692 Gold Hill Road. In fact, because of this limited visibility my husband was in a minor accident where my husband's vehicle hit the side of an oncoming vehicle. Fortunately no one was hurt and only minor damage was caused. However, it occurs to me that having a wider shoulder on Gold Hill would eliminate some of this hazard as the mail boxes would be set back further from the road. Also, when people stop to get their mail they could park off of the road, rather than remaining partially in the road.

One option that a neighbor thought of was lowering the surface of Gold Hill. This may make it possible to reduce the area cleared along the sides of Gold Hill (as the slope requirements could be attained in a shorter distance from the road). This seems like it may also help at least with Roxie Road, as people have a hard time stopping at the top without losing traction. If they do not have all-wheel drive or have poor tires, they tend to either not stop, or stop partially out in Gold Hill Road. Having a less steep grade at the top of Roxie Road, along with a wider shoulder and mail boxes that were set further back from the road would make entering Gold Hill from Roxie safer for everyone.

Thanks again,

Jana Canary
93 Roxie Road
Fairbanks, AK 99709

On Fri, Dec 10, 2010 at 8:53 AM, Beck, Albert M L (DOT) <albert.beck@alaska.gov> wrote:

Thank you for your comments.

From: jana canary [<mailto:jana.canary@gmail.com>]
Sent: Thursday, December 09, 2010 9:34 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Proposed Bike Path Project

Hi Al-

I was not able to attend the open house, however several of my neighbors did and gave me some information on the project. They said that you wanted to hear from people on Gold Hill stating what we would like to see. Here are some of my thoughts:

I do not bike on Gold Hill, I mainly drive. However I do feel concerned at times for the safety of those who do bike/walk. As a driver, I wish that the shoulders were wider so that I did not have to drive into the other lane to get around cyclists, UAF ski-team members, joggers, walkers, and marathon runners. Also I get stuck behind the school bus nearly every day (due to my schedule). If the shoulder was wider than the bus could pull off further and it would be safer to pass. As it is, several cars do pass the bus, but it often feels a bit dicey.

I ABSOLUTELY DO NOT want a separate bike path. This would be fine in the summer, but during the long winter it would not be usable by cyclists since it would not be plowed and it would simply become a highway for snow machines. I hate snow machines. Their presence would make Gold Hill more unsafe for both cyclists and cars.

An attached bike path would only be useful if it were plowed. I suspect that this would not happen and it would likely be a lot of effort and money for little gain.

I am in favor of adding wider shoulders, however it sounds like this can only be done through the sacrifice of mature trees and some private property. In addition, a wider road may encourage speeding...are there any stats on similar roads showing how increasing the shoulders affected safety? citations for speeding? etc.

In a perfect world, I would like wider shoulders on Gold Hill Road (an additional 3-6 feet either side). I would like few trees to be removed and few people to be impacted. I would also like to see the speed limit on Gold Hill reduced to 35 mph and speed cameras installed to enforce this.

In general I am in favor of improving safety at the expense of private property and of tree lined roads. However, if the addition of the shoulders to the road caused people to speed up and in fact safety was not improved, I would like things to stay as they are.

Thanks for your hard work. Everyone I spoke to thought that the open house went well and that you guys did a good job running it. They were pleasantly surprised how civil people were at the event.

regards,
Jana Canary
93 Roxie Road
Fairbanks AK 99709

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, December 10, 2010 8:53 AM
To: jana canary
Cc: Baxter, Jay A (DOT); Geis, Kindra R (DOT)
Subject: RE: Gold Hill Road Proposed Bike Path Project

Thank you for your comments.

From: jana canary [<mailto:jana.canary@gmail.com>]
Sent: Thursday, December 09, 2010 9:34 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Proposed Bike Path Project

Hi Al-

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regards,
Jana Canary

93 Roxie Road
Fairbanks AK 99709

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, December 10, 2010 10:47 AM
To: Baxter, Jay A (DOT); Geis, Kindra R (DOT)
Subject: FW: Gold Hill Road Proposed Bike Path Project

From: Beck, Albert M L (DOT)
Sent: Friday, December 10, 2010 10:46 AM
To: 'jana canary'
Subject: RE: Gold Hill Road Proposed Bike Path Project

Thank you.

From: jana canary [mailto:jana.canary@gmail.com]
Sent: Friday, December 10, 2010 10:09 AM
To: Beck, Albert M L (DOT)
Subject: Re: Gold Hill Road Proposed Bike Path Project

Sorry. One more comment.

If only one of the shoulders of Gold Hill road were to be widened, then I think that it should be the shoulder on the side that connects to Roxie Road. This side is on a hill while the other side is much flatter. The roads and driveways that connect on that side tend to have steep entrances onto Gold Hill that are harder to stop on. The other side of the road is flatter and people are able to stop and start more easily from that side. It would be nice to have that additional 5 foot shoulder at the tops of these roads and driveways to allow for a flatter surface to stop on before entering Gold Hill.

Thanks,
Jana Canary
93 Roxie Road
Fairbanks, AK
99709

On Fri, Dec 10, 2010 at 9:38 AM, jana canary <jana.canary@gmail.com> wrote:
Sorry, I have a few other comments.

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either not stop, or stop partially out in Gold Hill Road. Having a less steep grade at the top of Roxie Road, along with a wider shoulder and mail boxes that were set further back from the road would make entering Gold Hill from Roxie safer for everyone.

Thanks again,

Jana Canary
93 Roxie Road
Fairbanks, AK 99709

On Fri, Dec 10, 2010 at 8:53 AM, Beck, Albert M L (DOT) <albert.beck@alaska.gov> wrote:

[Thank you for your comments.](#)

From: jana canary [mailto:jana.canary@gmail.com]
Sent: Thursday, December 09, 2010 9:34 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Proposed Bike Path Project

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Thanks for your hard work. Everyone I spoke to thought that the open house went well and that you guys did a good job running it. They were pleasantly surprised how civil people were at the event.

regards,
Jana Canary
93 Roxie Road
Fairbanks AK 99709

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, December 23, 2010 4:05 PM
To: Jay Cable
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Bike Path along goldhill road

Thank you for your comments.

Sent from my iPhone

On Dec 23, 2010, at 3:50 PM, "Jay Cable" <spruceboy@gmail.com> wrote:

> Hello,

>

> I am writing to provide public comment on the proposed bike path along Goldhill Road. For some background, I live off Goldhill Road, on Roxie Rd, and commute to my job at the University of Alaska Fairbanks by bike using Goldhill Road for part of the year (I bike year round but once there is enough snow to bike on the trails I use them until spring). I occasionally bike my twin daughters to school along goldhill road. I don't feel that goldhill road is inherently unsafe - its fairly low traffic and for most part the drivers are well mannered. It could use more speed limit enforcement and possibly a lower speed limit.

>

> I have several concerns with the plans for the proposed separated bike path. A separated bike path option has a number of problems from my perspective. It would become a corridor for snow machines in the winter and a off road vehicles in the summer. I don't have problems with either of them, I just don't think that they belong along roads and in urban environments. It would receive less attention than the other options (the bike path along the gold stream end of Ballaine Rd would be a ideal example of this) . Separated bike paths are more dangerous from my point of view - there are lots of driveways and a few subdivision roads that intersect Goldhill road, and motorists appear to be less aware (and thus more likely to hit) people traveling on separated bike paths rather than on the sides of the road. A separated path might work fine (the one along sheep creek from Miller Hill Road to the rail road crossing near Ann's Green house works well for example) but I expect with the large number of driveways and side roads that it would be pretty pretty dangerous and slow for bikers.

>

> I have several concerns about enlarging the road's shoulder either by bringing Goldhill up to standard or by adding an attached bike path. I think that widening the shoulder would make the road safer, however I expect it would also make people drive faster, and possibly less safe for drivers, and non motorized travelers too. Assuming there is some way to keep folks driving at an appropriate speed, I think it would make the road quite a bit more pleasant to bike and walk on. I am not sure how large the existing road right-of-way is, and if the benefits would be worth the cost of purchasing the additional land from property owners.

>

> The attached bike path option might be a good compromise.

>

> Just a final comment - I think the thing that bothers me the most about goldhill is the occasional high speed driver and the general speed of traffic on the road - I suggest that you might consider ways to slow down traffic, perhaps roundabouts or perhaps even speed bumps. Goldhill is a pretty short road - even if the speed was cut down by half it would not add all that much time to the driving public's commute/travel time.

>

> Regards,

> Jay Cable

> 93 Roxie Rd,

> Fairbanks Alaska, 99709

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, December 20, 2010 7:28 AM
To: Jean Lester
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Proposed Gold Hill Road Bicycle Path

Thank you for your comments.

-----Original Message-----

From: Jean Lester [<mailto:jeanmlester@gmail.com>]
Sent: Sunday, December 19, 2010 4:07 PM
To: Beck, Albert M L (DOT)
Cc: Sen.Joe.Thomas@legis.state.ak.us; Guttenberg, David (LAA)
Subject: Proposed Gold Hill Road Bicycle Path

Dear Mr. Beck:

I live in Ester and frequently use Gold Hill Road as an alternate to the Parks Highway. It has a rural, country-road feeling which is very enjoyable. If the bike path were to go through, this would be lost and the road would become much more dangerous. As it is now, one has to drive relatively slowly to allow runners, pedestrians and cyclists to share the road. And i like this. Not only does it preserve the quality of the area, but it also shows that we who use the road, value this quality of sharing.

Please add my name and comments to those already objecting. This is the time to stop the proposed bike path, before anything actually gets started.

Thank you.

--
jean lester
Artist and Historian
www.jeanlester.com

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, December 09, 2010 6:54 AM
To: Jeremy Crooks
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Comments on Gold Hill Rd. Pedestrian Facility

Thank you for your comments.

Sent from my iPhone

On Dec 9, 2010, at 6:51 AM, "Jeremy Crooks" <jcrooks@nstiak.com> wrote:

Hi, I own Lot 10 Dakota Estates North.

This property would be directly effected by a bike path because it borders on the Gold Hill Rd.

Wow, I have been waiting for this for a long time! I grew up in Fairbanks, and rode my bike to high school and the university. The property is 7 minutes from the UAF campus by bicycle in the summer.

In the winter time it is extremely nerve wracking for both the pedestrian and motorist for pedestrian traffic attempt to co-exist on the roads designed and maintained for motorized traffic. Especially with the aggressive nature of most motorists.

This is why my **first choice** would be for **Option 3**, a **separated** two directional path on it's own embankment.

I don't think it needs to be 20 feet off the road. Just as long as there is a clear deliniation (ditch) between the road and the pedestrian path.

Reasons for **not** choosing the **attached** pathways include:

In the winter, when the risk of injury and accident are highest, there is no reliable way to delineate the separate pathways, or even direction lanes. The "snow Lanes" for the automobiles will always stray onto the shoulder. Rumble strips may help this, but if a bicyclist is weaving and struggling along, they should be doing it where there is no risk of straying into the snow lane.

I support the clearing on my property necessary to create this **Option 3, the separate Path**. There is already a trail there on the electric utility easement.

Thanks for the opportunity for input.

--

Jeremy Crooks, Technician
North Slope Telecom, Inc
2020 E. Dowling Rd. #3
Anchorage, Ak 99507
907-562-4693
Fax 562-0818
Mobile: 406-546-2485

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, December 09, 2010 6:56 AM
To: Jim Brader
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Gold Hill rd Bicycle/ped path

Thank you for your comments.

Sent from my iPhone

On Dec 8, 2010, at 11:34 PM, "Jim Brader" <jimbrader@gmail.com> wrote:

> Dear Mr Beck,

>

> My girlfriend lived on Goldhill for 5 years and I spent alot of time bicycling skiing and running there. The power line easement gives a great off road route which many people on the west end use a lot to walk dogs, ski, mtn bike and run.

> So there are good ares to walk, but not convenient to everyone on the east end of Gold Hill.

>

> I initially liked the bike path as a 5 ft should on the rd.

> I like this because it is the cheapest, does the least damage to private property, and is the easiest to maintain with a second snow plow swipe.

>

> On seeing the 4 th sollution of a one way GoldHill, with a two way bike trail on the other half, I am very intreiged.

> That would have the least impact on landowners, improve safety for peds, and still allow adeqaute traffice flow. Drivers would have to go an extra 4 miles but the safety makes it worth it.

>

> Jim Brader

> PO Box 74263

> Fairbanks AK 99707

>

>

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, December 24, 2010 7:45 AM
To: Jim Cheydleur
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Public Comment Goldhill Road Bicycle/Pedestrian Facility Project No. STP-0002(238)/63293

Thank you for your comments.

Sent from my iPhone

On Dec 23, 2010, at 11:58 PM, "Jim Cheydleur" <jimc@mosquionet.com> wrote:

P.O. Box 81177

Fairbanks, AK 99708

December 23, 2010

Al Beck, PE

Engineering Manager, **Sent via email to:** albert.beck@alaska.gov

Dept of Transportation & Public Facilities

2301 Peger Rd

Fairbanks, AK 99709-5316

Dear Mr. Beck,

My wife and I are the owners of a home on a parcel of land located at 2660 Goldhill Road. Our lot abuts Goldhill Road adjacent to Roxie Road.

I would like to offer the following comments on the proposed Goldhill Road Bicycle/Pedestrian Facility (Project No. STP-0002(238)/63293).

Public Input:

Due to the time of year, the delay in the original Public Meeting time and a variety of other circumstances, I believe that the process for public comment on this project has been flawed. **I request that the period of time for public comment be *officially* extended to at least the end of January, with appropriate public notice.**

I request that the next Public Meeting should be to review further modified design proposals and should *not* be to categorically accept or reject a single design.

Change in Scope of the Project:

I note that, although the project definition includes the intention to "...link Gold Hill Road to the existing Parks Highway bicycle/pedestrian facility", no provision in the designs offered has been made for any improvements along Sheep Creek Road towards the Parks Highway bicycle/pedestrian path. I believe these improvements should be included in the scope of the project.

With many bicyclists and pedestrians along Goldhill having UAF as their destination, the project scope should also include in its definition the intention to link to the existing Sheep Creek UAF bicycle/pedestrian path with appropriate improvements along the short portion of Sheep Creek originating at Goldhill Road and terminating just beyond the point where Sheep Creek crosses the Alaska Railroad tracks.

Further, I believe there is a need for "midpoint" connections between Goldhill Rd and the Parks Highway Bikepath for those traveling Goldhill Road going to the Parks Highway Bikepath. Possibilities for access points include access through the lower portion of the original Dakota Estates, from the GVEA interie down the embankment to the Parks bikepath, and near the end of Henderson Road. Providing these midpoint connections may reduce the bicycle and pedestrian traffic along Goldhill Road, improving safety - at least during the months that the Parks Highway Bikepath is maintained. These "midpoint" connections seem consistent with the project definition, but might still require a change in scope.

Preferred Design:

Any project should be looked at very carefully to see if it will *measurably* improve the safety of bicyclists, pedestrians *and* motorists.

Will it do this for more than one season of the year?

Will the completed project create new hazards for bicyclists, pedestrians, and/or motorists?

