COMMENT SHEET

Gold Hill Road Bike/Pedestrian Facility
TE-0002(238)/63293
Thursday, October 6, 2011 5:00 pm-7:30 pm
UAF Patty Center,
Fairbanks, Alaska

We welcome written input and ideas from the public. Please tell us which alternative you prefer and why. Thank you for taking the time to be involved. (If you need more space please use back side.)

COMMENTS:

ALTERNATIVE #1 IS BEST. I RIDE GOLDHILL REGULARLY ON MY BIKE - QUIETER + LOWER TRAFFIC LOAD THAN PARKS. THE PROBLEM W/ #2 IS SEPARATE PATHS DON'T WORK FOR CYCLISTS — GREAT FOR DOG WALKERS, BABY STROLLERS, ETC, NOT SO MUCH FOR CYCLISTS TRAVELING AT 15 MPH OR GREATER. ALT. 1 PRESERVES THIS ROUTE FOR CYCLISTS + W/ WIDE LANES ON BOTH SIDES, PROVIDES A SPACE FOR WALKERS, ETC THAT CYCLISTS CAN EASILY WORK AROUND. THANKS FOR THIS + OTHER FORUMS. THEY HELP A LOT

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E-MAIL ADDRESS: fm SOOS @ ALASKA.EDU

NAME: FRANK SOOS

MAILING ADDRESS: PO BOX 83657 / FBKS 99708

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COMMENTS: widened shoulders,

Alternative #1 is my preference. I like the way DOT has changed this alternative to minimize tree-clearing. I prefer to keep the buffer zones of trees in place and to keep the current character of the road. Wider shoulders (4' max.) seems sufficient to provide a safer place for bicycles while preserving ~~as many trees as poss~~ most trees.

I hope DOT will keep careful oversight on construction work to ensure that contractors do not get lazy & careless (since it is probably tempting for them to just shove trees out of the way).

My second choice is Alternative #3 — no build. I live on Alpenglow Lane and know this area.

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E-MAIL ADDRESS: —

NAME: Barbara Powell

MAILING ADDRESS: P.O. Box 81254, Fairbanks, AK 99708.

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COMMENTS:

Separated Bike Paths are very undesirable — they are more dangerous and more difficult to maintain compared w/ an attached lane.

We strongly support widened shoulders for bicycles on Gold-hill. 4' shoulder seems too narrow, 6' seems more reasonable.

- Joanna Roth (*)
- Sharon Baker
- Bob Baker

(*) commutes daily on Gold Hill.

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E-MAIL ADDRESS: joanna.sailing@gmail.com

NAME: Joanna Roth

MAILING ADDRESS: PO Box 83342 FRBX 99708

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COMMENTS:

I'm a recent arrival and drive use Gold Hill Rd -> & Henderson Rd <=> UAF 5x week
I see plenty of pedestrians and bikes so I strongly favour an improvement project.
I am against no build although I am unlikely to use the path/shoulder. I'd like the road to be safer for ALL

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E-MAIL ADDRESS: _____

NAME: Flora Grabowska

MAILING ADDRESS: 3110 Judge Arend Ave

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COMMENTS:

Yes! Thank you, All. You're doing a thorough job. I support the preferred option. My children were hit by a car along the road a few years back. I continue to commute - both walking & biking - along the road. I know the need for more space. And I appreciate the concerns of my neighbors who have quality concerns. You've found a win-win. Thanks.

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E-MAIL ADDRESS: sharon_baring@hotmail.com

NAME: Sharon Baring

MAILING ADDRESS: PO Box 84423 99708

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COMMENTS:

I strongly support Alternative 1: Wider Shoulders (Revised) This will improve safety without negatively impacting property owners along Gold Hill Rd or turning our "country lane" into a "speedway".

I strongly oppose Alternative 2; separate Attached bike path, the negative impacts to land owners is too great and safety would not, in my opinion greatly improve due to cars likely driving faster + bike path crossing at driveways.

I would support No build as a 2nd choice

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E-MAIL ADDRESS: twxsca@yahoo.com

NAME: Sharon Alden

MAILING ADDRESS: 159 Knifen Rd 99712

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COMMENTS:

3 Feat of sholdar 3 FT of tree cutting
its a win win. I Suport option #1
& oppose ~~that~~ option # 2
The detatached bike path dosent work
on gold hill Rd

we really opreciate that you listened
to the resedents on goldhill Rd.
Thank you

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E-MAIL ADDRESS: _____

NAME: Sean McGuire

MAILING ADDRESS: 351 Cloudberry Ln FBks 99708

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COMMENTS:

The preferred option, shoulder widening, sounds good.

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E-MAIL ADDRESS: mitchellmitchell@gmail.com

NAME: Will Mitchell / Katie Beutel

MAILING ADDRESS:

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COMMENTS:

I accept the preferred widen shoulders alternative because it has the least impact on the existing area + still provides a safer option for bikers + walkers than currently exists. I do not like the idea of a big seperated path that would have cut down a lot of trees + used a lot of land like on Parks Highway path. Afraid land owners would oppose losing so much property + project would be cancelled. I like the shoulder alternative because it means less trees being cut down. Glad you're trying to find a way to make this a safer biking route.

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E-MAIL ADDRESS: karen.brewster@alaska.edu

NAME: Karen Brewster

MAILING ADDRESS:

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COMMENTS:

We own the Following properties that are adjacent to, or accessed from Goldhill Road:

Hunt Court - Several lots

Goldhill subdivision - Beaters Lane, Alpenglow, Twilight; 2 lots

50+ acre parcel near Ace Lake.

Our preferred alternative is Alternative 1 (one) = Widen Shoulders

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E-MAIL ADDRESS: bKennedy.ak@gmail.com

NAME: Ben Kennedy

MAILING ADDRESS: 2655 Hafele Ave, Fairbanks, AK 99708

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COMMENTS:

I WAnt A SPACE to BIKE

LIZZY CABLE

(age 5)

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E-MAIL ADDRESS: nancyfresco@gmail.com

NAME: Lizzy Cable

MAILING ADDRESS: 93 Roxie Rd 99709

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COMMENTS:

PLEASE CONSIDER THE MANY & NOT JUST THE WELL ORCHESTRATED FEW
— I'VE LIVED ON GOLDHILL SINCE 1979. MOST OF THE YEAR, WHEN PEOPLE GET THEIR MAIL - IT'S DARK
THERE ARE TEN TIMES MORE RESIDENTS NOW THAN WHEN I ARRIVED
THEY NEED ONE OR TWO SHOULDERS
— NOTHING MORE OR LESS.
FORGET OFF ROAD, SNOW COVERED BICYCLE PATHS. PLEASE PROTECT THE NUMEROUS WALKERS, SKIERS BICYCLISTS ETC FORCED TO COMPETE IN THE DARK W TRAFFIC!

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E-MAIL ADDRESS: CARAVANA@GMAIL.COM

NAME: PAOLO GREEE

MAILING ADDRESS: POB70543 FBX AK 99707

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COMMENTS:

Myself & my wife prefer Alternative 1 widen shoulders

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E-MAIL ADDRESS: _____

NAME: Matthew Perry we live at 2525

MAILING ADDRESS: P.O. Box 82954 Fbks. Ak. 99708

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COMMENTS:

Alt #1 is my preferred choice. Please consider heavy duty paint/lines indicating bike lanes. This is a great thing. Gold hill is incredibly dangerous as it currently is for bikers/peds.

Thanks for this opp!

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E-MAIL ADDRESS: l.o@alaska.edu

NAME: Lael + mark Oldmixon

MAILING ADDRESS: 2575 Cresbard

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COMMENTS:

We own property on Hunt Court and on Boaters Lane. Both properties are along the road.

Our property on Boaters Lane will be negatively affected by a bike path due to drainage and permafrost. For example we cut 2-3 trees along the roadside of Boaters Lane and by the time the 3 tree went down it caused the ground to wave. My concern is if DOT cuts trees on the Boaters Lane side the trees falling will cause problem with our house which is up on pillings.

It would be best to place the path on the Hunt Court side as it has been proposed.

I prefer alternative 1: widen shoulders OR No Build

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E-MAIL ADDRESS: —

NAME: Nori Bowman

MAILING ADDRESS: po box 82313, fairbanks, AK 99708

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COMMENTS:

I want no more than the 4' wide path.
Don't want to lose anymore property.

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E-MAIL ADDRESS: _____

NAME: Ida Belle Ford

MAILING ADDRESS: 487 Canary Lor Fairbanks, AK 99709

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COMMENTS:

I am for the minimum 4ft widening.
I would be against anything that took more
property along the road

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E-MAIL ADDRESS: friartuck487@acsalaska.net

NAME: David A. Ford

MAILING ADDRESS: 487 Canary Lane, Fbks 99709

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COMMENTS:

I strongly favor Alternative 1

My experience is that the present configuration causes difficulties in the winter in two ways:

1. A large number of vehicles wind up nose down in the ditch; I believe this results from the narrow road surface and very narrow shoulders.
2. Bicyclists are crowded more and more towards the road center as the winter progresses

Alternative 1 will address both of these problems by providing wider shoulders and a wider plowing swath.