What design considerations might mitigate those new hazards?

i.e. encourage motorists to stay at or below the posted speed limit

examples: ½ traffic circle

powered signs that measure and display actual speed and posted speed)

deter snow machines and four wheelers from traveling on the widened shoulder or bike path (example: signs stating prohibitions, ...)

additional speed limit signs at points where grade changes may cause vehicle operators to accidentally maintain their acceleration and exceed the posted speed limit

A hybrid of more than one of the designs presented would serve the diverse Goldhill Road community best. Actual multi-season research into bicycle/pedestrian traffic at different points on Goldhill Road might pin point the differing needs of the community and help to identify the best design.

I hold the opinion that the bicycle and pedestrian traffic is the heaviest from the GVEA intertie to Sheep Creek Road *and* that this traffic continues significantly in the wintertime and that these users are subject to greater hazards when on the roadway in the wintertime.

An unmaintained separated or attached bikepath will "push" winter bicyclists and pedestrians onto the roadway or shoulder and year round safety will not be improved.

With these opinions in mind I think the best design may be the five foot shoulder, at least from Sheep Creek to the Intertie crossing. Beyond that point, I am unclear of the volume of pedestrian, bicycle, and motorist traffic and the need for change and what would be appropriate. ,

Design Considerations:

I believe the following *must* be taken into consideration with any construction solution:

Design the project from the beginning to minimize the cutting of older trees and avoid opening up the view of tracts of cleared land next to the road (i.e. open views of the GVEA right-of-way). Conduct an appropriate inventory of the existing tree stands, their age, etc, so designers have this information available as they do their work.

Shift the roadway when possible to minimize the amount of clearing required.

Build to an alternate standard that would allow minimum "daylighting" by cutting trees.

Lower the roadbed to minimize ditch slope requirements and the cutting of trees.

Design the road for the existing 40mph speed limit, not for a higher speed limit - as I understand is the normal practice.

On April 18, 2007, I talked with the FMATS Policy committee about the dangerous conditions for pedestrians and bicyclists along Goldhill Road. This situation has only become worse in the intervening three years as traffic and population densities increase. I believe that we are fortunate that the conversation about improvements is not coming after a fatality or very serious injury.

Its very disappointing to me that DOT appears to lack current motorized vehicle traffic data, average motorized vehicle speed data, traffic data across several seasons for the numbers of bicyclists and pedestrians, their point of origin on Goldhill Road and their destination. Without

that data, the designs offered are assumed to address the safety problems for pedestrians and bicyclists, but cannot be adequately reviewed to see if that is correct.

I appreciate the time and consideration that I hope you will give to reviewing my comments. Please feel free to contact me if I can offer any further clarification. (jimc@mosqitonet.com, cell: 388-1911)

Sincerely,

Jim Cheydeur

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, December 23, 2010 4:43 PM
To: Jim Manning
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Gold Hill Road Bicycle/Pedestrian Facility Project No. STP-0002(238)/63293

Thank you for your comments.

Sent from my iPhone

On Dec 23, 2010, at 4:29 PM, "Jim Manning" <nanook65n@yahoo.com> wrote:

> Jim Manning, 3500 Old Nenana Hwy, Ester

>

> After looking at the proposals I strongly suggest that a 5th alternative be reviewed. Alternative 1 is my distant second choice where I concluded that alternatives 2 through 4 will create hardships for residents along gold hill road and in all neighborhoods beyond.

>

> To build a parallel bike/pedestrian path in the power line easement which, for the most part is seperated from the roadway by a few feet. This maximizes safety without creating the severe hardship and danger posed by the one way options. For those areas where the power line easement is not practical (because of it being front yard for existing houses or the power line easement being too distant from the roadway, then building a trail parallel to the roadway, a few feet from it would work.

>

> Advantages include facilitating brush clearing directly under the line to one side of the poles. safety from traffic for bicycles and pedestrian. And reduced roadway noise for them.

>

> The one way optinos would create hardship for those of us who live beyond gold hill road yet, now and again, are required to use it for access to our homes.

>

> The advent of 2 double fatality accidents along the parks hwy this year highlights the need for Gold Hill Road to remain 2 way for motorized traffic.

>

> I was quite disappointed by the creation of a bike trail next to the parks hwy a couple years ago simply because the need was far greater along Gold Hill Road. Also, the route chosen causes traffic headed toward Fairbanks to lack a passing lane for the most important portion of that hill. A route which could have followed the valley floor, to the south of the parks hwy which would have come out near the exit ramp to Geist Road would have far better served those of us beyond Gold Hill Road.

>

>

>

Geis, Kindra R (DOT)

From: joelbuth@inbox.com on behalf of Joel Buth [joel@goldstreamsports.com]
Sent: Thursday, December 09, 2010 8:07 PM
To: Beck, Albert M L (DOT)
Subject: Post meeting thoughts

Hi Al,

First off, wow, great job tonight. I would have a tough job being that receptive and have a hard time not being defensive.

The one way road. Fun thought but no way is it practical.

I am still in favor of widening the shoulders. The FCC and my business both serve commuters and enthusiasts. This would be the best plan for them. From my estimation they are also the current primary users that bike on Gold Hill Rd. May That may be because of demographics or because it is unsafe for kids.

I would also like to see the tree clearing kept to a minimum though some good micro managing of each area. I enjoy riding the road as it is, but most others do not get to ride it at 10am on weekdays.

My broad view is the separated paths (glorified sidewalks) are suited to serve grade schools and neighborhoods and also to feed into bike lanes that are corridors to move from one area to the next. I would see this project as moving people from one area to the next. I think it is important to think in a broad view of an overall bike system and how it fits together.

I feel for people that will lose trees or have to move their trucks or septic. However if they had any for thought they would realize that the road would never get any smaller and would likely grow. Personally I would set my house back on a lot further or live on a lot where I am not so close to the road. It is a little unrealistic to put a house so close to a road and expect never to see it.

Joel Buth
Owner
Goldstream Sports
(907)455-6520
www.goldstreamsports.com

-----Original Message-----

From: joel@goldstreamsports.com
Sent: Tue, 7 Dec 2010 17:31:58 -0800
To: albert.beck@alaska.gov
Subject: Gold Hill Road Bike Lanes

Al,

I can only support widening the shoulder and marking as bike lanes. Building side walks and calling them Bike/Pedestrian paths does everyone a disservice. They are very dangerous, backed up by your own manuals. Every driveway and road crossing is a kill zone. Two, they build animosity motorized vehicles and bicycles. Any place there is a "Bike Path" drivers get mad when the bikes do not use them. This just fuels their hate of bikes. I would never use the path or recommend to Fairbanks Cycle Club members that they do so if it is a set

back from the road.

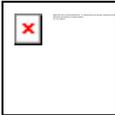
Going with bike lanes separated only with painted lines allows bicyclists to get around pedestrians, kids, dogs and other traffic safely without scaring the other users. Bicyclist can merge with traffic as needed to avoid pedestrian conflict. To get bicycles out of the traffic lane you must provide a transportation system that accommodates the natural speed of bicycles. I routinely ride down the hill on Gold Hill road between 20 and 30 mph. This is safe with bike lanes. Paths no way. You have to be able to stop at every driveway and road crossing. Many of the bicyclists on Goldhill Road are commuters. After a few close calls they will be back on the road (with me) that is still way to narrow to accommodate them but safer then the path.

Pedestrians and vehicular motorized or vehicular pedal power traffic are not compatible with pedestrian traffic. Mixing the two is just trying to placate all while creating chaos. In my home town in WI it is illegal to ride bikes on sidewalks and for good reason. Of course it was not enforced for kids.

If you need first hand experience with paths and safety update your health and life insurance and spend the day riding back and forth on the Geist Road Bike Path.

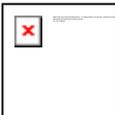
I do have a couple related questions, what is the definition of a sidewalk? Is it legal to ride bikes on a side walk? What is the difference between a sidewalk and these paths?

Joel Buth
President
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Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, December 10, 2010 8:54 AM
To: Joel Buth
Cc: Baxter, Jay A (DOT); Geis, Kindra R (DOT)
Subject: RE: Post meeting thoughts

Thank you for your comments.

From: joelbuth@inbox.com [mailto:joelbuth@inbox.com] **On Behalf Of** Joel Buth
Sent: Thursday, December 09, 2010 8:07 PM
To: Beck, Albert M L (DOT)
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From: joel@goldstreamsports.com
Sent: Tue, 7 Dec 2010 17:31:58 -0800
To: albert.beck@alaska.gov
Subject: Gold Hill Road Bike Lanes

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I do have a couple related questions, what is the definition of a sidewalk? Is it legal to ride bikes on a side walk? What is the difference between a sidewalk and these paths?

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Fairbanks Cycle Club
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Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, December 13, 2010 11:06 AM
To: Geis, Kindra R (DOT)
Subject: FW: Gold Hill Road Bike Lanes/Parks Path

From: joelbuth@inbox.com [<mailto:joelbuth@inbox.com>] **On Behalf Of** Joel Buth
Sent: Thursday, December 09, 2010 8:29 PM
To: Beck, Albert M L (DOT)
Subject: FW: Gold Hill Road Bike Lanes/Parks Path

Long term planning. If we had better planning we could have skipped the Parks path that duplicates this section and built this in the first place. Back when Paulette started the Parks project this was an option but deemed to expensive and problematic. Now it will be really costly when you factor in the Parks Path.

Joel Buth
Owner
Goldstream Sports
(907)455-6520
www.goldstreamsports.com

-----Original Message-----

From: joel@goldstreamsports.com
Sent: Tue, 7 Dec 2010 17:31:58 -0800
To: albert.beck@alaska.gov
Subject: Gold Hill Road Bike Lanes

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Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Wednesday, December 15, 2010 8:00 AM
To: John Lyle
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Gold Hill Upgrade

Thank you for your comments.

From: John Lyle [<mailto:kanakaukoa@gmail.com>]
Sent: Tuesday, December 14, 2010 7:29 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Upgrade

Mr. Beck,

Thanks for letting me provide comment for this project. I have lived just off Gold Hill Road for 20 years and have literally traveled up and down the road thousands of times, primarily by foot and on bicycle. I've been hit once by a motorist and had close calls too numerous to count while bicycling to and from work 350+ days/year for 20 years. To say this is a dangerous road is a gross understatement. People drive exceedingly fast, the road is narrow, has no shoulders at all, is often icy and potholed, has sharp turns and multiple driveways attaching to the road. Add to this: tens of thousands of person hours of use per year by walkers, runners, roller skiers, bicyclists, mothers pushing baby carts and fathers walking dogs. It's a recipe for disaster. That so few people have been hurt or killed on this road is a complete mystery to me, but fortunately that's the case despite its many problems.

Needless to say I am pleased to comment on this important project. At the least I think substantially widening the shoulders is a good move. It is extremely important that keeping the entire road (inc. shoulders) cleared of snow (as is possible) during winter months, given that this road gets an inordinately high winter usage as compared to the vast majority of other roads in the borough. A separate bike lane/path adjacent to the road is OK, but snow plows will quickly deposit small mountains of icy concrete boulders onto the adjacent bike path, rendering the path unusable for many months each year, thus forcing users back onto the road. A totally separate bike path is OK too, as is the case along Sheep Creek Road, however in times of sudden heavy snow the path is unusable for cyclists and runners therefore those users will be on the roadway until snow machine and foot traffic packs down the fresh snow and it settles/hardens.

I have been commuting by bicycle for exactly 50 years and will continue to do so as long as I am able. I ride a bicycle for many reasons, as do hundreds of bicyclists in the area. Fairbanks has a large bicyclist population, including the winter months as you know. Whether or not motorists like or want cyclists on roads, the fact is they will use them, and the numbers of bike riders in all months will only increase over time. I also feel very strongly that bicyclists need to follow all rules of the road, as are required for motorists and when they do not, they should be fined by public safety officers. Unfortunately a high percentage of bicyclists break traffic laws and are never warned, much less issued a citation. This includes the lack of adequate reflection/lighting in the winter months, but I digress!

In my years of cycling I've come to observe from my experience as well as from my research that the safest bike-motorist facilities are when bike lanes/paths are built into existing roadways; shoulders improved, expanded and hardened and bicyclists are made to follow rules of the road through law enforcement as well as education. I have taught safe cycling/defensive bicycling in schools for almost 30 years and know bicyclists and motorists CAN co-exist, but it takes awareness and sensitivity from both user groups; something which

unfortunately is not a given. But therein lies our challenge.

Whatever is constructed will be an improvement, but all-in-all, I think the best bang for the buck, the easiest to maintain and the safest option of all is the first option on the list. Thanks so much for considering my comments and thanks for this much needed road safety improvement!

Sincerely,

John D. Lyle
Box 83715 Fairbanks 99708
474-4584
kanakaukoa@gmail.com

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

Item No. _____

DATE 4-20-10

Project No. 63293

Project Name Gold Hill

Calc. by Baxter, Jay

Checked by _____

Computations

For John Hillig - Shirley Ann Wg. 474-8549

TL 306

Narrow shoulders - concern: strong support for ~~park~~ facility

Will be some ROW concerns " " Public Meeting

Will EQ trail be displaced? ~~Lower~~ Consider Crossings of Sep. Path
from one side to another

We talked about user groups

Old Tr. parallels GHR on S and also for a short way on the N

Supports Sep. Path

Concern over VB - Visual,
Sound Moose X-ing

Rental Cabins/ Students/

Ester

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, December 17, 2010 10:00 AM
To: John Keller
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Feedback on a "bikepath" for Goldhill Rd

Thank you for your comments.

From: John Keller [<mailto:jwkeller@alaska.edu>]
Sent: Friday, December 17, 2010 8:49 AM
To: Beck, Albert M L (DOT)
Subject: Feedback on a "bikepath" for Goldhill Rd

Hi Al,

I am happy with the biking on Goldhill Rd as it is. I am "semi-serious" cyclist and have been riding my road bike out and back on this road for 30 years. Traffic is light and it is perfectly safe. The trouble with a bike path is, you can't go fast on it. And, once it is in, the motorists yell at you to ride on the path. I have had a number of ugly incidents like this on Farmer's Loop, even though I stay (just) to the right of the white line.

A pedestrian footpath is definitely needed due to the narrow shoulders on the road proper. Call it a "footpath" and label it as such. That will keep the mothers with strollers separated from 2- and 4-wheel vehicles.

John Keller
1913 Raven Dr.
Fairbanks, AK 99709

Dept of Chemistry and Biochemistry
University of Alaska Fairbanks
jwkeller@alaska.edu
907-474-6042

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, December 24, 2010 7:39 AM
To: June Thomasson
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Goldhill Road

Thank you for your comments.

Sent from my iPhone

On Dec 23, 2010, at 8:30 PM, "June Thomasson" <jthomasson_99@yahoo.com> wrote:

> Dear Mr. Beck,

>

> RE: Project No. STP-0002(238)/63293

>

> I am writing in support of widened shoulders on Goldhill Road.

> As a memeber of Chena Ridge Friends Meeting, worshipping at Hidden Hill

> Friends Center (2682 Goldhill road), I travel that road at least

> weekly. During snow free months I ride my bicycle, and drive the rest

> of the time. I appreciate the rural nature of the road, but I have

> felt insecure on my bicycle when traffic is passing me from both

> directions simultaneously. Other times drivers pass very closely, as

> if they don't see me. Since the shoulder is at most a foot wide, and

> often much less, a wider shoulder would allow me significant space and

> safety from drivers. A separate path would be even better, especially

> for children, but this would more seriously affect the character of

> the road, so I don't feel it is necessary. I am not in favor of making

> Goldhill one way, as it would significantly increase the driving distance, and hence fossil fuel use, for the many drivers on that road.

> I would also like to see the speed limit the same as it currently is,

> so as not to negate the benefits of a wider shoulder.

>

> Thank-you,

> June Thomasson

> 3175 Chinook Drive

> Fairbanks, AK 99709

>

>

>

>

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Tuesday, November 30, 2010 11:53 AM
To: Karl Nordeen
Cc: lberk@alaska.net; karl.nordeen@usmc.mil; nsalegal@usmc.mil; Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Proposed Bike Path on Gold Hill Rd, FBNKS Burrough AK

Thank you for your comments.

I am the project manager for the Gold Hill Road Bicycle and Pedestrian project. We are in the environmental stage of the project. Currently we are seeking public and agency comments on several proposed alternatives. For more information about the project, please visit the project's website at:

<http://dot.alaska.gov/nreg/gold-hill/>

This project may or may not require additional right-of-way (ROW). We are showing three alternatives that would not impact your property. Two alternatives install the facilities on the north side of the road, and one turns Gold Hill Road one-way (that is our "out-of-the-box" alternative to avoid ROW acquisition). There is also the "no-build" alternative. If a build alternative is selected for this project, and require additional ROW, then we will follow federal law for the right-of-way acquisition (the process we follow to buy the land).

One alternative shows an option to upgrade the road to current design standards and add 5-foot shoulders (to accommodate peds and bicycles). This option would require some additional ROW specifically where the existing ROW is narrow, or where the adjacent property frontage is prescriptive (the property line goes to the edge of the roadway: back-of-ditch or to toe-of-embankment). What are your thoughts if an improvement like this impacts your property?

It is my understanding that this project was already in the long range FMATS TIP, unfunded, prior to the local Boy Scout Troop's involvement. The Boy Scouts met with the local representative and learned how they could affect change in the community. They revitalized interest in the project by meeting with FMATS, as well as having a petition sign. Later, FMATS approved funding to be spent on the design of this project. I do not know if the ones who signed the petition are property owners and/or where they own property.

I will update the website as the project develops.

Al

Albert (Al) Beck, P.E. | Northern Region PD&E | Alaska Department of Transportation
2301 Peger Road; Fairbanks, AK 99709 | ☎: 907.451.5359 | ☎: 907.451.5126 | ✉: albert.beck@alaska.gov

-----Original Message-----

From: Karl Nordeen [<mailto:dogsoldierinvesting@yahoo.com>]
Sent: Monday, November 29, 2010 7:26 PM
To: Beck, Albert M L (DOT)
Cc: lberk@alaska.net; karl.nordeen@usmc.mil; nsalegal@usmc.mil
Subject: Proposed Bike Path on Gold Hill Rd, FBNKS Burrough AK

Mr. Beck, I am Karl Nordeen, a property owner on Gold Hill Rd. I have just been informed that you are the primary point of contact regarding a proposed bike path on Gold Hill Rd that will require the expansion of the existing right of

way into my property. This, if true, will cost me a power pole, and two septic systems as well as the privacy screen of spruce, and 8-10% of my patented mining claim.

I am currently serving on Active Duty in the USMC, so I am unable to attend any of the meetings, but from what I understand few of my neighbors had any idea of this, let alone desired it.

For the record I do not want any expansion of the existing right of way into my property, I am unable to afford to donate 10% of my property to make a bike path. Is the intention here to use eminent domain to gain the real estate needed for this project? If that is the case I would like to make it clear that my property and that of my neighbors is patented mining property- both surface and mineral rights belong to the owners. Please reference the mining law of 1872 (I believe it is) regarding the grounds for seizure of patented property.

Also, I would like to know if there is truth to the rumor that this was a project started by the Boy Scouts of America, and that the signatures to put this in motion are from non-property owners primarily.

Please keep me informed of developments as I am often out of State and even the Country.

Respectfully,

Karl Nordeen

3133 Gold Hill Rd

Fairbanks AK 99709

910-478-8420

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Saturday, December 25, 2010 4:23 PM
To: Kevin Corr
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: trails

Thank you for your comments.

Sent from my iPhone

On Dec 25, 2010, at 4:03 PM, "Kevin Corr" <sambanow@yahoo.com> wrote:

> I guess that everyone knows that many bikers don't use the bike trails
> and prefer the shoulder of the road.
>
> It makes more sense to make the bike path as a wider shoulder. That
> would also aid cars that need to stop safely for problems such as flat tire etc.
> Kevin Corr
>
>
>

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, December 24, 2010 7:40 AM
To: Carrie Bazilwich
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Gold Hill Comments

Thank you for your comments.

Sent from my iPhone

On Dec 23, 2010, at 11:06 PM, "Carrie Bazilwich" <alistair_rose13@hotmail.com> wrote:

Please do not widen Gold Hill Road or take land to build a bike trail. As it is, lower Gold Hill Road and the Sheep Creek extension towards the University is used as a serious speeding zone. Any changing of Gold Hill Road or the Sheep Creek extension would result in people going even faster causing even more accidents. There is already a bike trail that leads to Ester just feet away from Gold Hill Road. Please do not change Gold Hill Road, leave it the way it is.

Larry Bazilwich
2370 Gold Hill Rd
(907) 457-6233

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Wednesday, December 15, 2010 1:29 PM
To: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: FW: Gold Hill Road Resident Signatures

-----Original Message-----

From: Beck, Albert M L (DOT)
Sent: Wednesday, December 15, 2010 1:28 PM
To: 'lberk@alaska.net'
Subject: RE: Gold Hill Road Resident Signatures

Sounds good.

-----Original Message-----

From: lberk@alaska.net [<mailto:lberk@alaska.net>]
Sent: Wednesday, December 15, 2010 1:24 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Resident Signatures

Hi Al,

I just wanted to let you know I have a petition with a number of signatures and group letters (one for no-build and one for five-foot shoulder option) with signatures and proxies for those out-of-town that I'll try to get to you by Friday or possible Monday afternoon at the latest.

Thanks for your presentation last Thursday. It was a great turnout!

Laura

Geis, Kindra R (DOT)

From: Laura Berkowitz [lberk@alaska.net]
Sent: Monday, November 22, 2010 2:17 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill: Reschedule Meeting to Monday, Nov. 28 10:30 AM

Hi Al,

Would you be available to meet Monday morning, Nov. 28th at 10:30 AM?

I hope you have a safe drive home tonight. Our road is a sheet of ice.

Thanks,
Laura

Geis, Kindra R (DOT)

From: Laura Berkowitz [lberk@alaska.net]
Sent: Wednesday, November 17, 2010 4:53 PM
To: Beck, Albert M L (DOT)
Subject: Re: FW: Gold Hill Website

Hi Al,

Thanks so much! The site will be an easy way for all of us to follow what is going on. I'll look forward to later in the week/early next week when it is populated. I'll send out the link to my list.

Thanks again, Laura

On 11/17/2010 2:48 PM, Beck, Albert M L (DOT) wrote:

Just an update. The website is created, please see link below, but the graphics are not finished yet. I will email you once they are uploaded, hopefully by Friday.

From: Baxter, Jay A (DOT)
Sent: Wednesday, November 17, 2010 1:51 PM
To: Beck, Albert M L (DOT)
Subject: FW: Gold Hill Website

Geis, Kindra R (DOT)

From: Laura Berkowitz [lberk@alaska.net]
Sent: Wednesday, November 17, 2010 4:53 PM
To: Beck, Albert M L (DOT)
Subject: Re: FW: Gold Hill Website

Hi Al,

Thanks so much! The site will be an easy way for all of us to follow what is going on. I'll look forward to later in the week/early next week when it is populated. I'll send out the link to my list.

Thanks again, Laura

On 11/17/2010 2:48 PM, Beck, Albert M L (DOT) wrote:

Just an update. The website is created, please see link below, but the graphics are not finished yet. I will email you once they are uploaded, hopefully by Friday.

From: Baxter, Jay A (DOT)
Sent: Wednesday, November 17, 2010 1:51 PM
To: Beck, Albert M L (DOT)
Subject: FW: Gold Hill Website

Geis, Kindra R (DOT)

From: Laura Berkowitz [lberk@alaska.net]
Sent: Wednesday, November 17, 2010 7:18 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Project

Hi Al,

I've been asked if DOT can provide maps showing overlays on property/easements along our road for the three options that will require taking of property. If so, could we see these at the Open House or before? If that overlay isn't done at this stage of planning, just let me know if and when it is.

Thanks, Laura

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, November 22, 2010 8:33 AM
To: 'Laura Berkowitz'
Cc: 'Ben Rogers'
Subject: RE: Monday morning meeting--Gold Hill Project

I'm here so we can meeting this morning, but if you want to reschedule due to the road conditions that would be fine too.

-----Original Message-----

From: Laura Berkowitz [<mailto:lberk@alaska.net>]
Sent: Sunday, November 21, 2010 5:09 PM
To: Beck, Albert M L (DOT)
Subject: Monday morning meeting--Gold Hill Project

Hi Al,

At our meeting, we'd like to be able to easily view the large overlay maps. I thought I'd mention this ahead of time. Attending will be myself, Jay Cheydleur, Sean McGuire and Ben Rogers.

Thanks! Laura

Geis, Kindra R (DOT)

From: Laura Berkowitz [lberk@alaska.net]
Sent: Thursday, November 18, 2010 8:28 PM
To: Beck, Albert M L (DOT)
Subject: Re: Gold Hill Project

Hi Al,

Thanks for the update. I'll pass the open house information along to the group.

I'm not able to download the pdf "Draft of open house graphics." Don't know if the problem is on your server or on my end. I'll try again in the morning.

Laura

On 11/18/2010 2:09 PM, Beck, Albert M L (DOT) wrote:

> The figures are uploaded on the website. There is one typo that will
> get corrected soon - the open house will be from 4 to 7 not 4 to 6.

>
> -----Original Message-----

> From: Laura Berkowitz [<mailto:lberk@alaska.net>]

> Sent: Wednesday, November 17, 2010 7:18 PM

> To: Beck, Albert M L (DOT)

> Subject: Gold Hill Project

>
> Hi Al,

>
> I've been asked if DOT can provide maps showing overlays on
> property/easements along our road for the three options that will
> require taking of property. If so, could we see these at the Open
> House

>
> or before? If that overlay isn't done at this stage of planning, just
> let me know if and when it is.

>
> Thanks, Laura

>
>
>
>
>

Geis, Kindra R (DOT)

From: Laura Berkowitz [lberk@alaska.net]
Sent: Thursday, November 18, 2010 11:51 PM
To: Beck, Albert M L (DOT)
Cc: JimC; benrogers@gmail.com
Subject: Meeting with you on Gold Hill Project

Hi Al,

Awhile back you offered to meet with several of us if we wanted to. Jim Cheydleur, Ben Rogers, and myself would like to take that opportunity.

We have a number of questions that we'd like answered so we can report back to the group.

Monday, Thursday or Friday sometime between 10:00 AM to noon would work for us. We'll try to keep on point so I'm thinking an hour would be good.

Thanks so much! Everyone appreciates the Web page and the overlay maps your staff has provided.

Laura

Geis, Kindra R (DOT)

From: Laura Berkowitz [lberk@alaska.net]
Sent: Friday, November 19, 2010 10:28 AM
To: Beck, Albert M L (DOT)
Cc: JimC; benrogers@gmail.com; fwxsca@yahoo.com
Subject: Re: Meeting with you on Gold Hill Project

Follow Up Flag: Follow up
Flag Status: Flagged

Al, Jim and Ben,

OK, let's meet at Al's office at DOT at 10:30 am Monday, Nov. 21. Jim and Ben, if that's not OK, please call me at 479-4952 and I'll try to rearrange. Sean McGuire may join us, too.

Laura

On 11/19/2010 7:28 AM, Beck, Albert M L (DOT) wrote:

> I am available today and Monday at that time.

>

> -----Original Message-----

> From: Laura Berkowitz [<mailto:lberk@alaska.net>]

> Sent: Thursday, November 18, 2010 11:51 PM

> To: Beck, Albert M L (DOT)

> Cc: JimC; benrogers@gmail.com

> Subject: Meeting with you on Gold Hill Project

>

> Hi Al,

>

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> Jim

>

> Cheydleur, Ben Rogers, and myself would like to take that opportunity.

> We have a number of questions that we'd like answered so we can report

> back to the group.

>

>

Geis, Kindra R (DOT)

From: Laura Berkowitz [lberk@alaska.net]
Sent: Sunday, November 21, 2010 5:09 PM
To: Beck, Albert M L (DOT)
Subject: Monday morning meeting--Gold Hill Project

Hi Al,

At our meeting, we'd like to be able to easily view the large overlay maps. I thought I'd mention this ahead of time. Attending will be myself, Jay Cheydleur, Sean McGuire and Ben Rogers.

Thanks! Laura

Geis, Kindra R (DOT)

From: lberk@alaska.net
Sent: Wednesday, December 15, 2010 1:24 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Resident Signatures

Hi Al,

I just wanted to let you know I have a petition with a number of signatures and group letters (one for no-build and one for five-foot shoulder option) with signatures and proxies for those out-of-town that I'll try to get to you by Friday or possible Monday afternoon at the latest.

Thanks for your presentation last Thursday. It was a great turnout!

Laura

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, November 19, 2010 7:28 AM
To: 'Laura Berkowitz'
Cc: 'JimC'; 'benrogers@gmail.com'
Subject: RE: Meeting with you on Gold Hill Project

I am available today and Monday at that time.

-----Original Message-----

From: Laura Berkowitz [<mailto:lberk@alaska.net>]
Sent: Thursday, November 18, 2010 11:51 PM
To: Beck, Albert M L (DOT)
Cc: JimC; benrogers@gmail.com
Subject: Meeting with you on Gold Hill Project

Hi Al,

Awhile back you offered to meet with several of us if we wanted to. Jim Cheydleur, Ben Rogers, and myself would like to take that opportunity.

We have a number of questions that we'd like answered so we can report back to the group.

Monday, Thursday or Friday sometime between 10:00 AM to noon would work for us. We'll try to keep on point so I'm thinking an hour would be good.

Thanks so much! Everyone appreciates the Web page and the overlay maps your staff has provided.

Laura

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, November 18, 2010 2:10 PM
To: 'Laura Berkowitz'
Subject: RE: Gold Hill Project

The figures are uploaded on the website. There is one typo that will get corrected soon - the open house will be from 4 to 7 not 4 to 6.

-----Original Message-----

From: Laura Berkowitz [<mailto:lberk@alaska.net>]
Sent: Wednesday, November 17, 2010 7:18 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Project

Hi Al,

I've been asked if DOT can provide maps showing overlays on property/easements along our road for the three options that will require taking of property. If so, could we see these at the Open House or before? If that overlay isn't done at this stage of planning, just let me know if and when it is.

Thanks, Laura

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, November 18, 2010 7:59 AM
To: 'Laura Berkowitz'
Subject: RE: Gold Hill Project

Our graphics show this information. So it will be available on the website and at the open house.