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E-MAIL ADDRESS:

NAME: William Walters

MAILING ADDRESS: 93 Rokie Road, Fairbanks 99709

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COMMENTS:

If VIGILANT monitoring of the ACTUAL tree choice/removal can be implemented on site, every day of the work, I support ~~proposal~~ Alternative #1 (widening shoulders)
I would like to be assured that oversight of the project is "on the ground" with public recourse if rules aren'd being followed regarding which trees get cut (before they are actually cut)
...

TRAFFIC CALMING MEASURES I would like: "Share the road" signage, "Bikers AHEAD" Good traffic paint, Flashing speedlimit signage. These serve to retrain drivers to drive deferentially. Lower speedlimit to 35MPH, without compromising safety.
I support ~~prop~~ ALTERNATIVE #1, if the above is acknowledged because it improves safety ~~but~~

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E-MAIL ADDRESS: SUZILOZO@yahoo.com

NAME: Suzi Lozo

MAILING ADDRESS: PO 62 Ester AK 99725

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COMMENTS:

hey I like the idea to widen the sides
5ft instead of 4ft thanks alot!!
I think 5ft is worth it because it is safer.

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E-MAIL ADDRESS: fishcampwolf@yahoo.com

NAME: Tobin Hugny-Fauv

MAILING ADDRESS: 2682 Goldhill rd

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COMMENTS:

I am a daily user of Goldhill road as a driver, bicycle commuter and walker. I am strongly in favor of the 4' shoulder option and would also support a 5' shoulder option build. I would also strongly support the installation of superior paint to delineate the pedestrian/bike right of way. As a 19 year resident of this road I welcome this safety improvement. Thank you for all your considerations and please complete this project.

Thank You,
Brenda Elmer

*Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment –including your personal identifying information –may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. **Please submit comments by November 4, 2011**

E-MAIL ADDRESS: be2767elmer@gmail.com

NAME: Brenda Elmer

MAILING ADDRESS: 2767 Goldhill Rd. FBKS AK 99709

For further information, please contact Al Beck, P.E., Engineering Manager, at (907) 451-5359, or email: albert.beck@alaska.gov.
To correspond by text telephone (TDD), please call (907) 451-2363.

"Get Alaska Moving through service and infrastructure."

COMMENT SHEET

Gold Hill Road Bike/Pedestrian Facility
TE-0002(238)/63293
Thursday, October 6, 2011 5:00 pm-7:30 pm
UAF Patty Center,
Fairbanks, Alaska

We welcome written input and ideas from the public. Please tell us which alternative you prefer and why. Thank you for taking the time to be involved. (If you need more space please use back side.)

COMMENTS:

Alternative 1 seems the most sensible.
Alternative 2 would be very nice, and
would be my first choice, however.

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E-MAIL ADDRESS: _____

NAME: Carey Myers

MAILING ADDRESS: _____

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COMMENTS:

I would support alt. 1 (4 foot shoulders) if and only if it came with a promise to install the speed indication signs like those installed near UAF (the ones that blink at drivers over the limit). These signs seem highly effective near UAF (you can often see drivers slow down when they see the sign blinking at them). These signs would also give cyclists an easy way to feel certain when they are passed by speeders, and should work well in conjunction with enforcement efforts that result from complaints to the troopers.

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E-MAIL ADDRESS: britton.kerin@gmail.com

NAME: Britton Kerin

MAILING ADDRESS: 232 Henderson Rd., Fairbanks, AK 99709

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COMMENTS:

Please don't do a separated path if it won't be plowed. (Separated path up to Hunt Ct, then back to 4ft shoulder actually sounds like a good idea, provided it's plowed).

I'm hesitant to support a widened shoulder because of the increase in speed that it would cause. Based on my own experience, I think people will increase speed by more than 3 mph (take into account the cleared vegetation, not just increased width). If you go with the widening option, I'd like it not to be more than 4 ft. Also, check into the blinking speed signs again. I think theres evidence that they do help.

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E-MAIL ADDRESS: rarbubarby@gmail.com

NAME: Ruby Baxter

MAILING ADDRESS:

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COMMENTS:

Alternative 1 w/ 4ft Shoulder add 3ft to existing, 1ft already there is preferred. I do have a few questions regarding how it will affect my property & possible draining down to my house.

Thank you for your time, I realize there is alot invested. & we appreciate your consideration of all our comments.

Susan Rice
Wesley Rice

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E-MAIL ADDRESS: frozedrose@yahoo.com

NAME: Wesley & Susan Rice

MAILING ADDRESS: 2752 Goldhill Rd Fairbanks Ak 99709

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COMMENTS:

I LIVE AT EWRAY (129) & GOLD HILL RD. I AM IN FAVOR OF THE 4' WIDING OPTION, THIS WOULD ~~[illegible]~~ HIT ALL THE PROPERTY OWNERS WITH NEW ENTRENCES, WITH MINIMAL IMPACT, FRANKLY ANYONE THAT IS NOT A PROPERTY OWNER CAN CARE LESS ABOUT LOSS OF BEAUTY, OR PROPERTY VALUE! I DO NOT WANT TO LOSE ANY TREES THAT COVER POWER LINES, DO NOT PUT A DETACHED PATH THROUGH MY YARD!!! I ALREADY HAVE 2 POWER-LINE RIGHT OF WAYS, ENOUGHT IS ENOUGHT! AND I DO NOT WANT THE MAIL BOXES STOWED INTO MY YARD, NONE ARE MINE! IF YOU COULD MINIMIZE THAT OR MOVE IT I WOULD APPRECIATE IT! SPEED SIGNS ARE O.K. BUT NO FLASHING LIGHTS PLEASE! MOST PEOPLE DRIVING BY ARE CURIOUS, (THEY DISTRAC) THE ALCAN HWY BY CLEAR CUTTING TO FAR BACK!

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E-MAIL ADDRESS: NANETTE@GCI.NET

NAME: Nanette STEELE (THANK YOU)

MAILING ADDRESS: P.O. Box 83898 FBKS 99708-3898

For further information, please contact Al Beck, P.E., Engineering Manager, at (907) 451-5359, or email: albert.beck@alaska.gov.
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COMMENTS:

If the combination of seperate and attached is used I would like to see the section south of Doc John subdivision be detached on the west side where only the utility right of way is impacted then cross to the other side with the utility. I would prefer the shoulder option the entire length. I would also like to see all mail + paper boxes on the far side of driveways if you travel from Sheep ck to the parks highway.

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E-MAIL ADDRESS: Tom.elmer@gci.net

NAME: Tom Elmer

MAILING ADDRESS: 2767 Goldhill Rd 99709

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COMMENTS:

I would prefer Alternative one. Widening the shoulders would provide a safe area year round for pedestrians and cyclists as well as reducing the number of cars that go off of the road. Although option two is attractive, people do not check bike paths when turning onto the road, it would probably not be maintained in the winter to enable and enhance non-motorized use which forcing cyclist back on the road. There would also be increased noise and traffic from snow machiners which would ruin the peacefulness of the neighborhood. Simple shoulders, even though it would impact more people would serve myself as a year round cyclist more.

No build is the worst option possible for all current and future users.

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E-MAIL ADDRESS: ejw13@hotmail.com

NAME: Elaine Williams

MAILING ADDRESS: PO Box 82084 Fairbanks AK 99708

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COMMENTS:

It seems as if DOT has made a worthy compromise between landownership issues and recreational users. Although I personally would prefer to see a separated pathway with a tree buffer much like the one along sheep creek road. I believe that widening the road to at least 5' on either side would be better than the other options on the table. As a winter biker and summer runner/biker I think that the wider shoulders will make travel on the roadway somewhat safer. This modification will not make me feel better about sending my children on this road. For that we need a sidewalk or

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E-MAIL ADDRESS: hank.stats@gmail.com

NAME: Hank Statsrewich

MAILING ADDRESS: 140 Faulk County Rd, Fbks, 99709

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separated path. which someday I hope
DOT will develop for this heavily populated
area

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Fairbanks, Alaska

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COMMENTS:

I do not live on Gold Hill Road but I use the road as a bicylist and motorist to ~~access~~ visit Freinds and I use it as a bicylist for recreation

I strongly support Alternatives 1 or 2 I also believe that home owners in the area should ~~strongly be~~ be considered and consulted in the design and construction.

Alternative 1 raises questions about speed control - a wider road encourages higher vehicle speed

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E-MAIL ADDRESS: _____

NAME: _____

MAILING ADDRESS: _____

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this presents increased risk of collisions to outgoing traffic. It also increases risk to non-motorized users.

- If alternative 1 is built- ~~built~~ Needs more speed limit signs, needs "shared roadway - designated bicycle route" signs

From:	Paolo Greer
To:	Beck, Albert M L (DOT)
Cc:	Baxter, Jay A (DOT)
Subject:	An unsafe road ...
Date:	Tuesday, October 18, 2011 3:43:52 PM
Attachments:	Gold Hill pop. change 1966-2010.jpg

Dear Al Beck & Jay Baxter,

I have lived just off Gold Hill Road since 1979.