-----Original Message-----

From: Laura Berkowitz [<mailto:lberk@alaska.net>]
Sent: Wednesday, November 17, 2010 7:18 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Project

Hi Al,

I've been asked if DOT can provide maps showing overlays on property/easements along our road for the three options that will require taking of property. If so, could we see these at the Open House or before? If that overlay isn't done at this stage of planning, just let me know if and when it is.

Thanks, Laura

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Wednesday, November 17, 2010 2:49 PM
To: 'lberk@alaska.net'
Subject: FW: Gold Hill Website

Just an update. The website is created, please see link below, but the graphics are not finished yet. I will email you once they are uploaded, hopefully by Friday.

From: Baxter, Jay A (DOT)
Sent: Wednesday, November 17, 2010 1:51 PM
To: Beck, Albert M L (DOT)
Subject: FW: Gold Hill Website

From: Staker, Shawn L (DOT)
Sent: Wednesday, November 17, 2010 1:49 PM
To: Baxter, Jay A (DOT); Little, Lauren M (DOT)
Subject: RE: Gold Hill Website

Gold Hill web site:

<http://dot.alaska.gov/nreg/gold-hill/>

Let me know when we get more content for it.

-Shawn

From: Baxter, Jay A (DOT)
Sent: Wednesday, November 17, 2010 11:16 AM
To: Staker, Shawn L (DOT)
Subject: FW: Gold Hill Website

Here it is

From: Baxter, Jay A (DOT)
Sent: Tuesday, November 16, 2010 11:10 AM
To: Staker, Shawn L (DOT)
Subject: Gold Hill Website

Hi Shawn,

Here is some information, please let me know as soon as it is posted. We can use the Plack site as a template.

Thanks

Jay

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, December 03, 2010 8:36 AM
To: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: FW: Gold Hil Bike Path

Forgot to cc you

From: Beck, Albert M L (DOT)
Sent: Friday, December 03, 2010 7:39 AM
To: 'LJ Evans'
Subject: RE: Gold Hil Bike Path

Thank you for your interest in this project. We still plan on having the open house on Dec. 9th. I'm not sure where Roy is getting his information, but there is no talk of cancelling the Dec. 9th meeting. For more information please visit the project's website at:

<http://dot.alaska.gov/nreg/gold-hill/>

Al

From: LJ Evans [<mailto:ljevans01@hotmail.com>]
Sent: Thursday, December 02, 2010 6:47 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hil Bike Path

I am interested in being kept informed about the Gold Hill bike path project. Roy Earnest made a facebook event page about it and there's some discussion that the Dec. 9 meeting may be cancelled. Can you tell me status, please?

thanks so much,
LJ Evans, an Ester bicycle rider

///\\//\\//\\//\\//\\//\\//\\

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, December 23, 2010 3:38 PM
To: Baxter, Jay A (DOT); Geis, Kindra R (DOT)
Subject: Fwd: Gold Hill Comment

Forgot to cc you

Sent from my iPhone

Begin forwarded message:

From: Margaret Eagleton <meagleto@gmail.com>
Date: December 23, 2010 9:20:04 AM AKST
To: albert.beck@alaska.gov
Subject: Gold Hill Comment

Hi Al,

Thank you very much for taking the time to meet at the Annex to explain the process and design considerations. Your non-confrontational, seemingly open approach served you well in a potentially hostile setting. You diffused that energy well, thank you.

I lived directly on Gold Hill for 12 years at 2667, property owed by my partner of nearly 17 years. He continues to own that and the adjoining parcel, but we have since moved to the bottom of Roxie Rd. and continue to use Gold Hill extensively.

As a lover of our tree-lined road, summer cyclist, and regular driver of the road, my concerns are varied.

For years I have grouched that we need a wider road, but I am not comfortable with the loss of trees that the current designs entail. This concern comes from two perspectives, one as a user of the road and the enjoyment factor of the pleasing quality this small road currently has. The other perspective comes from the pseudo-owner status through my partner. He is a "collector" of "resources" and the privacy screen of trees helps me turn a blind eye to his stuff. He would likely have to build a fence if he lost his trees. And a further concern is that while I don't think he would necessarily do it, a fence similar to Tammie Wilson's on ESRO is a possibility with him or some other currently unseen "collector", which would turn a pleasing tree-lined road into an occasional eyesore.

I am not sure that my desires are reconcilable, but if there is a way to add as little as 2 feet to each side of the road without cutting trees, that would completely satisfy me. (Do we really have to make it 5 feet wider on each side?) Ironically when faced with the current design options and my desires, the one-way option starts looking more appealing than I ever would have guessed. But, being a bit stubborn, I'm not convinced that some interesting solution doesn't exist that would satisfy nearly everyone.

One thought is lowering the speed limit to 30. How much would that reduce the "clear zone"?

If the road bed were dropped to nearly ground level how many trees could be spared (and

driveways and roads made safer for two-wheel-drive vehicles in the winter, this being outside of the scope of the project as stated, but actually being the most dangerous use of the road I have by far, that is, trying to get onto it with a steep climb to it and no landing spot in a stick-shift, two-wheel-drive vehicle).

If we combined the two above approaches, how much less impact to privacy screens would there be?

Or, better yet, if we used guard rails right next to the shoulder, do we need a clear zone at all?

Using GVEA's right of way may sound good (if they'd go for it, which they probably wouldn't), but if Sheep Creek Rd.'s bike path is any indication, it would not stop many bicyclists from using the road anyway for reasons stated at the open house and others not mentioned, like the road being a notably faster surface or skinny tire considerations. For similar reasons the unattached path option will not alleviate the problem of bicyclists on the road, particularly in the winter.

The attached bike path option would only impact one side of the road, but I'm not sure it would address the winter bicycling issue, if, as you pointed out, the one along the Parks wasn't maintained as of the open house.

So, if after considering all of the variety of options, there is no clever solution that would slightly widen the road surface without eliminating tree screens along the road, I guess I support the no build option.

That said, I have been wondering if the scope of the project could be changed to allow for a solution with much less impact, such as the extra two feet on each side with no clearing or changes to the ditches.

Lastly, I am a bit concerned about unintended consequences to widening the road. Will it increase the use of snow machines and four-wheelers on the road making it less safe for the non-motorized folks who we are trying to benefit? Or, will it increase the speed at which people drive?

Thank you again for listening to our concerns.

Respectfully,

Margaret W. Eagleton
93 Roxie Rd.
Fairbanks, AK 99709
(907) 479-3535

Geis, Kindra R (DOT)

From: Cameron, Meredith M (LAA)
Sent: Tuesday, November 30, 2010 3:57 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Bike Path

Hi Mr. Beck,

Our office received an invitation to the public meeting for the Gold Hill Bike Path today and Representative Guttenberg is receiving some calls about the status of the Gold Hill Bike path project. I have realized that I do not know enough about the project. Is there any possibility of setting up a meeting to talk about the project so that we can be more informed of what is going to look like and the process?

Thank you,

Meredith Cameron

Office of Rep. Guttenberg
1292 Sadler Way, Rm. 304
Fairbanks, AK 99701
ph. (907) 456-8172 | (800) 928-4457
guttenberg.akdemocrats.org

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Tuesday, December 21, 2010 5:24 PM
To: Nancy E. Fuller
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Goldhill Rd.Bicycle/Pedestrian Authority-TE-002 (238)/63293

Thank you for your comments.

Sent from my iPhone

On Dec 21, 2010, at 2:14 PM, "Nancy E. Fuller" <nancyefuller@yahoo.com> wrote:

Dear Mr. Beck -- I'm not able to attend the next community meeting on the above so I'm taking this opportunity to communicate with you by e-mail. I own Lot #2 in the St John Subdivision. The physical address 357 Cloudberry. Cloudberry goes off Goldhill Rd at about 2.5 miles from Sheep Creek Extension. I've lived on this property since 1978 For many years I used Gold Hill Rd. (originally called Old Nenana Highway) to drive or bike to work .Now I regularly walk parts of the road for exercise and still drive to get into town. I first heard about a bike trail along Gold Hill from a Boy Scout who said that his troop was taking it on as a project. I thought it was a great idea and envisioned scouts clearing brush and constructing a path. I don't understand how the scout project morphed into TE-002. I support widened shoulders on Gold Hill Rd such as those on the road that goes past the Experiment Farm. That road accommodates single file bikers and walkers. Safety is enhanced by a 35 mile an hour speed limit. I don't support any construction on Gold Hill Rd. that requires drastic cutting of trees. We don't need a Parks Highway type bike trail.. We need a plan that provides more surface area for bikers and hikers that does not destroy the character and natural beauty of Gold Hill Rd. I appreciate the time and effort you and others have put into providing us with a bike trail even if I don't like your plan. I'm excited that the proposal has brought people in our area together for the first time. Maybe a good idea gone bad will end in something good even if it's not a bike trail. Sincerely, Nancy E. Fuller

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Tuesday, December 07, 2010 12:11 PM
To: nancy fresco
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Gold Hill Road Bicycle/Pedestrian Facility

Thank you for your comments. See you on Thursday.

-----Original Message-----

From: nancy fresco [mailto:nancyfresco@gmail.com]
Sent: Tuesday, December 07, 2010 11:20 AM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Bicycle/Pedestrian Facility

Mr. Beck

Thank you so much for leading this project, and for inviting public input. I plan to bring a signed copy of the letter below (and attached as a Word document) to the meeting on Thursday, but thought you might also need an electronic copy.

--Nancy Fresco

December 9, 2010

Mr. Al Beck, P.E.
Alaska Dept. of Transportation
2301 Peger Road
Fairbanks, AK 99709

Re: Proposed Gold Hill Road Bicycle/Pedestrian Facility
Project No. STP-0002(238)/63293
In support of the proposed "five-foot shoulder" solution

Dear Mr. Beck,

On behalf of myself and my children, I would like to comment on the Alaska Department of Transportation's proposal to build a bicycle/pedestrian facility along Gold Hill Road. I strongly feel that safer accommodation for foot and bike traffic is needed along the road. I support the five foot shoulder option because it seems to be the choice that would be least intrusive on the property rights of land owners along the road, and also because I believe it would be the simplest safest option, and would best meet the needs of the widest range of non-motorized users in all seasons.

I live on Roxie Road, about a mile up Gold Hill Road from the UAF end, and have been walking, biking, and running along the road virtually every day, summer and winter, for the past 11 years. People recognize me as the mom who wheels a double stroller or hauls a double bike trailer with my twins in it. I take them to and from preschool on the UAF campus every day, in every season, and take myself to my job at UAF. I also bike to other locations, such as Fred Meyers, local playgrounds, businesses at College corner, and Ester Park (in the other direction on Gold Hill). While I am out on the road, I regularly see many other people commuting by bike or foot to UAF. I see folks walking, running or biking for exercise, or walking their dogs. Even the Equinox Marathon uses the road. Foot traffic and car traffic have increased

during the years I've lived here. All of us struggle to stay safe on the very narrow road. As things are, it is often impossible for bikes and pedestrians to be entirely out of the traffic lane, which forces drivers to cross into the opposing lane to pass. This is hazardous for everyone.

Why do I bike and run with my kids? Much of the time, this multi-tasking (exercising while commuting) is the only exercise I can fit into my very busy schedule. Moreover, I try very hard to minimize how much I use a vehicle because I am a strong believer in conserving non-renewable resources such as gasoline. I'd like my kids to grow up healthy and active and environmentally aware, and part of that involves them seeing and experiencing alternatives to just driving everywhere.

I realize that property owners are justifiably concerned about changes along Gold Hill Road. This is a serious issue. To the best of DOT's ability, I would urge you to respect these concerns, and to keep clearing of trees to a minimum. This might include moving the center line of the road in places, or making other accommodations. As others have stated, the character of our road would be better maintained with the narrowest possible clearing option. However, I feel that some increase in width over the current clearing may in fact be beneficial, since drivers suffer the danger of moose and loose dogs suddenly appearing from the trees with almost no warning.

While DOT is also presenting other options, such as a detached or attached bike path, I feel that these options would not be likely to meet either my needs or those of others. As opposed to shoulders, designated paths are unlikely to be plowed in winter, so non-motorized traffic would be forced back onto the road just when it is most dangerous. Snowmachines might start using unplowed paths, which would be extremely hazardous. A detached path would encroach even further into private property. Moreover, in my experience, drivers on side roads tend to forget to look both ways for people on such paths, making them dangerous, especially for kids.

Some opponents of the wider shoulders have suggested that pedestrians use the bike path on the Parks Highway. While I greatly enjoy and appreciate that path, and use it often, it is nonsensical to imply that it is a substitute for a pathway on Gold Hill Road. My kids and I can't access that path without first walking or riding along Gold Hill. A shortcut via the powerline would be nice if I were heading to Ester, but doesn't really change the issue, since I don't live along the powerline, and such a shortcut would likely be far too steep for bikes.

My children are now four years old. Last summer, they learned to ride their own two-wheelers. I was proud of this accomplishment, but as things stand, I can't let them ride with me on Gold Hill Road, even in the summer. A five foot shoulder would provide a space for them, and for many other families, to enjoy the outdoors in this manner, for many years to come.

Thank you once again for all your work on this project.

Sincerely,

Nancy Fresco
93 Roxie Road
Fairbanks AK 99709
nancyfresco@gmail.com
907-479-3777

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Saturday, December 18, 2010 7:16 PM
To: Paolo Greer
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Gold Hill road widening ...

Thank you for your comments.

Sent from my iPhone

On Dec 18, 2010, at 7:10 PM, "Paolo Greer" <caravaya@gmail.com> wrote:

> Dear Al Beck, et al,

>

> First, thanks for the presentation and forum.

>

> At the Annex you seemed defensive about the Gold Hill path and that has me worried.

>

> I am well aware that a few vociferous people are against your project but I hope you also consider the many others who wish the Gold Hill path had happened years ago.

>

> I have lived at 2.5 mile Gold Hill since the 1970s, when I bought seven acres and three cabins.

>

> Perhaps then, as someone stated the other evening, Gold Hill was a "country road".

>

> However, over the decades, the population and traffic have increased by at least an order of magnitude.

>

> You mentioned that the soonest construction would happen would be 2014?

>

> Will the price of gasoline double again or triple by then?

>

> A busy road with so many mail and newspaper boxes – and no shoulders – is dangerous, especially in the evening when most folks try to snatch their mail between the oncoming headlights.

>

> A summer walking or bicycle path would be a great thing.

>

> However, a wider road for foot and bicycle traffic during the long dark of the rest of the year will save injuries and lives!

>

> As it stands, one cannot pass a walker or biker without veering into the opposite lane.

>

> If headlights approach from the opposite direction, usually, one cannot see the walker or biker until they are upon them.

>

> Many days, in the dark, I see not one but two people with baby strollers.

>

> Some folks do not understand that minerals come from mines ... or that in order to make a road wider and safer, a few trees must be cut.

>

> Of course, I think that private land outside of the ROW should be purchased at fair price.

- >
- > I also hope that more people do not need to be injured or killed than have already been before the hazard becomes obvious to the minority who think less of their neighbors' security than they do for what they believe is aesthetically pleasing to their eye.
- >
- > To be clear, I might call myself a 'tree-hugger'.
- >
- > Still, the Gold Hill Road can be treacherous in winter and, in the future when it becomes worse, the money may not be available to do what should be done years ago.
- >
- > Many days, I notice new tracks leading into the ditch.
- >
- > Were they avoiding someone in the dark on the narrow road?
- >
- > Last year, a moose came out of the woods from just a few feet away and directly in front of my car. I still do not know how I missed him.
- >
- > A few days ago, a row of mailboxes was completely wiped out, including mine.
- >
- > If there had been room to maneuver for the plow, that might not have happened.
- >
- > "No-Build" is not a safe option.
- >
- > "One-way" will cause more fireworks than you want to deal with.
- >
- > The road needs an adjacent path, one that the snow plow will keep clear in winter, to give the foot or bike traffic a few more inches beyond the headlights.
- >
- > Perhaps, you should show the nay sayers the 1970 and 2010-2014 aerial photos that make the difference abundantly clear between then and now. The population and traffic increase have really been amazing.
- >
- > How many car, bicycle and pedestrian accidents would the 'No-Build' objectors trade for enough trees it takes to make the road safe?
- >
- > Again, please regard the harm that will result if this project is delayed too long.
- >
- > Thanks for your attention and consideration,
- >
- > Paolo Greer
- >

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, December 13, 2010 9:28 AM
To: reich@alaska.net
Cc: Roach, Jeffery A (DOT); Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Bike Trails

Thank you for your comments. I am forwarding this email to our Planning Section so they are aware of your request.

Al

-----Original Message-----

From: reich@alaska.net [<mailto:reich@alaska.net>]
Sent: Monday, December 13, 2010 9:22 AM
To: Beck, Albert M L (DOT)
Subject: Bike Trails

Mr. Beck:

I noticed that there was a meeting last week to discuss a proposed bike path along Gold Hill Road. I think it's great that we are considering the expansion of Fairbanks area bike paths. However, I'd like to put in my two cents for reconstruction of the Ballaine Road bike path thru Goldstream Valley. Lots of us bike in and out from Goldstream during the "no snow" season, and some do it year round. At times it's more than a bit daunting to ride on the edge of the "Ballaine Autobahn" so many of us think a reconstruction of the bike path would be an excellent project. I know that money doesn't grow on trees and that you have to choose bike path projects carefully; just keep us and Ballaine Road in mind.

Thanks.

Paul Reichardt

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, December 13, 2010 8:38 AM
To: Pete Wilda
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Gold Hill Road Bike Path

Thank you for your comments.

From: Pete Wilda [<mailto:pete.wilda@gmail.com>]
Sent: Saturday, December 11, 2010 7:47 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Bike Path

Hi Al,

First, wanted to thank you for the opportunity to see some ideas for the potential Gold Hill Road bike/ped path you presented on Thursday night. I can't imagine when you took a DOT position you expected to go through some of the grilling that you do when you present ideas.

First, I'm an avid cyclist that doesn't live on Gold Hill but ride it 1-3 times a week from the time the road clears in the spring till ice up in the fall. I can't say that I really have a significant issue with the road as it currently is in terms of traffic except for the few times I'm heading out of town from about 5-6pm when traffic can be a bit heavy but most vehicles are patient and don't create much of an issue. If I stay away from that time frame traffic is usually minimal to non existant.

I opt to go on Gold Hill rather than the Parks because it is much quieter, both in terms of traffic volume and the actual db of the traffic that is present and I think that if you improved the road the speed of the traffic would pick up and make it much like riding along the parks.

I guess if something was going to be funded I would be happy with just a repaving of the road to eliminate a few of the more intense cracks and the areas where the shoulder has broken away which forces me further into the road than I would prefer to be. If something more involved gets selected I would opt just for the addition of adequate shoulders.

Thanks Much,

--
Pete

Geis, Kindra R (DOT)

From: Rod March [rsmarch@ptialaska.net]
Sent: Wednesday, December 08, 2010 3:17 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Bicycle/Pedestrian Facility

Hi,

I just wanted to send a quick comment on the proposed Gold Hill Road Bicycle/Pedestrian Facility, Project No. STP-0002(238)/63293. I am an avid local bicycle rider. I am in favor of alternative 1 to widen shoulders on both sides of the road. For me wide shoulders is the preferred way to accommodate bike riding around town. My support for this project is only if the road is paved with asphalt pavement, as shown on the section diagrams. If the road is to be chip sealed, I would withdraw my support for the project. Chip seal on a shoulder never smooths out over time as does the area where vehicles drive and makes a terrible surface for road bike riding, yet bikes are expected to use it. I would rather have a shoulderless chip seal road than a chip seal road with a shoulder.

Thanks, Rod
Rod March
Fairbanks, AK

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Tuesday, December 14, 2010 10:03 AM
To: Geis, Kindra R (DOT)
Cc: Baxter, Jay A (DOT)
Subject: Gold Hill Road _ Roy Earnest

Roy Earnest called and asked for a debriefing about the open house and what are the next steps, which I provided. I let what types of comments we have receive and that in 2-4 months, if warranted, will go out for another public meeting. He thanked us for an informative open house and wished us the best. Ending the conversation, he said this project is all about safety.

Albert (AI) Beck, P.E. | Northern Region PD&E | Alaska Department of Transportation

2301 Peger Road; Fairbanks, AK 99709 |  907.451.5359 |  907.451.5126 |  albert.beck@alaska.gov

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, December 23, 2010 3:59 PM
To: roy earnest
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Gold Hill Road Project

Thank you for your comments.

Sent from my iPhone

On Dec 23, 2010, at 2:02 PM, "roy earnest" <radroy@yahoo.com> wrote:

Hello Mr. Beck,

I wanted to wait to the end of the public comment period to get a clear understanding from as many of the Ester, Gold Hill and Cripple Creek residents on the Bike Pedestrian Project.

The overwhelming consensus is that the road is too dangerous and that the safety of all users needs need to be taken into account when addressing a project for the road.

I drive and bike that road frequently and almost always encounter recreational and commuting bicyclists as well as walkers, joggers, rollerbladers, and roller skiers who at times are in groups.

The best option for driver is to pull over into the opposing oncoming traffic lane when passing those other user groups but attempting to do so on Gold Hill is very hazardous.

My personal preference is bike lanes that are separated from the roadway, such as was done on the Parks Highway, Farmer's Loop, and Ballaine. If that is not possible due to right-of-way or funding issues, then one immediately contiguous to one side of the road would, of course, still be greatly appreciated by neighborhood residents of the Gold Hill area as well as others who travel the road.

The bottom line here is safety. The road is travelled by more and more user groups, and the least invasive approach to right-of-way would be appreciated by the community, but safety still trumps individual land owners specific concerns. I believe the outcome of a bike/walking lane is going to improve safety first and multi-user needs second.

On a sad note as I have gathered community input on this project, I have discovered 5 verifiable auto/bike accidents that took place on Gold Hill Road. One of the worst involved two very young children being hit from behind while sitting in their parents bike trailer. The driver had poor vision and came around a blind corner and the parents watched in horror as the vehicle struck their bike trailer from behind. They had nowhere to go. The children survived, luckily. I talked to a mother (Mrs. Whisenhand) who owns land on the road and will be directly affected by the expansion and may lose land, her direct words to me were, "I don't want to be the first parent to lose a child on that road; I am willing to sacrifice my land to avoid that." The other 3 bikers that were hit are all well known in the biking community. It is not a badge of honor, I can assure you, to be hit while biking, luckily they too survived. I think it is time for a safe change to Gold Hill Road.

Thanks so much for all you have done to help the community understand the project.

Your time given to the Boy Scout Troop #92 was so helpful to both the kids and the parents who were involved with the early signature drive for the project. It was also really neat to hear my son discuss how cool it was that a real Scout went on to work for the State.

Thank you,

Roy Earnest
Ester Community Association
Director of Community Planning
P.O. Box 37
Ester Alaska 99725
388-9496

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Tuesday, December 07, 2010 9:21 AM
To: ruby baxter
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: comments on gold hill bike path

Thank you for your comments.

-----Original Message-----

From: ruby baxter [<mailto:rarbubarby@gmail.com>]
Sent: Tuesday, December 07, 2010 7:42 AM
To: Beck, Albert M L (DOT)
Subject: comments on gold hill bike path

Hello-

I live off of Henderson Rd (at the S. end of Gold Hill) and commute by bicycle more often than by car. I don't support building the bike path. I feel safer riding on that road than I do on most roads around town; almost all drivers are courteous. When roadways are wider people tend to drive faster, which does not make for a safer situation for bikes even if we do have a wider shoulder.

The bike path along the Parks should fulfill the needs of people who need a separate bike path. It travels the same route and there are numerous shortcuts to get from Gold Hill to the Parks. That was a pretty big project, and I'm not sure duplicating it for the same route is the best use of resources.

I should also mention winter. The Parks bike path is unusable and/or unsafe for most cyclists in the winter because it's not plowed. Would this be the situation with the proposed path along Gold Hill as well?

If so, it's a terrible idea - people would be driving faster, but there would be no more usable space for cyclists.

Thanks,
Ruby

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, December 13, 2010 8:37 AM
To: ravsandy@mosquitonet.com
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Gold Hill Bike Path

Thank you for your comments.

-----Original Message-----

From: ravsandy@mosquitonet.com [<mailto:ravsandy@mosquitonet.com>]
Sent: Friday, December 10, 2010 10:53 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Bike Path

I was unable to make the open house to comment on the Gold Hill Bike Path. I strongly favor this project. I drive that road frequently and almost always encounter recreational and commuting bicyclists, as well as walkers, joggers and rollerbladers, sometimes in groups. For reasons of safety and courtesy, I prefer to pull over into the opposing traffic lane when I pass those on foot or biking, but attempting to do so on Gold Hill is very hazardous due to its winding and hilly nature.

In fact, I encourage DOT/PF to build not only the Gold Hill bike lane, but to consider doing so for many of the other older, shoulderless 2-lane roads in the Fairbanks area. Those I am most familiar with are the Old Nenana, where I live, and Miller Hill-Yankovich, both of which see significant recreational or commuter use and have virtually no place for walkers or bikers to be other than in the traffic lane.

I prefer bike lanes that are separated from the roadway, such as was done on the Parks Highway, Farmer's Loop and Ballaine. If that is not possible due to right-of-way or funding issues, then one immediately contiguous to the road would of course still be greatly appreciated by neighborhood residents of the Gold Hill area as well as others who travel the road. It would add a great deal to the quality of life and safety of a heavily-traveled thoroughfare on the west side of town.

Thank you.

Sandra Dauenhauer PO Box 418 Ester, AK 99725 479-0042

December 23, 2010

Mr. Al Beck, P.E.
Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709

RE: Proposed Gold Hill Road Bicycle/Pedestrian Facility
Project No. STP-0002(238)/63293

Dear Mr. Beck:

As one of the early advocates for an attached bike lane along Gold Hill Road, I find myself in the awkward position of backing away from my advocacy. The solutions presented to the community appear to require us to choose between safety and the rural character of our neighborhood; an unsatisfactory, and I believe necessary, choice.

My goals for this project have been to create a safe pathway for bicyclists and pedestrians, slow down cars and trucks along the road, and maintain the rural character of the neighborhood. Although the proposed two-way options accomplish the first goal, vehicles will likely travel faster on a smoother, more widely cleared roadway, and with clearing of the trees back 20 to 40 feet from the edge of the road the rural character will be lost.

To accomplish all of the above goals I ask you to consider the following:

1. Reduce the clearing requirements for the attached bike lane options by reducing the posted speed limit from 40 MPH to 30 MPH, and lowering the roadway height.
2. Build the project using State money and then work to design a new standard for rural roads that serves the needs of Alaskans. This standard could include the following provisions.
 - a. Allow attached bike lanes along only one shoulder of a two-lane road. The bike lane would be legally designated a separate traffic-way with two-way bike traffic allowed.
 - b. Eliminate the requirement for a five-foot separation zone or physical barrier between the roadway and the attached bike lane. In many cities bike lanes are created by painted lines, without physical barriers or five-foot separation zones.
 - c. Allow three-foot wide shoulders.
 - d. Allow steeper roadway side slopes (similar to the existing slopes on Gold Hill Road) to reduce the clearance widths.
 - e. Eliminate the 'day lighting' or 'clear view' clearance requirements.

If these changes cannot be accommodated I reluctantly recommend the "No-Build" option.

Sincerely,



Scott Bell, PO Box 81795, Fairbanks, AK 99708
(2671 Gold Hill Road)

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, December 23, 2010 3:39 PM
To: Scott Bell
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Gold Hill Road Bike Path - Public Comment

Thank you for your comments.

Sent from my iPhone

On Dec 23, 2010, at 11:02 AM, "Scott Bell" <scott.v.bell@gmail.com> wrote:

> Mr. Beck:
>
> Attached is a letter with my comments on the Gold Hill Road project.
>
> Thank you for presenting at the December 9th public meeting.
>
> Scott Bell
> <Al Beck Letter 2010-12-23 (2).pdf>

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, December 13, 2010 11:39 AM
To: Sharon Alden
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Gold Hill Rd

Thank you for your comments.

From: Sharon Alden [<mailto:fwxsca@yahoo.com>]
Sent: Monday, December 13, 2010 11:39 AM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Rd

To Al Beck

Thank You for presenting the Gold Hill foot, bike path information and options. Clearly you spent a good deal of prep time and your effort was appreciated.

After weeks of examining all the options and much discussion with friends and neighbors, I am strongly in favor of the No Build Option. And I think it's note worthy that the vast majority of Gold Hill residents I talked to (maybe twenty five individuals) were also supporting the No Build Option.

Residents I talked to were opposed this project for a number of reasons. Including:

- 1.Waste of money, DOT just built a parallel multi-million dollar bike path just two hundred yards away on the Parks Hwy.
- 2.The large swaths of tree clearing will obliterate the thin screen of trees that many residents have between them and the road.
- 3.Even the safety issues are not at all clear, because when the trees are cut way back and Gold Hill Road becomes a thoroughfare looking corridor, people will act accordingly and drive much faster. In addition to the increase in traffic speeds the wide clearing swaths attract much more snow machine, dirt bike and four wheeler activity. So not only do people loose their privacy from road noise and activity, they now have loud obnoxious machines ripping by very close, or literally in their front yards.
- 4.Many of us were originally drawn to Alaska and have stayed despite the harsh conditions because of the natural beauty of the land. We enjoy living on a country lane as opposed to a boulevard. I realize it's difficult to quantify aesthetics in a situation like this but I think it's safe to say that we don't want to Anchorage coming to our neighborhood.

Thank you for your attention.

Sincerely,
Sean McGuire

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Wednesday, December 22, 2010 4:34 PM
To: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Fwd: Goldhill rd. bike path

Jay, please prepare a draft response to his email. I've already email him thanking him for his comments, but I'd like to follow up on his concerns about the ROW.