When I drove to the UAF before dawn yesterday, the road was unusually crowded.

Perhaps, folks were late from scraping the new snow and ice off their windows.

Our shoulder-less thoroughfare was as slippery as it has been since last Winter.

Suddenly, I saw a man, defiantly walking in the traffic lane with his back to the cars that were barely inches away.

He was wearing dark clothes and had no lights.

If I'd not swerved, I would have clipped him with my mirror.

My car fishtailed back and forth before I got it under control.

Had a car been coming from the other direction at that time, we probably would have been the latest casualties of our antiquated Gold Hill road design.

During the darker months, most residents check their mail after work or school, after the sun has gone down. As the price of fuel has continue to rise, more pedestrians and bicyclers have been using Gold Hill Road.

The people collecting their mail, walkers, bikers, skiers, et cetera, are in danger when they must share a slick, narrow pavement with two-way traffic in what is often poor visibility.

It is a risk that should have been taken care of years ago.

I do not think we need a separate bike path, one that is snowed under most of the year.

What is essential, however, is at least one shoulder for safety.

Hopefully, you can resolve this problem, sooner than later.

Thanks for your attention and consideration,

Paolo Greer

P.S. Attached are two photos. One was taken in 1966, when Gold Hill was still outlying. The other is from 2010, showing a population increase of maybe a hundred fold. - The road of course, hasn't changed much at all.

RECEIVED
OCT 1 1 2011
PD&E SECTION
DOT&PF

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

October 6, 2011

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 Al,

Thank you so much for an easy to understand and very thorough explanation of the current Gold Hill Road project alternatives at the October 6, 2011 Public Open House. We appreciate the time you spent answering my many questions over the months and in meeting with concerned Gold Hill Road residents. We feel Gold Hill Road residents are very lucky to have you assigned to our project.

As you know, we own property along Gold Hill Road at the above address. Our property does not abut the road.

My husband and I are **in favor of "Alternative 1: Widen Shoulders,"** and feel the four-foot shoulder will be adequate for safety requirements while not changing the nature of our road or creating hardship for property owners.

We are against "Alternative 2: Attached and Separated Segments" and do not want that option constructed. We are also against adding extra width to the "Widen Shoulder" option. The vast majority of residents owning property along Gold Hill Road do not want any more than a four-foot shoulder and to construct such would impact privacy, land values, and the future stability of ownership along Gold Hill Road, in addition to not providing any more demonstrated safety for pedestrians and bicyclists. Should either of these latter two situations occur, please change our vote to "no build."

As you may have guessed from working with Gold Hill Road residents, we do not like surprises. As the project continues through its phases, I would like to be able to update those of us along the road. We will have an organized group of concerned Gold Hill Road residents to follow the project and provide information (only) back to those along the road who request it. We'd like to be given a review and some residents may want to comment on the final design (unless another public comment period is planned for that purpose) and to establish a relationship with the DOT construction engineer assigned to our project when the time comes. The list of questions going forward will likely be long and we look forward to a smooth relationship with DOT and the future construction contractor.

Since this project came to the attention of Gold Hill Road residents, there has been a proliferation of fluorescent yellow and lime green safety jackets on pedestrians and bicycle riders, and drivers seem more careful of pedestrians and have slowed down. We think a combination of the four-foot shoulder option and continued safety awareness will go a long way to making Gold Hill Road both a safe and beautiful road to enjoy.

Thanks again for listening to our public comments. We appreciate all you've done and will continue to do to offer Gold Hill Road residents what they ask for.

Sincerely,

Laura Berkowitz

Jan Julian

COMMENT SHEET

Gold Hill Road Bike/Pedestrian Facility
TE-0002(238)/63293
Thursday, October 6, 2011 5:00 pm-7:30 pm
UAF Patty Center,
Fairbanks, Alaska

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We welcome written input and ideas from the public. Please tell us which alternative you prefer and why. Thank you for taking the time to be involved. (If you need more space please use back side.)

COMMENTS:

I feel the alternative of widening the roads shoulders (Alternative 1) is probably the most practical solution, considering both land owner and eventual necessary improvements. If more property, such as up from the foot of Goldhill from Sheep creek rd., were used (widened to accomadate the brunt of Goldhill foot and bicycle traffic) and it was acceptable to both owners and residents in that area, I would not oppose it. This is the area that sees more residential pedestrian and non moterized traffic. Other than that short streach of uninhabited land, I tend to agree with the generally widened shoulder solution. Thankyou for your attention to this.

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E-MAIL ADDRESS: bgrunditz@aol.com

NAME: Bob Grunditz

MAILING ADDRESS:

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To correspond by text telephone (TDD), please call (907) 451-2363.

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From: Beck, Albert M L (DOT)
To: Craig B. Partyka
Cc: Baxter, Jay A (DOT)
Subject: RE: Gold Hill Rd. Bike Path
Date: Friday, October 07, 2011 11:03:30 AM

Thank you for your comments.

A new project has been started called Old Nenana/Ester Hill Rehabilitation. I am the assigned project manager. We are just starting to collect information about the project and the existing road condition. We are working towards going out for public comment late winter or early spring of 2012.

Al

From: Craig B. Partyka [mailto:craigp@alaskalaw.com]
Sent: Tuesday, October 04, 2011 11:23 AM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Rd. Bike Path

Dear Mr. Beck:

I strongly support a bike path along Gold Hill Rd. A full path, not just a 4 ft. shoulder, would best meet the needs of the community. Safety is best achieved by keeping bikers away from traffic. The new Parks Hwy bike path is an excellent example and a great contribution to our community.

I live on Old Nenana Hwy. – one mile up. We also need a bike path on the Old Nenana – at least up to Vista Way – 3 miles up. My children would have far more freedom to ride their bikes in the summer if Old Nenana had a bike path. Hopefully, in the future this can become a reality.

In the meantime, we would all enjoy biking to our many friends who live off of Gold Hill Rd., should a full path be built there.

Thank you.

Craig Partyka
670 Garner Drive
Ester

October 9, 2011

Re: Gold Hill Road Bicycle & Pedestrian Facility

Dear Mr. Al Beck, P.E.

It is in our opinion that the Gold Hill Road should be upgraded. The use of Gold Hill Road has increased by all modes of transportation and D.O.T.'s Alternative 1 Widening Shoulder: New Cut Typical and New Fill Typical would serve the community's needs the best. We think and would support a 5' shoulder rather than the 4' shoulder option that D.O.T. has provided in Alternative1 (preferred): Widen Shoulder.

This up grade will help make the road safer now and for the future.

We are "**in favor**" of Alternative1 (Preferred): Widening Shoulder

We "**do not want**" the "detached path."

Respectfully yours,

William Marcos
2641 Doc John Drive
Fairbanks, AK 99709
William Marcos

Deborah Marcos
2641 Doc John Drive
Fairbanks, AK 99709
Debrah Marcos

Jake Marcos
2641 Doc John Drive
Fairbanks, AK 99709

Nicholas Marcos
2641 Doc John Drive
Fairbanks, AK 99709

From: Beck, Albert M L (DOT)
To: Baxter, Jay A (DOT)
Subject: FW: Bicycle/Pedestrian Paths
Date: Monday, October 10, 2011 7:32:19 AM

From: Willy and Francie Cork [mailto:thecorks@gci.net]
Sent: Friday, October 07, 2011 3:14 PM
To: Beck, Albert M L (DOT)
Subject: Re: Bicycle/Pedestrian Paths

Thank you, Al. I stand corrected and really appreciate your getting back to me so quickly. I guess I misunderstood the timeline for something this large and hope you won't hold this against me! Now, when I hear conversations along the line of "when the heck is DOT going to get this job done," I'll be able to explain to them that the project is still "in the works." Have a wonderful weekend.....Francie Cork

> ----- Original Message -----
> **From:** Beck, Albert M L (DOT)
> **To:** Willy and Francie Cork
> **Cc:** Baxter, Jay A (DOT)
> **Sent:** Friday, October 07, 2011 2:52 PM
> **Subject:** RE: Bicycle/Pedestrian Paths
>
> Francie,
>
> Yes, I am the project manager for the North Pole Interchange Pedestrian Facilities project, and that project is still on schedule. The project proposes to construct a sidewalk along St. Nicholas Drive from Dawson Interchange to Santa Claus Lane. At my last open house for this project, Dec. 16th, 2010 at the North Pole City Hall, I shared that the project, if selected for a build alternative, would likely be constructed in 2014. The good news we are moving forward we except construction to start in 2014. Why so long? We have to purchase more right-of-way in order to fit in the improvements.
>
> Al
>
> ---
>
> **From:** Willy and Francie Cork [mailto:thecorks@gci.net]
> **Sent:** Friday, October 07, 2011 2:20 PM
> **To:** Beck, Albert M L (DOT)
> **Subject:** Bicycle/Pedestrian Paths
> **Importance:** High
>
> I noted, with interest, the rather large Open House you held yesterday, October 6 at the UAF Patty Center, concerning the Gold Hill Road Bicycle and Pedestrian Facility.
>
> If memory serves me correctly, you held a similar event in Council Chambers out here in North Pole, a few summers ago, when we were told our bike path would be continued east along 5th to St. Nicholas Drive and south on St. Nicholas Drive to Buzby.
>
> My question is this: why develop plans and spend money on studies when older projects go uncompleted? Did you forget about us? Are we not as important as those who dwell north of town?