Sent from my iPhone

Begin forwarded message:

From: roachexpress@acsalaska.net
Date: December 22, 2010 4:04:02 PM AKST
To: albert.beck@alaska.gov
Subject: Goldhill rd. bike path

Sean Roach
2740 Goldhill Rd.
Fairbanks, AK 99709
(907)479-5160
roachexpress@acsalaska.net

Dear Mr. Beck,

My family and I live on the corner of Goldhill Rd. where it meets Shirley Ann Way. We have lived there since 2002. If you are familiar with the road you would know that on that corner is a large truck shop. That is my shop and property. I was very disappointed when I learned about the proposed "bike path" and what kind of impact it would have not only for my property but my neighbors as well. When I moved here in November of 2002 I was under the impression that with the power line easement in front of my shop and house that I wouldn't have to be concerned of any sort of encroachment. Since learning of the proposed project and attending the open house, I learned that this area of land can be taken away from me, and it could be done so without compensation. I want to make it clear that I am not in favor of any sort of bike path or improvements that would involve the use of these easements in front of my house. I was also disappointed to find out that any sort of shoulder widening would include the clearing of these easements along Goldhill Rd.

Since 2002 I have steadily tried to improve my property and its structures for my business and home. In doing so I have hauled in 500 yards of fill to make more my property practical for general use. I also recently spent \$17,000.00 renovating my shop which would not be practical if there were a bike path directly in front of the two main doors. In order for me to pull and Semi-truck in and out of my shop I need at least 30 feet. That is straight out before I can turn. This means I would be crossing the proposed bike path constantly. Right now the way things are I am just able to move items in and out of my shop safely without pulling on to the road. With a proposed bike path in place I would not be able to pull a small vehicle in or out with out crossing it.

In relationship to my house, the bike path would pass right in front of my front

door. Not only does this remove any sort of privacy that we have and diminish the house's value as well, it creates a safety concern for my children as we have four ranging in ages from 12 to 3. The activity of bikes, pedestrians and so forth creates an issue of concern for every day household activities. Driving the length of Goldhill Rd. and having lived here for 8 years, I notice many of my neighbors would be affected the same way.

When I hear about the amount of money that would be spent on such a project and the negative affect it would have on the residents who live on and adjacent to Goldhill Rd. it far out weighs the benefits of any sort adjacent or detached bike path.

There is a paralleling bike path in existence along the Parks Hwy., and it is frustrating to see that it has yet to be plowed this winter making it only practical for snow machines. Having a bike path separate means it needs to be maintained separate which I'm sure you know. Reality is it would be low priority on getting plowed which is understandable but then it defeats the purpose of the path because the minimal bike and pedestrian traffic would use the plowed road. This project just does not make sense from a community prospective as well as a neighborhood perspective. Once again too few individuals would gain at the cost of too many. Thank you for you time and have a great holiday season. Sean Roach

Sean Roach

Sean Roach

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, December 17, 2010 3:06 PM
To: Sharon Alden
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Gold Hill Rd -NO Build

Thank you for your comments.

Sent from my iPhone

On Dec 17, 2010, at 2:53 PM, "Sharon Alden" <mm@yahoo.com> wrote:

Mr. Beck,

Thank You for your presentation last week at the DOT open house for the Gold Hill foot-bike path and options. It was obvious that you put a lot of work into the various options.

After much thought over the past several months, (since I saw the surveyors last summer) I have come to the conclusion that the best option is the no build option.

While aesthetics do come into play, this is not the sole reason that I am supporting the no build option. I do believe that bike paths and bike lanes are a positive thing in general but the needs and scope of this project do not balance. The safety issues will only be partially addressed since the path or wider shoulders are likely to increase the motorized (ATV or snow machine) traffic along Gold Hill Road and are also likely to increase the speed of those driving cars. Both of these things will work against the increased safety which is the stated goal of this project. Cost is another aspect that doesn't balance in my opinion with this project. Millions of dollars were recently spent on a bike path along the Parks Hwy, parallel to Gold Hill Rd. The Gold Hill Rd project will cost several million dollars. This money, if spent on a similar project in a different location in the FMATS area could benefit many more people than the low density on Gold Hill Rd. The property loss by individuals along the road is another huge and hugely expensive negative impact. I understand that monies can not be easily transferred from one project to another but we need to make sure that any money weather local, state or federal is well spent.

I'd just like to state again clearly that I am for a no build option.

Thank you again for your time and attention

Sincerely,
Sharon Alden

P.S. My husband and I own three pieces of property along Gold Hill Road.

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Wednesday, December 15, 2010 8:12 AM
To: Stacey Fritz
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Two comments on Gold Hill Road project

Thank you for your comments.

-----Original Message-----

From: Stacey Fritz [<mailto:stacey.fritz@gmail.com>]
Sent: Wednesday, December 15, 2010 12:41 AM
To: Beck, Albert M L (DOT)
Subject: Two comments on Gold Hill Road project

Dear Al Beck,

Thank you for soliciting our comments.

This letter constitutes the comments of two separate people, Stacey Fritz and Ryan Tinsley.

We live off of Henderson Road (270 Litvins) and have lived in this spot for almost ten years. We do not own land on Gold Hill Road itself. We have always biked quite a bit and have in recent years been biking more and more. We went without any car at all for over four months last summer. I now have a car to commute to work but Ryan still does most of his trips in and out of town by bike. I will probably begin commuting by bike to work in the early spring. We have invested much, much more in bikes in the past two years than we ever have in cars. We are in no way competitive bikers or light weight road riders - we are commuters and we try to haul as much cargo as possible by bike.

We are also enthusiastic supporters of initiatives that inspire more people to ride bikes rather than drive cars. The suggestion that the no build option is the most environmentally green choice is absolutely ridiculous: yes, trees will be cut down and additional asphalt will be laid. If the improved road convinces just a few more people to bike instead of drive, the benefits to the environment and human health far outweigh the loss of trees and the less charming roadway. Most likely, several people who live in this area have been reluctant to ride (or let their children ride) because it is so dangerous. The fact is that Gold Hill Road is one of those precious areas where people can live out of town but within biking distance of town. Considering the greater good, we would prefer to infill this area with more lovely neighbors who bike than to have those potential neighbors be forced to buy property so far out of town that they cannot realistically commute by bike.

Although we love and appreciate the beauty of Gold Hill Road as it is and feel terrible that many people who own property along it are very opposed to the widening options that have been proposed, we are very strongly in support of option one, the additional shoulders on Gold Hill Road. We would both feel much more supportive of option one if the following mitigations of damage and other stipulations were strictly followed:

- 1) The speed limit of Gold Hill Road is reduced to 35 mph.
- 2) The absolute minimum amount of clearing is done to accommodate the 5 foot shoulders.
- 3) The design is incredibly flexible. The prism of the road should be lowered wherever possible to require less clearing and to make the transitions to side driveways and roads better. There is no reason that the 5 feet + clearing must

always occur on both sides of the road. In areas where there is private property close to the road but less obstacles on the other side of the road, the total 10 feet +clearing can occur on one side. This flexibility may be able to alleviate several property issues. Most road designers would never consider adding a couple of gentle curves to roads - improvement usually means straightening. But the people who live along Gold Hill are rightfully fearful of a broad swath. They want the rural look and feel, not the highway feel. I dare say many more joggers, bikers, walkers, etc. would prefer a slightly curvier Gold Hill Road with safer shoulders. A flexible design and a couple of curves to reduce impact to property would lessen the visual impact of the clearing and would help justify the lower speed limit. Digital speed indicators placed in spots unobtrusive to residents would be great.

Our hope is that everyone will be able to walk, jog, ride their bicycles, etc. on Gold Hill Road in relative safety.

Thank you,

--

Stacey Fritz and Ryan Tinsley

Home: 907-457-5230

Cell: 907-687-6549

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Wednesday, December 08, 2010 2:15 PM
To: Geis, Kindra R (DOT)
Subject: FW: Gold Hill Road Bicycle/Pedestrian Facility

Importance: High

-----Original Message-----

From: Jeanette Hodges [\[mailto:kepler@gci.net\]](mailto:kepler@gci.net)
Sent: Wednesday, December 08, 2010 2:09 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Bicycle/Pedestrian Facility
Importance: High

We would like you to use this email to let you know we strongly oppose this project. Last year I called your office and your office indicated you had a petition signed by all kinds of people on Gold Hill Road, I told you that no one in my neighborhood had been notified and asked you to check those signatures to see if they in fact were from Gold Hill, I never heard anything back from you and I did leave my name and phone number. We can't believe the State is going to waste money building a path when you just built one that runs along the Parks Highway (Gold Hill road runs parallel to this path and in some case is very very close to it) We don't need another path, especially one that is going to take peoples property from them without their consent. We have authorized our names be put on the petition to oppose this project. We would like a copy of the minutes emailed to us as we are out of state right now.

Stan & Jean Hodges
3153 Gold Hill Road
Fairbanks, Alaska 99709
(907-460-1109)

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, December 09, 2010 9:38 AM
To: Jeanette Hodges
Cc: Donna J. Gardino; Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Gold Hill Road Bicycle/Pedestrian Facility

Thank you for your comments. Sorry we did not get back to you. No decision has been made, nor are we close in making a decision. This is a FMATS funded project, but is being managed by DOT. For more information on FMATS, please visit their website at <http://www.fmats.alaska.gov/>. If you have any questions about FMATS, please contact Donna Gardino (who is cc'd to this email or at 459-6786). Yes, there was a petition signed in support of the project and submitted to FMATS to encourage the Policy Committee to fund this project. This project was already nominated (an approved project in the TIP) prior to this petition, but was not funded. Later, FMATS had some available money and funded the project. I will not dispute who signed petition or where these individuals live. To date I have heard both negative and positive feedback on the project. The following link will take you to the project's website:

<http://dot.alaska.gov/nreg/gold-hill/>

We are currently finalizing the Open House graphics. Some of the graphics are already posted on the website. I hope to have the remainder posted by this Friday. It is likely that other ideas will come up during the open house, which may merit further consideration. As this project develops we will update the website.

I am not sure what you mean by "we would like a copy of the minutes emailed to us..."? If it is pertaining to today's Open House, there will be no "minutes". That meeting is an open forum for the public to view graphics, and ask questions. I request all comments to be written and submitted during the meeting or after to insure accuracy. As a side note - I was on the Charlie O'Tool News Radio program (970 am) discussing the project. You can listen to the podcast named "DOT Al Beck Trail 12/7/10" at the following link:

<http://www.970kfbx.com/cc-common/podcast.html>

One alternative being considered is adding shoulders to the road. The negative comments I've heard from the public about that alternative is it requires too much clearing, it will change the "feeling" of driving on a nice country road, and it will encourage people to speed. I have also heard quite a bit of support for this alternative. What do you think? Do you like the idea, but concerned about the associated clearing and want it minimized? Or do you not want any changes to the roadway?

And as always the "No-Built" alternative is being considered.

Al

-----Original Message-----

From: Jeanette Hodges <mailto:kepler@gci.net>
Sent: Wednesday, December 08, 2010 2:09 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Bicycle/Pedestrian Facility
Importance: High

We would like you to use this email to let you know we strongly oppose this project. Last year I called your office and your office indicated you had a petition signed by all kinds of people on Gold Hill Road, I told you that no one in my neighborhood had been notified and asked you to check those signatures to see if they in fact were from Gold Hill, I never heard anything back from you and I did leave my name and phone number. We can't believe the State is going to

waste money building a path when you just built one that runs along the Parks Highway (Gold Hill road runs parallel to this path and in some case is very very close to it) We don't need another path, especially one that is going to take peoples property from them without their consent. We have authorized our names be put on the petition to oppose this project. We would like a copy of the minutes emailed to us as we are out of state right now.

Stan & Jean Hodges
3153 Gold Hill Road
Fairbanks, Alaska 99709
(907-460-1109)

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Wednesday, December 08, 2010 9:37 AM
To: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: FW: goldhill road bike path

FYI

From: RENEW1@aol.com [<mailto:RENEW1@aol.com>]
Sent: Tuesday, December 07, 2010 4:17 PM
To: Beck, Albert M L (DOT)
Subject: goldhill road bike path

As a property owner on Goldhill Rd this bike path is desperately needed.

We are in favor of the attached path.

Thanks
Sunflower Revocable Trust

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, December 09, 2010 1:48 PM
To: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: FW: goldhill road bike path

From: RENEW1@aol.com [<mailto:RENEW1@aol.com>]
Sent: Thursday, December 09, 2010 1:27 PM
To: Beck, Albert M L (DOT)
Subject: Re: goldhill road bike path

east end goldhill road is where we live, either side of road for bike path is fine with us.

Thanks,
Sunflower Trust

In a message dated 12/7/2010 5:30:20 P.M. Alaskan Standard Time, albert.beck@alaska.gov writes:

Thank you for your comments. Do you live on the west or east end of Gold Hill Road? What side of the road would you like the path on?

Sent from my iPhone

On Dec 7, 2010, at 4:16 PM, "RENEW1@aol.com" <RENEW1@aol.com> wrote:

As a property owner on Goldhill Rd this bike path is desperately needed.

We are in favor of the attached path.

Thanks
Sunflower Revocable Trust

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Wednesday, December 22, 2010 5:23 PM
To: suzi lozo
Cc: Sen.Joe.Thomas@legis.state.ak.us; joe.hardenbrook@legis.state.ak.us; Guttenberg, David (LAA); Wilson, Tammie (LAA); suzilozo@yahoo.com; Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Goldhill Rd. proposed bike/ped facility

Thank you for your comments.

Sent from my iPhone

On Dec 22, 2010, at 5:06 PM, "suzi lozo" <suzilozo@yahoo.com> wrote:

Also attached to this email is a copy of the following letter, perhaps easier to read in that format:

To whom this concerns:

I am a Goldhill Rd. resident and land-owner, residing at 348 Cloudberry Lane, parcel 0384836 St. John Subdivision Lot 6. I also own two adjacent lots, parcel 0362620 and 0538230, accessed off Henderson Rd and Judge Arend Ln.

Add my name to those in favor of the "NO BUILD" alternative re: the Goldhill Rd. Bicycle/Ped facility proposal.

It is the height of irony that something as innocuous and neighborly-sounding as a bike/ped path is in fact a recipe for degrading our neighborhood.

I am appalled at the the vision of what Goldhill would become if this bike/ped-path-road-widening project goes through. What we would gain pales in comparison to what we would lose. Right now, we have, with most users, a workable, multi-use, neighborly sharing (for the most part) of a beautiful country lane of a road. What we would get would be a barren speedway that would look like hell, would encourage speedier driving with less close attention to other users of the road and would give a false sense of security of any non-driving user.

My objections to the proposed bike path alternatives are the following:

1) **Safety will not be increased:** The wider the road, the faster the cars go. The faster the cars go, the less safe any biker, pedestrian or driver really is.

2) **The aesthetic loss is too high:** The shoulder-inches gained are not worth the beyond-shoulder feet lost. Goldhill Rd. character of a beautiful country lane would be aesthetically destroyed by the massive amount of tree/shrub cutting that would go along with the federally required distances for widening the road in any of the proposed alternatives. The distances required for shoulder, buffer, v-cut, root-ball removal are over-kill in the extreme!

As a pedestrian, biker and driver myself, I would feel much safer by leaving the road as is, lowering the speed limit to 35 MPH and adding more signage that reminds all of us to "Share the Road". I'd rather cope with a narrow shoulder with drivers going 35 MPH (or slower), closely framed by greenery, than a 4' shoulder with drivers whizzing by at 55 MPH (or faster), visually lulled in the midst of a 100' deforested ROW. Drivers *are* starting to "get it". I have observed in my daily travels down Goldhill Rd. that drivers are starting to drive deferentially. In the last year, there seems to be a changing mentality on the part of drivers as more non-driving users occupy the roads. I have personally witnessed drivers, in the last year or so, giving bikers and peds a wider berth or stopping altogether to let oncoming cars/bikers/peds have the right of way if there's not enough room to pass safely.

Apparently, humans are trainable!!!

I find the following reasoning *ludicrous*:

"Let's widen the roads to encourage drivers never to alter their speed to accomodate other users".

"Let's deforest the roadside so that we save drivers from themselves by removing those death-causing roadside trees"

This faulty reasoning is simply refusing to acknowledge a new paradigm of thinking in multi-use road sharing called deferential driving.

Please do not destroy our beautiful country lane in a misguided attempt to "make it better".

We *can* SHARE THE ROAD!

Respectfully,

Marie "Suzi" Lozo

suzilozo@yahoo.com

PO 62 Ester AK 99725/residence: 348 Cloudberry Ln. off 2.6 mile
Goldhill Rd.

<goldhill_bikepath.rtf>

Geis, Kindra R (DOT)

From: Ted Schuur [tschuur@ufl.edu]
Sent: Sunday, December 12, 2010 7:32 AM
To: Beck, Albert M L (DOT)
Cc: MICHELLE CAILIN MACK
Subject: Gold Hill Road Ped/Bicycle comment

Hello: I am a homeowner on Alpenglow, a dead end road off Goldhill. This email is for the public comment period on the proposal for bike/pedestrian access.

In general I support the idea of a non-car option roadway. I have several concerns about the current options listed in order:

1) The option of making Goldhill one way seems to create a giant headache for all residents of Goldhill road and associated roads. One way would be possible if there was easy access to other roads like in the downtown area, but there is not in this rural/residential area -- if I wanted to go from my house to the Ag farm or the trails on campus (now a 1 minute drive) I would have to then drive to Ester to either go to/from home (depending on the direction of the one way). This would turn a 1 minute commute into a 20-30 minute commute!! This would be true for all residents that access through Goldhill and there are many. I am totally opposed to this option.

2) The other options to widen the road seem okay -- however there has just been built a ped/bike lane on the Parks Highway, which essentially parallels this road -- do we really need another ped/bike so close? Give all possible roads in the area, this one does not jump to mind as the most in need. Of course, Goldhill is rather narrow, and so widening it to access bikes would be safer.

Please feel free to report and distribute these comments to your plan.

Thank you,
Ted Schuur
109 Alpenglow Lane

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, December 23, 2010 4:08 PM
To: Tom DeLong
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Goldhill Road Improvement Comments

Thank you for your comments.

Sent from my iPhone

On Dec 23, 2010, at 4:07 PM, "Tom DeLong" <delong.tom@gmail.com> wrote:

> 23 Dec 2010

>

> TO: Albert Beck, ADOT&PF

> From: Tom & Ann DeLong, 2592 Doc John Road, 907-479-5045

>

> RE: Comments on Goldhill Road Improvements

>

> These are the comments of Tom and Ann DeLong. We own 2 lots in the Dakota Subdivision that front the south side of Goldhill Road. We also own and live in the Dakota Subdivision on a 3rd lot which is accessed from Doc John. We drive Goldhill Road daily and we also bike and walk this road regularly.

>

> We think it is imperative that Goldhill Road be made a safer road. In its current condition this road is very dangerous for bikers and walkers and without safety improvement we fear fatalities are a real potential. As bike commuter's we hope that a fatality is not one of us and as a vehicle drivers we hope we don't hit a biker or someone walking.

>

> First Choice is Alternative 3.

>

> Our first choice is to build a detached path and widen the shoulder. We feel this would radically improve the property value and safety of Goldhill. We own two lots fronting on Goldhill and if the path is on our side of the road we think the benefits of a detached path out weigh the loss of property. Also, I am positive and history shows that property values will increase if a detached path is added to Goldhill Road. This would maximize pedestrian usage and greatly improve biking safety. It would make Goldhill a mecca for recreation, and due to location it already is. University students commuting by bike or walking, the Equinox and many other undocumented events occur. As a resident it would be excellent to see increased usage and safety of Goldhill, it is the wave of the future as more people are conscious of the environment and health. It has always been dangerous for pedestrians and bikers and the recent ice storm illustrated this. An alternate route (Alt1) and widened shoulders (Alt 3) would ensure maximum safety.

>

> Our second choice would be a combination of alternates. For instance, the first 2 miles could have Alt 3, then after that switch to Alt 1.

>

> Thank you for this opportunity to comment. Please feel free to contact us if you have any questions or comments.

>

> Tom & Ann DeLong

Thomas J. Baring
2583 Doc John Drive
P.O. Box 84423
Fairbanks AK 99708

December 20, 2010

Dear Mr. Beck:

I live on Doc John Drive and commute by foot, bicycle, and automobile using Gold Hill Road (GHR). I'd like to submit the following comments regarding the proposed GHR bike lane/path project.

Whatever design you deem best, I hope it:

- 1) improves safety for all users
- 2) preserves, as much as possible, the rural, wooded character of GHR
- 3) discourages vehicle speeding
- 4) encourages non-motorized use

Personally, I think the "No Build" option is unacceptable. My family was involved in an auto versus pedestrian accident on GHR in December, 2005. My son had an ambulance ride, but the injuries were determined to be superficial.

In addition to my family's accident, I know of an auto versus bike accident, resulting in more serious injuries, and of a very near miss involving a child and automobile. GHR receives high use by pedestrian and bicycle commuters to the University and beyond, not to mention recreational use by bicylists, runners (there are several races in addition to the Equinox Marathon which use GHR), and wheeled cross country ski trainers. I am concerned for the safety of vehicle drivers and passengers as well as pedestrians, bikers, etc. An automobile driver could easily swerve into oncoming traffic to miss a bike. I think the road is simply too narrow to safely accommodate all its uses, so, again, I would like to discourage the "No Build" option.

If possible, I'd like the design to intentionally force drivers to slow down. It seems likely that adding bike lanes or widening the road would entice drivers to speed up, thus negating any potentially enhanced safety. I assume techniques exist to reduce motorist speed. Could the design replace the Wecota, Doc John, Cloudberry, and Henderson intersections with roundabouts, for instance?

Regarding impact to the environment, I value the wooded feel of the current road, and the fact that trees hide most of the power line easements from view.

It seems to me that a three foot shoulder would provide adequate room for bikes and pedestrians, and perhaps provide less of an enticement to speed than a five foot shoulder. Assuming vehicle speed doesn't increase, it would clearly be a safety improvement over the current road and would presumably require less tree clearing than the proposed five foot shoulder.

Of the existing alternatives, my preference is for simply widening the shoulders.

Thanks for considering my thoughts.

Yours,

Tom Baring

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, December 13, 2010 9:26 AM
To: aksnowbiker@gmail.com
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: FW: Gold Hill Road -- public comment
Attachments: letter to al.pdf

Tom,

Thank you for your comments. I'll see what we can do.

Al

From: Tom Clark [mailto:] aksnowbiker@gmail.com
Sent: Sunday, December 12, 2010 11:05 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road -- public comment

Hi Al,

Attached is a PDF file expressing my views on the Gold Hill Road project.

If you have any problems opening the file or viewing it, please contact me:

Tom Clark
aksnowbiker@gmail.com
479-3496

Mailing:
PO Box 81134, Fairbanks AK 99708

Physical:
2941 Gold Hill Road (Red Chair Court)

December 13, 2010

To:
Mr. Al Beck, P.E.
Engineering Manager DOT/PF
2301 Peger Road
Fairbanks, AK 99709

Re: Project no. STP-0002(238)/63293
Gold Hill Road Project

Hello Al,

Thank you for your excellent presentation at the Gold Hill Road public open house at the Annex on December 9th. It was informative and detailed, and easily understood.

When I was speaking with you prior to your presentation, you encouraged me to “charge” you with engineering challenges, thus potentially creating a design more appealing to Gold Hill residents. So, here goes.

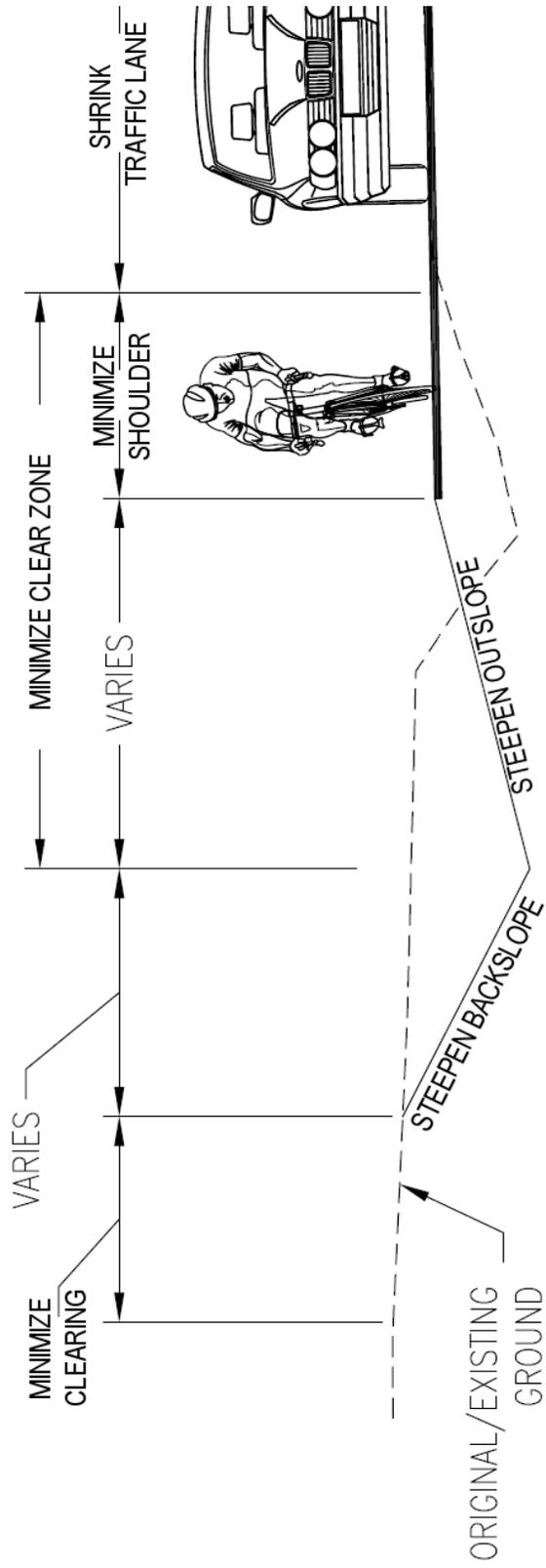
First, of the options presented, I strongly support the “no-build” option. Here's why:

- Two of the design options presented (wide shoulders, attached or detached paths) have too great an impact on the environment and landowners.
- An attached or detached path would probably be snowbound during the winter, which would largely negate its usefulness for encouraging non-motorized users for half the year.
- The one-way traffic / split-design option is unrealistic for many reasons which are probably obvious, so I won't belabor those points.
- Fairbanks area residents and Ester residents are already served by a bike path alongside the Parks Highway, connecting Ester to Fairbanks. The Parks Highway also has broad, plowed shoulders, suitable for use by non-motorized users when the path is burdened with loose snow.
- One of the major reasons that people use Gold Hill Road for recreation is not in spite of it being narrow, but because it is narrow. It has a wonderful, old Fairbanks feel, from the trees nearby to the weird junk in peoples yards. The current design options are far too wide, resulting in a very different road, and very different, less intimate feel.
- The current right-of-way (ROW) is largely just the roadbed, with very little extra ROW off the sides of the road. This would require significant property acquisition by the DOT for both the widened shoulder option and attached or detached path option. In some cases, property owners and residents have obstacles (homes, leech systems, sheds, fences, lot size issues) within the proposed new ROW, which would require further attention and expense to find solutions.

In the spirit of compromise and addressing the desires of those who requested this project in the first place, **I will consider wider shoulders**, if the impact to the environment and landowners is minimized, and the existing corridor is preserved as much as possible. It is my understanding that if a new design concept is drawn up and presented, and residents find it to be unacceptable, residents may still choose the “no-build” option. It is also my understanding that generating a new design concept is still within the realm of scoping, and does not increase the difficulty of electing “no-build” as the final outcome. If I am incorrect in either of these understandings, I withdraw my compromise.

Suggestions for minimizing design impact include, but are not limited to:

- Minimize the clear zone.
Is it essential that we need more clear zone? Coming home from the meeting, it looked to me like there was enough room for a vehicle to be in the ditch without running into anything (other than some utility poles at about 2.6 mile). It appeared to be about 10 to 12 feet wide.
- Minimize the shoulder.
Rather than a five foot shoulder, will a four foot shoulder do? What about a three foot shoulder? A shoulder needs width to be effective, for sure, but five feet?
- Steepen the outslope.
Unless the pitch of the outslope is fixed according to some regulation, can we have a steeper outslope? Changing it from 4:1 to 3:1 or steeper, if permissible, could have a large impact on ROW requirements, clearing, etc.
- Steepen the backslope.
If there is flex room there, can the backslope be steepened ? Maybe all that really needs to be achieved is soil stability, in which case a 1:1 slope would be fine.
- Lower the roadbed.
This would have several benefits: vehicles sliding off the road would have an easier time getting back on. Older driveways wouldn't have such steep aprons. And, of course, the lower the roadbed, the less distance required by the 4:1 or 3:1 outslope, thus less clearing.
- Make minor adjustments to the center line.
There are a few places along the road (your slide show indicated a couple of them) where clearing would remove all the trees between the road and utility easement (one was the Intertie, the other was a distribution line.) If the road center line can be fudged without impacting property owners, this might be a means of preserving more of that visual barrier.
- Minimize the 5' clearing at edge of construction.
- Narrow the vehicle lanes.
Maybe this is impossible, maybe not. It could certainly provide shoulder room without widening anything else though. Can a 40 MPH road have 10' lanes?
- Lower the speed limit, and/or don't design for 5 MPH over the posted speed limit.
Hopefully a lower speed limit and design speed would make for a reduced road footprint, by further reducing the required width of the clear zone and other factors.



NOTES: Diagram based on DOT artwork. Does not depict lowering roadbed or moving centerline.
Shows one side only, same changes suggested for other side of road.

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Wednesday, December 15, 2010 8:08 AM
To: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: FW: comments on proposed Gold Hill Road bike path

Forgot to cc you

-----Original Message-----

From: Beck, Albert M L (DOT)
Sent: Wednesday, December 15, 2010 8:08 AM
To: 'Tom Moran'
Subject: RE: comments on proposed Gold Hill Road bike path

Thank you for your comments. At this time no alternative have been dismissed. With that being said the least supported alternatives to date are the one-way option and the detached path alternative, but the comment period is not over yet. Depending on all the comments - we may develop a hybrid alternative mixing and matching different pathway designs.