To be fair, I have not contact anyone from North Pole City Hall. Could be you've addressed this before or have provided a reasonable explaination for not finishing what you promised out here.

I'd be very interested in hearing what you have to say on this topic and appreciate your time.

Francie Cork
488-1973
thecorks@gci.net

From: Beck, Albert M L (DOT)
To: Baxter, Jay A (DOT)
Subject: FW: Gold Hill Public Comments
Date: Tuesday, November 01, 2011 9:41:19 AM

Jay - I forgot to cc you.

-----Original Message-----
From: Beck, Albert M L (DOT)
Sent: Tuesday, November 01, 2011 9:37 AM
To: 'nancy fresco'
Subject: RE: Gold Hill Public Comments

Nancy,

Thank you for your comments.

Al

-----Original Message-----
From: nancy fresco [mailto:nancyfresco@gmail.com]
Sent: Monday, October 31, 2011 10:06 AM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Public Comments

October 31, 2011

Al Beck, PE
Engineering Manager, DOT&PF
2301 Peger Rd
Fairbanks AK 99709-5316
(907) 451-5359
albert.beck@alaska.gov

Dear Mr. Beck,

Thank you so much for all your hard work, and for offering the public this additional opportunity to weigh in on the proposed Gold Hill Road Bicycle/Pedestrian Facility (Project No. TE-0002(238)/63293). I attended the public meeting earlier this month, and have perused the information available on the DOT website. I am very impressed by the preferred alternative, Alternative #1, which proposes widening the shoulders of Gold Hill Road by approximately four feet on each side, with minimal tree clearing. I feel that this alternative meets the needs and desires of almost all road users, land owners, and other concerned citizens. It would allow for much safer travel for those who walk, run, or ride bikes in all seasons, while not compromising the character of the road or the property of those whose land abuts it.

I travel the first mile of Gold Hill Road from the Sheep Creek end to Roxie Road at least twice daily, in every season, usually with my small children in a bike trailer or jog stroller or riding behind me on a tag-along (third wheel) bike. In the summer months, I also regularly run and bike the full length of the road, from Sheep Creek to Ester, en route to Ester Park. I wear highly visible clothing and multiple lights and reflectors, and I find that most drivers are very respectful and cautious. However, the road is currently so narrow

that drivers must cross into the opposite lane to allow me adequate space. If traffic is coming in both directions at once, a driver sometimes has to come to a complete stop. Clearly, this is not ideal from the perspective of safety, convenience, or efficiency.

With the number of residences along Gold Hill increasing, far more vehicles are on the road, as compared to a decade ago. Increasing populations, rising gas prices, and new interest in winter biking have also greatly increased the all-season non-motorized traffic on the road, based on my observations over the last twelve years. While some individuals have voiced valid concerns that a wider road would encourage drivers to break the speed limit more egregiously, I feel that the slight increase in risk from such behavior would be minimal compared to the safety benefits of a wider road.

I believe the proposed project would have benefits even to those who never travel by foot of bike, as well as to non-motorized users. Not only would drivers be safer if not forced to cross lanes to avoid bikes, dog-walkers, and strollers, but they would also benefit from the increased shoulder width when conditions are slippery or when moose browse along the road. Current conditions allow very little room for error and very limited visibility. I have seen dead dogs, cats, and moose along Gold Hill in the past decade, and I have seen numerous cars in the ditches. The proposed leveling of “landing zones” that connect driveways and side roads to Gold Hill would provide an additional benefit; I have seen far too many drivers avoid stopping in order to maintain momentum on steep icy surfaces.

Once again, thank you so much for listening so carefully to the public, and for responding so thoughtfully to the multiple demands of a diverse population. I feel that the preferred alternative offers an excellent compromise, and I hope it can move forward as soon as possible. If there is any way that I can help make this happen, please don’t hesitate to let me know.

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

From:	Beck, Albert M L (DOT)
To:	Baxter, Jay A (DOT)
Subject:	FW: Gold Hill Road Bicycle/Pedestrian Facility Project No. TE-0002(238)/63293
Date:	Thursday, November 03, 2011 1:58:07 PM

From: Beck, Albert M L (DOT)
Sent: Tuesday, November 01, 2011 3:28 PM
To: 'Liz Kerin'; Commissioner, DOT (DOT sponsored)
Cc: Titus, James Stephen (DOT); Brown, Janet L (DOT); Hooper, Barry L (DOT)
Subject: RE: Gold Hill Road Bicycle/Pedestrian Facility Project No. TE-0002(238)/63293

Elizabeth,

Thank you for your comments and we will consider them. I have heard similar concerns from property owner in the area. Shared use of a roadway, bicycles and pedestrians using the shoulder, is usually preferably to paths because the accident rates are usually lower. The proposed shoulder widening from 1-foot to 4-foot is the minimum width to accommodate the scope of the project (using our State standards), and has nothing to do with qualifying "for federal highway funding." A 5-foot shoulder is a desirable width, which I have received some public support for.

I don't remember stating "traffic calming is not used on any connector road in Fairbanks." I do remember saying speed humps are not appropriate for collector streets (Gold Hill Road is classified as an urban collector) and there are none installed on collector streets in Fairbanks, or the State that I'm aware of. Speed humps are more appropriate on roadway classified as "local street" or parking lots. For example, the roadways in the Shannon Park neighborhood are local streets.

At the public open house I mentioned that our evidence shows by adding three additional feet we can expect an increase in drivers speed by 3 miles an hour, regardless of the posted speed limit. In fact, if 5-foot shoulders were constructed we could expect the same speed increase, 3 miles an hour.

Speed limits are based on the 85th percentile speed. This means if speeds are measured on any section of road, 85% of the motorists will be driving at or below the 85% percentile speed. This speed is determined by conducting a speed study and measuring the free flowing speed of vehicles traveling the roadway. Speed studies almost invariably show that the major of drivers (70%) will be closely grouped within 5 mph of the average speed, either 5 mph higher or 5 mph lower. Speed studies also show that 15% of motorists will drive unreasonably slow, well below the average speed. Therefore 70% (reasonable majority) + 15% (slow drivers) = 85% percentile speed. Artificially reducing the speed limit with advisory speed signs will not reduce the speed of traveling motorists. If reasonable drivers see an unreasonably low speed limit without seeing a need to drive that slowly, they tend to ignore the signs.

We plan to keep the posted speed limit at 40 mph if the shoulder widening alternative is built. If you would still like to request a reduced speed limit in this area, either the Borough Mayor or the State Troopers would need to formally request an investigation. Note however, an investigation may yield the 85th percentile speed is higher than the current posted speed and speed limits could be raised.

Next month I plan on updating the project's website with our status.

Al

From: Liz Kerin [mailto:lizkerin@hotmail.com]
Sent: Saturday, October 29, 2011 6:58 PM
To: Commissioner, DOT (DOT sponsored); Beck, Albert M L (DOT)
Subject: Gold Hill Road Bicycle/Pedestrian Facility Project No. TE-0002(238)/63293

Dear Sirs:

I am writing regarding the Gold Hill Road Bicycle/Pedestrian Facility Project No. TE-0002(238)/63293. I appreciate the opportunity to provide feedback on this proposed project. I grew up off Gold Hill Road and currently rent a cabin off the Sheep Creek end of Gold Hill Road. I also own property off Gold Hill Road and plan to build next summer. I have biked and driven this road for years and I hope to continue to do so safely for a long time. I am concerned that the proposed widening of the Gold Hill Road shoulders will not protect the safety of non-motorized road users, and will actually contribute to the likelihood of a serious accident by encouraging speeding along the road. Furthermore, this project has been proposed without the aid of a formal traffic study and does not address the unique pattern of traffic along the end of the road connecting with Sheep Creek Road.

I am afraid that adding four foot wide shoulders to Gold Hill Road will provide the worst of both worlds for anyone who needs to bike or walk along this road. The wider road will encourage drivers to speed, but the shoulders will not be wide enough to provide physical separation to protect non-motorized road users from cars. It is my understanding that the proposed four foot wide shoulders are the absolute minimum width needed for this project to qualify for federal highway funding. Requiring non-motorized users to share such a constricted space with high speed traffic is not safe, especially with the less than ideal driving conditions we often have here in Fairbanks.

I am aware that residents along Gold Hill Road are concerned about the aesthetic impact of a separated path along the road, and that the four foot wide shoulder was proposed a means to mitigate these concerns. However, I feel that DOT could be responsive to these concerns and still do more to protect the safety of walkers and bikers. In particular, DOT needs to focus on the section of Gold Hill Road between Sheep Creek and Faulk County Road. This area has many driveways and side streets and there are NO alternative routes for anyone living on this section of the road – including the many UAF students who rent cabins in the area and frequently commute by foot or on bikes.

In this area, DOT should implement traffic calming to provide safety for non-motorized road users. I strongly support a speed limit of 30 miles per hour and speed humps along Gold Hill Road between Sheep Creek Road and Faulk County Road. During the most recent public hearing, Mr. Beck stated that traffic calming is not used on any connector road in Fairbanks. Yet I see speed humps and traffic circles used in many areas of town to good effect. I see no reason to scrap traffic calming along Gold Hill Road when safety is a known concern and many residents along the road have asked for slower speeds and a quiet country road feel. Speed humps and a 10 mile per hour speed reduction would minimize aesthetic effects by allowing for the proposed narrow shoulder and minimal clearing. At the same time, these changes would greatly improve the safety of cyclists and pedestrians. An article published in the September 3rd, 2011 edition of The Economist reports that a pedestrian hit by a car moving 40 mph has an 85% chance of dying; a relatively small speed reduction of 10 miles

per hour drops this risk almost by half to 45%. Slower speeds would also prevent accidents in the first place by giving drivers more reaction time to avoid hitting walkers and bikers. The effect on commuters would be minimal, as a 30 mph speed limit on this section of road would add less than a minute to the time needed to travel the road. **I strongly support a speed limit of 30 miles per hour and speed humps along Gold Hill Road between Sheep Creek Road and Faulk County Road.**

If traffic calming is not used along Gold Hill Road, I would at least like to see an effort made to provide a separated path wherever possible to protect walkers and bikers. During the most recent public hearing, Mr. Beck suggested that it may be possible to provide a separated path on the south side of Gold Hill Road between Sheep Creek Road and Hunt Court. This particular area has high traffic volume and visibility is often extremely poor at commuter times due to the angle of the sun. A separated path would be a real safety improvement along this section of the road. Therefore, if traffic calming is not used on Gold Hill Road, **I strongly support a separated path along Gold Hill Road between Sheep Creek Road and Hunt Court.**

Thank you for allowing me to comment on this proposed project. I look forward to seeing DOT's solutions to provide for the safety of the public along this stretch of road I use so frequently.

Elizabeth Kerin

From: Beck, Albert M L (DOT)
To: Baxter, Jay A (DOT)
Subject: FW: Gold Hill Road Project Comment
Date: Thursday, November 03, 2011 7:40:34 AM

From: Margaret Eagleton [mailto:meagleto@gmail.com]
Sent: Thursday, November 03, 2011 6:05 AM
To: Beck, Albert M L (DOT)
Subject: Re: Gold Hill Road Project Comment

Sounds great.

Thanks,
Margaret

On Wed, Nov 2, 2011 at 1:11 PM, Beck, Albert M L (DOT) <albert.beck@alaska.gov> wrote:
Margaret,

Thank you for your comments. If the project goes forward we will improve the mail box location, we'll look into using the better paint, install the nicer pavement surface (not chip seal), as well as protecting the trees that don't need to be removed.

Al

From: Margaret Eagleton [mailto:meagleto@gmail.com]
Sent: Wednesday, November 02, 2011 1:00 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Project Comment

Hi Al,

Thanks again for your efforts on this project.

I have attached Word document comment as well as doing text here.

Thank you,
Margaret Eagleton

Margaret Eagleton
93 Roxie Rd.
Fairbanks, AK 99709
479-3535
meagleto@gmail.com

Public Comment on Gold Hill Bike and Pedestrian Facility

[Before I begin, I would like to say “Thank you” for listening to the comments in the first public comment period and revising the scope of the project. I have been discouraged by many public comment experiences where the majority of concerns are often ignored or glossed over. I now have renewed faith in at least the DOT public comment process, so many thanks.]

I live off of Gold Hill Road on Roxie Road. As both a bicyclist and a motorist along Gold Hill, I see the need to widen the road for the safety of all users. I much prefer the wider shoulder option (Alternative 1) to a detached path option (Alternative 2) for several reasons.

While I happen to choose to use the Sheep Creek path and similar detached paths, I have noticed that many bicyclists do not, which would increase the frustration of drivers, who do not realize the difficulty of riding on a detached path with driveway crossings. (Even I, on rare occasions, when I have been pressed for time, have chosen to ride along Sheep Creek and Ballaine instead of using the paths.) Drivers frustrated with bicyclists could pose a danger to all, when they pass the bicyclists with mild road-rage.

Another concern is the maintenance of the detached path. When it degrades it is unpleasant to ride on it with root-heaves and whatnot, and most bicyclists will end up on the roadway eventually anyway. And, because the soils in parts along the road are permafrost and the paths are not constructed to as high a level as a road, it seems likely that the path would degrade in sections quite rapidly.

Winter poses yet another reason for preferring the widened road over the detached path. A path that is not plowed will not be used by many bicyclists in the winter, when the dangers are higher for all concerned. Assuming the wider shoulder is plowed, Alternative 1 would be much safer for everyone.

Another safety concern is the use of four-wheelers and snow machines on a detached path. I regularly see the new path along the Parks Highway being used by these motorized vehicles, and it is unnerving at best and disastrous at worst, with at least one fatality or debilitating accident in our community in years past on the Johansen bike path.

While I live off of Gold Hill, my life partner of 17 years owns property directly on Gold Hill Road at 2667 and 2649. Thus, this increases my concern for the privacy screening with the existing stand of trees. Assuming Alternative 1 does not impact the majority of the trees along his property, I much prefer that option.

As a summer bicycle commuter, I particularly appreciate the aesthetics of our small, tree-lined road. Bicycling also heightens my awareness of the vegetation along the road, and as such I appreciate the attempts to minimize invasive weeds. (Though, if those measures were taken on the Park Highway, they aren’t very effective, as there are big mats of vetch in stretches.) That said, if there is a fun, progressive program to reintroduce the existing vegetation, particularly the fireweed and roses, I would love to see it implemented on this project. Or, if there is an opportunity to partner with a program at the University along these lines, that would be great.

During the open house, the issue of paint was mentioned. If it is possible to fund the better, longer lasting, set into grooves, reflective paint, that would be much appreciated (though in reality, in winter it might be covered in snowpack anyway).

Mailboxes were also mentioned in regards to their placement. I agree with the commenter that if they were to the right as one exits a driveway, they would be safer. Though, I suspect that with a wider shoulder, the visibility will be much better. It is an interesting point that if they were to the right they would block the visibility of cars that are further out in the road giving one an opportunity to correct for their unseen existence better than those on the left with the lane right there.

A small detail that I have not mentioned before is the quality of the road surface. Gold Hill has had a chip seal top added to what was smooth pavement. In the small sections of the road where the old surface pokes out underneath on the shoulder, I much prefer its surface to the chip seal as a bicyclist. It requires notably less energy to bike along the smoother surface. This gets me thinking that there is probably a theoretical benefit to cars, as well, in increased gas mileage. Anyway, a smoother surface on the shoulder at least, would be much appreciated.

And, lastly, another detail that would be nice to have done for this project, would be to have the “edge of project” demarcation fencing put up. That is to say the black fabric fencing that shows the contractors where not to cross, so that we don’t have “collateral damage” to the trees and brush that we are so wanting preserved.

Once again, thank you for going back to the drawing board on this project.

Respectfully submitted,

Margaret W. Eagleton

From:	Beck, Albert M L (DOT)
To:	Baxter, Jay A (DOT)
Subject:	FW: Gold Hill Road Project Comments
Date:	Thursday, October 20, 2011 1:00:21 PM

From: Lee [mailto:leeinak@gmail.com]
Sent: Thursday, October 20, 2011 12:42 PM
To: Beck, Albert M L (DOT)
Subject: Re: Gold Hill Road Project Comments

that is GREAT news! Thanks so much for the info.

Lee

On Thu, Oct 20, 2011 at 8:10 AM, Beck, Albert M L (DOT) <albert.beck@alaska.gov> wrote:
Lee,

Just listened to your voice mail. The proposed surfacing is hot mix asphalt – not chips. It should be a great smooth surface for the cyclist. Have a great day.

Al

From: Beck, Albert M L (DOT)
To: Baxter, Jay A (DOT)
Subject: FW: Goldhill Road Preferred Alternative
Date: Wednesday, December 07, 2011 1:25:36 PM

-----Original Message-----
From: Beck, Albert M L (DOT)
Sent: Wednesday, December 07, 2011 1:23 PM
To: 'Sophie Gilbert'
Subject: RE: Goldhill Road Preferred Alternative

Sophie,

Thank you for your comments. I apologize for taking so much time to respond to your email. I just stumbled upon it by chance - for some reason it did not arrive in my in-box.