-----Original Message-----

From: Tom Moran [<mailto:thomasmmoran@gmail.com>]
Sent: Tuesday, December 14, 2010 11:04 PM
To: Beck, Albert M L (DOT)
Subject: comments on proposed Gold Hill Road bike path

Mr. Beck,

My name is Tom Moran and I am a former Gold Hill Road resident who still lives in the area and regularly runs and bikes on Gold Hill Road, including during the winter.

I would like to voice my support for a Gold Hill Road bike path. Gold Hill's location and demographics are such that it likely gets as much pedestrian traffic as any road in Fairbanks outside of downtown. While the Parks Highway bike path is a welcome addition, it does little good for the many people who actually live on Gold Hill; furthermore, it is not maintained in the winter, making it unsuitable for pedestrians (and thoroughly taken over by snowmachines.) A Gold Hill bike path is imperative for the safety of everyone who lives on and uses the road, whether they be on foot, on a bicycle or in a car.

In particular, I support alternative 1, the widened shoulders option.

This is the only option that makes sense for year-round bicyclists like myself, as a separated bike path would go unmaintained and quickly morph into an unsafe snowmachine corridor. It is also by all indications the simplest and least disruptive option.

While I did not attend the recent public meeting, my understanding is that most public objections stemmed from the wide right-of-way necessary to extend the shoulders. I have no suggestions for how to overcome this, only that I would hope DOT designers would be able to come up with creative ways of accommodating federal road regulations.

One option I would encourage the DOT to consider is only running the bike path half the length of Gold Hill, from the Sheep Creek end to somewhere past Roxie Road. My understanding is that this option has been dismissed, but I can't see why - it's a logical way to extend the bike path all the way up the populated area of the road, while acknowledging the objections of people who live on the Ester end.

Ninety percent of the traffic on Gold Hill Road disappears when you crest the hill past Roxie; it seems like a reasonable and logical compromise that a bike path could too.

Thank you for your consideration.

Tom Moran

362 Sheep Creek Road, Cabin B

Fairbanks, AK 99709

(908)328-0994

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, January 20, 2011 3:48 PM
To: Margaret Eagleton
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Goldhill bike path

Thank you for your comments. We are busy designing the alternatives base on public comments to date. Please visit our website for more information – specifically the “FAQ”. Our next open house will be in the Spring.

<http://dot.alaska.gov/nreg/gold-hill/>

Al

From: Margaret Eagleton [<mailto:meagleto@gmail.com>]
Sent: Thursday, January 20, 2011 3:31 PM
To: Beck, Albert M L (DOT)
Subject: Re: Goldhill bike path

First, thank you for your open house public meeting Dec. 9th. Sorry it took me a while to comment.

I also have had close calls with bikes during the winter on Goldhill. It should be noted however that in all my and my friends close encounters, bikes and pedestrians had on

No reflective material or lights. Also in the incident that caused the petition the road had only been plowed with one pass.so it would have been unlikely the pedestrians would have

been on the shoulder anyway. Incidentally, they are now lit up like a Christmas tree when on the road. As bicyclist I have found the drivers careful and polite when they can see you.

However, I would like to see another 2-5 feet of shoulder on the road, but your description of the minimal legal addition to the road that you could add [the 16-20 foot 1to4 slope

coming off of the shoulder] is way more than I could support. I think it is unnecessary and it would greatly adversely affect the property that I own along Goldhill Road. I guess I

would like to see the project dropped.

Thank you,

Trusten Peery

Warning to Property Owners on Gold Hill: Proposed Gold Hill Road Bike/Pedestrian Facility

While bike paths are usually good for communities, this project is badly planned, poorly designed, and completely unnecessary for the majority of Gold Hill residents. The proposed bike path parallels a recently constructed multi-million dollar bike path just a couple of hundred yards away, yet Al Beck has stated that the state will **forcibly take land by eminent domain and clear cut the right of way extension from 25-45 feet** (and this is for the 5' shoulder option that will have the least impact). Other options are more destructive. Overall, the negative aspects of this project include:

- Loss of land for property on Gold Hill and a reduction of property values.
- Up to a 100 foot wide clear cut: Loss of the tree buffer for property on Gold Hill and a reduction of property values due to increased noise and loss of privacy. This clearing would also detract from the rural nature of the community and expose power lines.
- Creation of a snow machine and four wheeler highway: more noise, less safety.
- A net decrease in safety at bike path/driveway intersections.
- Exposure of the already existing and heavily used power line trails to more noise and traffic.
- Higher traffic speeds and more traffic on Gold Hill.

The proposed project is *unneeded* because everyone on the Ester end of Gold Hill already has easy access to the Park's bike path. Residents in the middle of Gold Hill can access the existing bike path via an existing trail on the Healy intertie easement. Residents on the UAF end are literally within 1-2 minutes of Sheep Creek. Not only is the potential use of this path unmeasured (hence badly planned), an analysis of plat maps shows that it primarily serves residents in the mile from Sheep Creek to Dakota Estates. Therefore, the project's purpose of linking "Gold Hill Road to the existing Parks Highway bicycle/pedestrian facility" is unjustified.

If you are against this project, please do TWO things:

- Go to the public meeting Thursday, Dec 9 4-7 p.m. at the Annex Gallery 2922 Parks Hwy, Ester
- Please sign the petition below or contact Ben Rogers so that you can be added to the "no build" list: 455-4779 benrogers@gmail.com.

Please make your opinion known to these people:

- **Al Beck**, P.E. Alaska DOT 2301 Peger Road Fairbanks, AK 99709 (to the person responsible for making the go-no go recommendation for project: STP-0002(238)/63293)
- **David Guttenberg** (legislator): 1292 Sadler Way Suite 308 Fairbanks AK, 99701 Phone: 907-456-8172 (Started this project in the first place)
- The Honorable **Mark Begich** United States Senate 144 Russell Senate Office Building Washington, D.C. 20510-0201
- The Honorable **Lisa Murkowski** United States Senate 709 Hart Senate Office Building Washington, D.C. 20510-0202
- The Honorable **Don Young** United States House of Representatives 2111 Rayburn House Office Building Washington, D.C. 20515-0201

Geis, Kindra R (DOT)

From: Susan C. Rice [SRice@evertsair.com]
Sent: Thursday, December 23, 2010 3:18 PM
To: Beck, Albert M L (DOT)
Cc: Wilson, Tammie (LAA); joe.hardenbrook@legis.state.ak.us
Subject: Goldhill Road Bike Path Proposal

Mr. Beck, we would like to submit to you our concerns with the proposal to create a bike path or widen Goldhill Road. (We are for a NO BUILD.) When we were looking for a home, we chose our current location for its proximity to town with allowance for privacy. It is quiet but not totally secluded. Of course, like most property owners, we do not want to give up property, however that is not in the forefront of our concerns. The following is a list of items that we are concerned about, not in any order of importance as we are equally concerned of all.

1. Lack of guarantee of maintenance for path year round which in itself could create lack of use of path so bikes/pedestrians are back on the road for half the year.
2. Loss of property value with decrease in property owned. We currently have a small parking area at the top of the driveway (on this side of the current easement) as during the winter our driveway is only accessible via 4 WD. This area would no longer be available to us.
3. Loss of privacy/security/scenery. Less trees and a wider road with or without a path will create a lack of privacy. The increased speed of traffic, including snow machines and 4 wheelers, or even increase pedestrian traffic create safety/security issues. Does the proposal include "beautification" or sound barriers to replace the trees?
4. Possible drainage issues caused from removal of trees on land that is mostly permafrost. Could this lead to change in underground water channels or cause issues with septic systems. Our house is lower than the road, so we have concerns that melting permafrost may cause damage to home/yard.

Wesley & Susan Rice
2752 Goldhill Road
Fairbanks, AK 99709
907-479-3871

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Thursday, December 23, 2010 4:03 PM
To: Susan C. Rice
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: Re: Goldhill Road Bike Path Proposal

Thank you for your comments.

Sent from my iPhone

On Dec 23, 2010, at 3:18 PM, "Susan C. Rice" <SRice@evertsair.com> wrote:

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Wesley & Susan Rice

2752 Goldhill Road

Fairbanks, AK 99709

907-479-3871

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, December 20, 2010 7:27 AM
To: Will Bower
Cc: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: RE: Goldhill Road Bicycle Path (STP-0002(238)/(63293))

Thank you for your comments.

From: Will Bower [<mailto:bowermba@yahoo.com>]
Sent: Sunday, December 19, 2010 3:32 PM
To: Beck, Albert M L (DOT)
Subject: Goldhill Road Bicycle Path (STP-0002(238)/(63293))

Mr. Beck,

I'd like to voice my opposition to the proposed construction on Goldhill Road. I have lived in the Ester area for most of my life and currently live at 3293 Turnabout Ave, off Henderson Road. I believe that the proposed bicycle path would negatively affect the community, causing decreased property values, a loss of greenbelt scenery, and increased off-road vehicle traffic. The recently constructed path on the Parks Highway, which is already under-utilized, provides more than sufficient bicycle access for anyone in the Ester area. There is simply no need for a path on Goldhill Road, especially when the construction of such a route would negatively impact so many property owners in the area. Please cancel this project.

Sincerely,
William & Trisha Bower
479-5930 / 378-7373
3293 Turnabout Ave, Ester, AK 99709

December 9, 2010

Albert Beck
Engineer/Architect
Dept of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709

Re: Public Comment
Gold Hill Road Bicycle and Pedestrian Facility Project

Dear Mr. Beck,

Please consider this letter as my contribution to public comment on the proposed Gold Hill Road Bicycle and Pedestrian Facility Project. I live at 93 Roxie Road, a small feeder off Gold Hill Road, and I have lived in the Gold Hill vicinity since 1986. In the past 26 years I have seen a steady increase in the use of Gold Hill by bicycling commuters, as well as walkers. I believe that most of the bicyclists, and some of the walkers, are commuting to UAF which is less than two miles to the east

Gold Hill Road is a fairly narrow, scenic remnant of the Old Nenana Road thoroughfare. I have consistently commuted to work in downtown Fairbanks during my years on Gold Hill, going downtown at about 7:00 in the morning and returning at varying times between 4:30 pm and 8:00 pm. I am fairly certain that the road's design is somewhat archaic, and does not now meet either state or federal design standards for safety. During the summer, the road is a little tight for bicyclists, but visibility is fairly good and the road surface generally provides good traction. I believe it is marginally safe for bicyclists and walkers during that season. A number of summers, I have regularly bicycled to work.

Nevertheless, in the winter the road friction deteriorates, visibility diminishes dramatically, and the snow berms gradually choke down traffic into a narrower and narrower corridor. Trying to commute past bicyclists frequently becomes a white-knuckle experience. Even when bicyclists or walkers wear strobe lights, I find it very difficult to safely judge distances. Even when drivers try to be very careful on that road, the surface frequently limits how precise that control can be. Even a slow-motion slide by an auto would crush any bicyclist or pedestrian. Their safety is simply a matter of Russian roulette, even when all parties are trying to be cautious.

Gold Hill Road is truly dangerous to bicyclists and walkers during the winter: The road simply does not give them enough space to safely travel out of harm's way. This situation will predictably get worse over time. Although this project is understandably raising objections from conflicting personal interests, the need is truly a matter of safety. I have been hearing objections that an upgrade would make the road more dangerous (i.e. people would speed, etc). However road construction and traffic safety have been "studied to death" for decades, and that argument simply doesn't square with reality. Road projects like this reduce the rate of accidents and injury. We are fortunate to have this opportunity to improve the road, and to try to get ahead of the problems developing on the road. I, for one, would like to thank you for the work you and the DOT are putting into this project.

As best as I can determine from my review of your materials, the five-foot widened shoulder option (“Alternative One”) would probably be the most suitable and practical design for our community. This would minimize the footprint and, presumably, be the most likely to be kept usable and cleared of snow.

Thank you for your consideration.

Sincerely,

William Walters
93 Roxie Road, Fairbanks, Alaska 99709

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Friday, December 10, 2010 9:28 AM
To: WILLIAM WALTERS
Cc: Baxter, Jay A (DOT); Geis, Kindra R (DOT)
Subject: RE: Gold Hill Road Bicycle and Pedestrian Facility Project - Public Comment

Thank you for your comments.

From: WILLIAM WALTERS [<mailto:williamslwalters@hotmail.com>]
Sent: Thursday, December 09, 2010 4:37 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Bicycle and Pedestrian Facility Project - Public Comment

Dear Mr. Beck,

Please find an e-mail copy of my comment attached. The original has been mailed.

Thank you for your consideration,

-- William Walters

Geis, Kindra R (DOT)

From: Beck, Albert M L (DOT)
Sent: Monday, December 13, 2010 8:32 AM
To: Geis, Kindra R (DOT); Baxter, Jay A (DOT)
Subject: FW: Gold Hill Road Bicycle & Pedestrian comments

From: Beck, Albert M L (DOT)
Sent: Monday, December 13, 2010 8:32 AM
To: 'Ann and Bruce Jamieson'
Subject: RE: Gold Hill Road Bicycle & Pedestrian comments

Thank you for your comments.

From: Ann and Bruce Jamieson [<mailto:bjamieson@acsalaska.net>]
Sent: Friday, December 10, 2010 4:35 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Bicycle & Pedestrian comments

I briefly attended the open house at the Annex on December 10, 2010. I was unable to stay long, due to my schedule, but understand that you are entertaining comments on essentially four possible path options for the Gold Hill Road. My background is that I am a forty one year resident of the Fairbanks area and have resided and raised a family at 3.5 mile Old Nenana Highway since 1974. I own and regularly ride both road and mountain bikes, as well as run along both the Old Nenana and Gold Hill roads frequently in both summer and winter. As an avid Nordic skier, I regularly roller ski the current path along the Parks Highway between Ester and the University during the summer months. I also drive the Gold Hill Road frequently at all times of the year. I am a current member of the FNSB Trails Advisory Commission, having served for the past four years.

I will organize my thoughts/comments by stating them as discrete points in no order of priority and conclude with a summary of what I would like to see happen along Gold Hill Road regarding a bicycle and pedestrian path.

- **Above all else, the road should not remain as it is.** There is too much non motorized traffic along the road to leave it with no shoulders. If money is the problem, then both shoulders should at least be widened to a minimum of four feet or greater (alternative #1).
- A one way (one lane) road would not be a bad idea if the neighborhood agrees with it (alternative #4). The one lane should be quite wide though, to accommodate all possibilities of traffic (large trucks to moving wide loads).
- In a perfect world, the best approach this close to town would be to have a "separated" path for safety reasons (alternative #3). This area is heavily used by both motorized and non motorized traffic, so safety is a prime concern and, I believe would justify the expense.
- The most cost effective good option would be to have an attached path (alternative #2) that provides good separation between motorized and non motorized traffic while allowing for efficient maintenance and snow removal. Motorized speed is already limited to 40-45mph, which should allow for safe use of an attached path.

In summary, I would like to see a separate path (alternative #3) built along Gold Hill Road. If that is not possible, then my second choice would be to have an attached path included (alternative #2). My third choice would be to see the shoulders widened (alternative #1). My last choice would be a one way road with concrete separated path (alternative #4). Thank you for allowing us to provide you with input on this issue.

Bruce Jamieson
P.O. Box 189

Ester, AK 99725

Phone : 907-479-4673

Cell : 406-210-2805

Email : bjamieson@acsalaska.net