Al

-----Original Message-----
From: Sophie Gilbert [mailto:slgilbert@alaska.edu]
Sent: Tuesday, October 11, 2011 9:31 AM
To: Beck, Albert M L (DOT)
Subject: Goldhill Road Preferred Alternative

Hello Mr. Beck,

Thanks for giving us the opportunity to provide input into this process. My preference is for Alternative #1, as it both improves biking, running, and walking safety, and retains the wonderful feel and character of Golhill Road- truly among the most scenic in-town roads in Fairbanks. Thanks for your time.

Sincerely,

Sophie Gilbert

2632 Lucky Law Court
Fairbanks, AK, 99709

From: Beck, Albert M L (DOT)
To: Baxter, Jay A (DOT)
Subject: FW: Modification to Gold Hill Road
Date: Monday, October 10, 2011 7:41:46 AM

Forgot to cc you

From: Beck, Albert M L (DOT)
Sent: Monday, October 10, 2011 7:37 AM
To: 'Kay Lawson'
Subject: RE: Modification to Gold Hill Road

Kathleen,

Thank you for your comments.

Al

From: Kay Lawson [mailto:windlessbight@gmail.com]
Sent: Sunday, October 09, 2011 3:41 PM
To: Beck, Albert M L (DOT)
Cc: Laura Berkowitz
Subject: Modification to Gold Hill Road

Dear Mr Beck,

As a long time resident of land north of Old Nenana Road, which was renamed as Gold Hill Road in the early '80s.
I would like to voice my support for the proposed modification to be:

"Alternative 1: Widen Shoulders" which creates a 4-foot total shoulder on each side of the road and preserves our current ditching and trees."

My main concern is that the well established roadbed be preserved as much as possible. This has been a wonderful
stable road for may dacades. I remember riding out to the Ester tailing piles as a young child over the road. When
I purchased my land from USSR&M (Alaska Gold) there were few of us out there, and the Fairbanks to Nenana
road had recently been rerouted down through the old tailings below the hydraliced hill side. There was a short time when
John Yubank tried to cut off access along the road by digging a ditch across it in front of his place. He lived on the
lower end of the road and did have some drainage issues. Other than the soft spots in spring on the eastern end of the road,
it has been very stable. Perhaps this is due to the shading of the road edge that is provided by the trees.

Thank you for your efforts in listening to the area residents, and in coming up with what appears to be a reasonable solution

to the problem.

Sincerely,
Kathleen M Lawson

COMMENT SHEET

Gold Hill Road Bike/Pedestrian Facility
TE-0002(238)/63293
Thursday, October 6, 2011 5:00 pm-7:30 pm
UAF Patty Center,
Fairbanks, Alaska

RECEIVED
NOV 2 2011
PDC E SECTION

We welcome written input and ideas from the public. Please tell us which alternative you prefer and why. Thank you for taking the time to be involved. (If you need more space please use back side.)

COMMENTS:

The four foot shoulder extension to existing Goldhill Rd for the purpose of pedestrian and bicycle facility is a needed improvement to allow safer passage of vehicles and pedestrians. This applies to mail box useres and pedestrians crossing the road. The four foot shoulder extension will hold vegetation growth further out than presently and will be accessible for snow removal. The four foot extension is a good alternative plan.

*Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment –including your personal identifying information –may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. **Please submit comments by November 4, 2011**

E-MAIL ADDRESS: _____

NAME: John Hillig

MAILING ADDRESS: [redacted] 188 Shirley Sunkist, FBKS AK 99709

For further information, please contact Al Beck, P.E., Engineering Manager, at (907) 451-5359, or email: albert.beck@alaska.gov.
To correspond by text telephone (TDD), please call (907) 451-2363.

"Get Alaska Moving through service and infrastructure."

COMMENT SHEET

Gold Hill Road Bike/Pedestrian Facility
TE-0002(238)/63293
Thursday, October 6, 2011 5:00 pm-7:30 pm
UAF Patty Center,
Fairbanks, Alaska

RECEIVED
OCT 21 2011
PD&E SECTION
DOT&PF

We welcome written input and ideas from the public. Please tell us which alternative you prefer and why. Thank you for taking the time to be involved. (If you need more space please use back side.)

COMMENTS:

FBKS ALASKA 10-7-11

I WAS AT your Meeting AT The PATTY 10-6-11 AND AGREE WITH ALTERNATIVE (1) ON ~~[illegible]~~ Adding width TO The Gold Hill Rd.

You Should Add AT Least 5 FT BETTER yet 6 FT. — 4 FT is NOT going TO Handle ~~[illegible]~~ Bycicle — FOOT TRAFIC — CROSS Country SKIER — DOG WALKER — ect when They Meeting ON The Shoulders — Some one is going TO HAVE TO MOVE ON TO THE ROAD RIGHT OF WAY — SNO MACHINES + 4 WHELLERS ALSO ~~[illegible]~~ USE this ROAD — ALSO MOOSE — SAFTY is THE FIRST PRIORITY

JOHN ERICKSON - Resident Gold Hill

*Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment –including your personal identifying information –may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. **Please submit comments by November 4, 2011**

E-MAIL ADDRESS: _____

NAME: JOHN ERICKSON 2627 DOC JOHN DR.

MAILING ADDRESS: P.O. BOX 81372 FBKS AK

ZIP 99708

For further information, please contact Al Beck, P.E., Engineering Manager, at (907) 451-5359, or email: albert.beck@alaska.gov.
To correspond by text telephone (TDD), please call (907) 451-2363.

"Get Alaska Moving through service and infrastructure."

Get the Road wide enough the First time and you won't have to come Back in later years and widen it agin

It's More cost wise to do it Right the first time

Also a 6 ft shoulder would Provide enough Room for a car to get off the Road far enough for a Tire change

From: Beck, Albert M L (DOT)
To: John Lyle
Cc: Baxter, Jay A (DOT)
Subject: RE: Gold Hill Bike Path
Date: Thursday, September 29, 2011 11:21:50 AM

Thank you for your comments.

From: John Lyle [mailto:kanakaukoa@gmail.com]
Sent: Thursday, September 29, 2011 10:51 AM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Bike Path

Dear Mr. Beck,
I'm not able to make the upcoming meeting but wanted to provide additional comment to that which I submitted several months ago on the subject of a Gold Hill Road bike path. While not opposed to bike paths/trails, I think the best solution would be to increase the width of the road 4-6 feet on both sides of the road. I would not be opposed to a separate path/trail as well, but this would be far more expensive. I'm not in favor of a no-build option as this road is extremely dangerous. I've commuted by bicycle on this road every day of the year for over 20 years and can attest to the danger present, even in dry conditions. If there were ways to reduce vehicle speeds on this road, I'd be totally in favor of that was well, seeing as how fast many motorists drive. It's a terribly dangerous stretch and I'm just amazed more people haven't been killed on that road. Thanks for your time.
Sincerely,
John Lyle
Box 83715
Fairbanks AK
99708

RECEIVED
OCT 1 1 201
PD&E SECTION
DOT&PF

October 8th, 2011
PO Box 82924
Fairbanks, AK 99708

Al Beck
Engineering Manager
Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709

Dear Mr. Beck:

I am writing to strongly encourage you and the Department of Transportation to adopt the Alternative 1 (Preferred) option in regards to the proposed Goldhill Road upgrade project. I attended the open house at the Patty Center on October 6th, and I believe you and your department have come up with a plan that takes in to account the needs of the residents of Goldhill Road as well as those of the community in general.

I further wish to strongly encourage you to make the widened shoulders of Goldhill Road to be at least five feet instead of the four foot minimum as expressed in the project specs. I believe that this extra width will make for a safer roadway for cyclists, pedestrians, and drivers on Goldhill Road.

I also would like to thank you for your presentation on October 6th and for your willingness to listen to listen to and consider the concerns, questions, and issues presented by the residents of Goldhill Road.

Sincerely

Liam Wescott

Liam Wescott

From: Beck, Albert M L (DOT)
To: Margaret Eagleton
Cc: Baxter, Jay A (DOT)
Subject: RE: Gold Hill Road Project Comment
Date: Wednesday, November 02, 2011 1:15:13 PM

Margaret,

Thank you for your comments. If the project goes forward we will improve the mail box location, we'll look into using the better paint, install the nicer pavement surface (not chip seal), as well as protecting the trees that don't need to be removed.

Al

From: Margaret Eagleton [mailto:meagleto@gmail.com]
Sent: Wednesday, November 02, 2011 1:00 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Project Comment

Hi Al,

Thanks again for your efforts on this project.

I have attached Word document comment as well as doing text here.

Thank you,
Margaret Eagleton

Margaret Eagleton
93 Roxie Rd.
Fairbanks, AK 99709
479-3535
meagleto@gmail.com

Public Comment on Gold Hill Bike and Pedestrian Facility

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noticed that many bicyclists do not, which would increase the frustration of drivers, who do not realize the difficulty of riding on a detached path with driveway crossings. (Even I, on rare occasions, when I have been pressed for time, have chosen to ride along Sheep Creek and Ballaine instead of using the paths.) Drivers frustrated with bicyclists could pose a danger to all, when they pass the bicyclists with mild road-rage.

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Once again, thank you for going back to the drawing board on this project.

Respectfully submitted,

Margaret W. Eagleton

Many of my best friends live on Gold hill road. I am usually on my bicycle when I go to visit them, and I'm always very cautious when I peddle up Gold hill road. There is barely any room to pull over so that traffic could go by easily. Many times people pull way over into the other lane, or they slow down ~~and~~ till oncoming traffic has passed by before they go by me on my bicycle.

Last summer my ride down Gold hill road was exasperated by motorist shouting fowl language at me as I stayed to the very edge of the road tring to keep controll of my bicycle. I have ridden my bicycle on Gold hill road since the early eighties and motorist has always given me the right of way. Its only recent that I have heard and seen people "joy riding" on a streatch of road where people like to walk, run, ride their bicycle or even take a detour from the busy Parks high way on their way home.

As Fairbanks grows and the branching roads become a little busier its still good to feel safe as we use our roads. I think that everyone who travell up and down Gold hill road would feel a lot safer if there was a four foot shoulder on both side of the road.

Mosa Mohammed

FAIRBANKS, AK 99701
PM
14 OCT
2011

Department of Transportation
Attn: Albert Beck
2301 Peger Rd.
Fairbanks, AK
99709

9970985399

From:	Beck, Albert M L (DOT)
To:	Paul Gentemann
Cc:	Baxter, Jay A (DOT)
Subject:	RE: Gold Hill Project
Date:	Friday, October 07, 2011 8:12:00 AM
Attachments:	Mail box locations.pdf

Paul - Thank you for your comments.

Mailbox locations – please find attached our standard detail for mailbox layouts. If you have any questions about it don't hesitate to contact us. If a build alternative is selected we'll be checking with the post office to confirm they still request one-way delivery (most likely why all the mailboxes are on the north side of the road), as well as relocating some of the mailboxes to the side streets.

Al

From: Paul Gentemann [mailto:beriukay@gmail.com]
Sent: Friday, October 07, 2011 5:51 AM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Project

Hey! Great talk yesterday! I was very impressed by your enthusiasm and depth of knowledge. So, as you requested, I am submitting my thoughts on the matter.

I really like the preferred alternative. I like that it upgrades so many things (driveways, mail boxes, space to get mail without being run over), that it will be a lot safer to walk or bike to work, especially in the summer. After talking with the designer guy, I hear that light poles are not within the scope of this project. It seems to me that since most of the time Gold Hill is dark enough that my daylight sensing christmas lights are on in the winter, it seems to me that lights would make the shoulders a whole lot safer. That would be my biggest concern/request.

As requested, I wanted to throw my hat in with the better traffic paint option, as well as the wider shoulder. I'm in an area where the road is higher than the land, so I'd likely lose some trees, but I still prefer the wider option. Also, as the one guy asked, I was interested to know about the mailbox placement regulations. Does the box have to be on the opposite side of the road from my house?

Finally, I wanted to strongly differ with the lady who requested flashing signs everywhere. I am no expert on the matter, but I have read statistics that show these signs don't work, and possibly make the road MORE dangerous because of the illusion of safety. Plus the signs would contradict the whole point of not cutting down trees: keeping the road rustic and pretty. We may as well plow all the trees, if we want to put blinking signs everywhere that say "Careful, Moose At Play!" or "Caution, Slow Moose" or whatever.

My only regret is that this project won't be happening sooner.

Regards,
Paul

--
"That which can be destroyed by the truth should be."
-- P.C. Hodgell

From: Beck, Albert M L (DOT)
To: Baxter, Jay A (DOT)
Subject: Public comment
Date: Monday, November 07, 2011 11:57:47 AM

Jay,

I just receive a call from Leslie, property owner of Lots 3&4 at 2749 Gold Hill Road, said to "put him[me] down for alternative 1 – it's a fairly decent option]".

Al

Albert (Al) Beck, P.E. | **Northern Region PD&E** | **Alaska Department of Transportation**
2301 Peger Road; Fairbanks, AK 99709 | ☎: 907.451.5359 | 7: 907.451.5126 | ✉: albert.beck@alaska.gov

From: Beck, Albert M L (DOT)
To: Willy and Francie Cork
Cc: Baxter, Jay A (DOT)
Subject: RE: Bicycle/Pedestrian Paths
Date: Friday, October 07, 2011 2:56:26 PM

Francie,

Yes, I am the project manager for the North Pole Interchange Pedestrian Facilities project, and that project is still on schedule. The project proposes to construct a sidewalk along St. Nicholas Drive from Dawson Interchange to Santa Claus Lane. At my last open house for this project, Dec. 16th, 2010 at the North Pole City Hall, I shared that the project, if selected for a build alternative, would likely be constructed in 2014. The good news we are moving forward we except construction to start in 2014. Why so long? We have to purchase more right-of-way in order to fit in the improvements.

Al

From: Willy and Francie Cork [mailto:thecorks@gci.net]
Sent: Friday, October 07, 2011 2:20 PM
To: Beck, Albert M L (DOT)
Subject: Bicycle/Pedestrian Paths
Importance: High

I noted, with interest, the rather large Open House you held yesterday, October 6 at the UAF Patty Center, concerning the Gold Hill Road Bicycle and Pedestrian Facility.

If memory serves me correctly, you held a similar event in Council Chambers out here in North Pole, a few summers ago, when we were told our bike path would be continued east along 5th to St. Nicholas Drive and south on St. Nicholas Drive to Buzby.

My question is this: why develop plans and spend money on studies when older projects go uncompleted? Did you forget about us? Are we not as important as those who dwell north of town?

To be fair, I have not contact anyone from North Pole City Hall. Could be you've addressed this before or have provided a reasonable explaination for not finishing what you promised out here.

I'd be very interested in hearing what you have to say on this topic and appreciate your time.

Francie Cork
488-1973
thecorks@gci.net

From:	Beck, Albert M L (DOT)
To:	Tom Moran
Cc:	Baxter, Jay A (DOT)
Subject:	RE: comments on Gold Hill Road bike path
Date:	Tuesday, November 01, 2011 8:24:47 AM

Tom,

Thank you for your comments.

Al

-----Original Message-----
From: Tom Moran [mailto:thomasmmoran@gmail.com]
Sent: Monday, October 31, 2011 10:42 PM
To: Beck, Albert M L (DOT)
Subject: comments on Gold Hill Road bike path

Mr. Beck,

Count me among the (I hope) resounding chorus in favor of the 4-foot shoulders option for Gold Hill Road. I don't live on Gold Hill but I bike it often, in all seasons, and firmly believe this is by far the most logical option.

The no-build alternative will do nothing to address the danger this narrow and busy road poses to pedestrians (and concurrent annoyance it causes drivers, who often must come to a halt when passing oncoming traffic in the vicinity of pedestrians due to the narrowness of the road. And the semi-separated path alternative, to my understanding, would require an egregious amount of right-of-way clearing, scouring an unnecessarily wide corridor for no clear benefit. As a winter biker, I much prefer a wide shoulder anyway, as (unlike a separated path) it would to some extent get plowed.

I have many more arguments in favor of widening the shoulders, but I can't imagine I could add anything to this ongoing discussion besides my lone voice of support.
Thanks,
Tom Moran
Sheep Creek Road
--
Tom Moran
Communications Specialist
Alaska EPSCoR
PO Box 757010
305 Eielson Building
University of Alaska Fairbanks
Fairbanks, Alaska 99775-7010
tmoran3@alaska.edu
http://www.alaska.edu/epscor

(907)474-5581phone
(907)474-1528 fax

From: Beck, Albert M L (DOT)
To: Anne-Line J Rochet
Cc: Baxter, Jay A (DOT)
Subject: RE: Comments on Gold Hill.
Date: Wednesday, December 07, 2011 1:26:34 PM

Anne-Line,

Thank you for your comments. I just stumbled upon your email. For some reason it did not show up in my in-box. I apologize for taking so much time to respond to your email.

Al

From: Anne-Line J Rochet [mailto:akgatherings@acsalaska.net]
Sent: Monday, October 31, 2011 5:44 PM
To: Beck, Albert M L (DOT)
Subject: Comments on Gold Hill.

Greetings, I am a Gold Hill Road resident and I am in favor of alternative 1 which would widen the shoulders. We need something to be done on Gold Hill and this alternative seems like it would remedy to a dangerous situation while not being too 'destructive'.
Thank you, Anne-Line Rochet 2986 Gold Hill Road.

From:	Beck, Albert M L (DOT)
To:	Michael West
Cc:	Baxter, Jay A (DOT)
Subject:	RE: Enthusiastic support for Gold Hill alternative #1
Date:	Tuesday, November 01, 2011 9:44:23 AM

Mike,

Thank you for your comments. I will have Jay, the designer, confirm to what extent, if any, the trees along your property line are affected.

Al

-----Original Message-----
From: Michael West [mailto:mewest@alaska.edu]
Sent: Monday, October 31, 2011 8:37 AM
To: Beck, Albert M L (DOT)
Subject: Enthusiastic support for Gold Hill alternative #1

Hi Al.

Thank you for your strong public interaction throughout this process. It really matters that the neighborhood feels the borough is listening.

I am a strong supporter of Alternative #1. My support for Alternative #1 is driven by winter. This is the dangerous time of the year. I commute year around by bike and regularly run Gold Hill, often with a stroller. A bigger shoulder would greatly improve the safety of both endeavors - and hopefully encourage increased use from others.

I am strongly opposed to Alternative #2. Simply put, I would be unlikely to use a detached path. It would not be plowed in the winter rendering it useless to most everyone except snow machines. For comparison, in the winter I ride my bicycle directly on the Parks Highway shoulder instead of using the detached bike path built a few years ago near the Sheep Creek exit. While this is certainly bad practice, the new Parks Highway path is all but useless for most of the winter because it is unmaintained. I would hate to see the same along Gold Hill.

In full disclosure, our property does front Gold Hill (105 Faulk County Rd.) From your most recent meeting it sounded like we would be able to keep most of the trees between the utility line and road. Obviously we would really like to see this. If you have any reason to think we would loose most of these trees, I would appreciate a heads up.

Thanks again for the clear communication.

- Mike West
(105 Faulk County Rd.)

--
: Michael West
: Geophysical Institute, UAF

: www.giseis.alaska.edu/input/west

From:	Beck, Albert M L (DOT)
To:	ruby baxter
Cc:	Baxter, Jay A (DOT)
Subject:	RE: gold hill bike path
Date:	Friday, November 04, 2011 3:21:51 PM

Ruby,

Thank you for your comments. This proposed project will improve safety and you can contact me with any of your safety concerns.

Maybe I was misunderstood; at the public meeting I did say the scope of the project does not include a safety component for the motorists. The sole purpose of this project is to provide a bicycle and pedestrian facility along Gold Hill Road. The need is to enhance pedestrian and bicycle safety along Gold Hill Road since the road only has a 1-foot shoulder. If the widen shoulder alternative is built it will provide an area for the pedestrians and bicyclist to use outside the driving lane. Shared use of a roadway is usually preferable to paths because accident rates are usually lower.

We have received several comments what if we “widen the shoulders drivers will go faster and how is that safe for bicycles and pedestrians using the shoulder”. Our evidence shows by adding three additional feet we can expect an increase in drivers speeds by 3 miles an hour, approximately walking speed, regardless of the posted speed limit. Paved shoulders provide numerous safety benefits for bicycles, pedestrians and even motorist.

Installing or widening paved shoulders are known to have the following benefits:
- Provides a space outside of the traveled lanes for bicycles and pedestrian
- Provides a stable surface
- Reduces numerous crash types, including the following:
    - Pedestrian walking along the road
    - Motorist hitting fixed objects (mailboxes, etc)
    - Sideswipes
    - Head on crashes
- Provides emergency stopping space for broken-down vehicles
- Provides an increased level of comfort for bicyclists
- Provides greater separation between motorists and people standing in front of their mailbox

I am unaware of any reports/studies that have documented that safety has been compromised by widening shoulders. In fact, our State standards state for us to widen shoulders based on crash history.

In reposed to the public comment “to maintain the country road feel” and the potential speed increase we have minimized the proposed project to just widening shoulders. The road is not going to appear much wider then today since we’re not widening the driving lanes, constructing flatter side, cutting down many trees.

This project was initiated by a petition from local residents through the Fairbanks Metropolitan Area Transportation System (FMATS) nomination process. A second petition requested the project to be funded. FMATS then approved funding the project. Once approved the funding was passed to DOT to design the project. In a 5 year period one of the report crashes involved a pedestrian. At the open houses I heard from several people about their experiences with “near misses” between drivers and pedestrians and bicycles along Gold Hill Road.

Again, thank you for your comments - Al

-----Original Message-----
From: ruby baxter [mailto:rarbubarby@gmail.com]
Sent: Thursday, November 03, 2011 11:41 AM
To: Beck, Albert M L (DOT)
Subject: gold hill bike path

Hi-

I don't think the DOT should go ahead with this project without any evidence that it would really improve safety. At the public meeting you stated that the question of whether or not overall safety is improved is not DOT's concern. Since this is the case, I won't reiterate objections based on safety. But it doesn't seem like a project ostensibly developed to improve safety should be undertaken without evidence that it would be successful (e.g. comparison with outcomes of similar projects). I don't have a clear understanding of where the idea for this project came from or what, if any, research was done to support it. To whom should we be addressing concerns about safety?

Thanks,
Ruby

From:	Beck, Albert M L (DOT)
To:	Carrie Baker
Cc:	Dragos Vas; Baxter, Jay A (DOT)
Subject:	RE: Gold Hill Bike Path
Date:	Tuesday, November 01, 2011 9:37:26 AM

Carrie,

Thank you for your comments. I just want to let you know that we have very few public comments supporting a separated bike path. Most of the comments I have received support the wider shoulder option and some request 5-foot shoulders instead of 4-foot shoulders. If the project goes forward to widen the shoulders do you prefer 4-foot or 5-foot?

Al

From: crosbybaker@hotmail.com [mailto:crosbybaker@hotmail.com] **On Behalf Of** Carrie Baker
Sent: Monday, October 31, 2011 10:25 AM
To: Beck, Albert M L (DOT)
Cc: Dragos Vas
Subject: Gold Hill Bike Path

Hello Al Beck,
Please please please build a bike path along Gold Hill Road! My family and I live off of Gold Hill Rd off of Faulk County on Lucky Law Court. My husband often bikes to work and it worries me (especially in the winter). It also worries me as a driver...so many people (students, faculty, staff) bike Goldhill to the university and it is very dangerous! Even when bikers are well lit it is sometimes hard to see them (especially in the winter)...and I am a super cautious driver who looks out for bikers (many who drive Goldhill are NOT cautious drivers).

Also, from an alternate safety perspective, I have a 3 year old and it would be wonderful to have a bike path along Gold Hill for summer time family use.

I think the best and safest path would be one that is separate from the road, but really any improvement on this very narrow, heavily bike trafficked road, would be VERY welcomed!

Please contact me with any questions.
Thank you,
Carrie Baker

Carrie Baker
Assistant Professor of Theatre
University of Alaska Fairbanks
PO Box 755700
Fairbanks, AK 99775-5700
Office: 907.474.7754
Fax: 907.474.7048
Email: ccbaker@alaska.edu
www.uaf.edu/theatre

From:	Beck, Albert M L (DOT)
To:	Carrie Baker
Cc:	Dragos Vas; Baxter, Jay A (DOT)
Subject:	RE: Gold Hill Bike Path
Date:	Tuesday, November 01, 2011 12:21:25 PM

Carrie,

The general comments in opposition are loss of property and additional tree clearing, which effects the character of the roadway. Again, thanks for your comments.

Al

From: crosbybaker@hotmail.com [mailto:crosbybaker@hotmail.com] **On Behalf Of** Carrie Baker
Sent: Tuesday, November 01, 2011 12:10 PM
To: Beck, Albert M L (DOT)
Cc: Dragos Vas; Baxter, Jay A (DOT)
Subject: RE: Gold Hill Bike Path

Hi Al,
Thank you for your email. The wider the better...the wider the safer, so I would support a 5 foot shoulder. Are the comments against the separated bike path from homeowners who don't want a separated bike path encroaching on their property? That is too bad because a separated path would certainly be the safest, especially for wintertime use and for kids. But widening the shoulders would certainly help the current dangerous situation.
Thank you!
Carrie

Carrie Baker
Assistant Professor of Theatre
University of Alaska Fairbanks
PO Box 755700
Fairbanks, AK 99775-5700
Office: 907.474.7754
Fax: 907.474.7048
Email: ccbaker@alaska.edu
www.uaf.edu/theatre

Subject: RE: Gold Hill Bike Path
Date: Tue, 1 Nov 2011 09:33:14 -0800
From: albert.beck@alaska.gov
To: ccbaker@alaska.edu
CC: davas@alaska.edu; jay.baxter@alaska.gov

Carrie,

Thank you for your comments. I just want to let you know that we have very few public comments supporting a separated bike path. Most of the comments I have received support the wider shoulder option and some request 5-foot shoulders instead of 4-foot shoulders. If the project goes

forward to widen the shoulders do you prefer 4-foot or 5-foot?

Al

From: crosbybaker@hotmail.com [mailto:crosbybaker@hotmail.com] **On Behalf Of** Carrie Baker
Sent: Monday, October 31, 2011 10:25 AM
To: Beck, Albert M L (DOT)
Cc: Dragos Vas
Subject: Gold Hill Bike Path

Hello Al Beck,
Please please please build a bike path along Gold Hill Road! My family and I live off of Gold Hill Rd off of Faulk County on Lucky Law Court. My husband often bikes to work and it worries me (especially in the winter). It also worries me as a driver...so many people (students, faculty, staff) bike Goldhill to the university and it is very dangerous! Even when bikers are well lit it is sometimes hard to see them (especially in the winter)...and I am a super cautious driver who looks out for bikers (many who drive Goldhill are NOT cautious drivers).

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I think the best and safest path would be one that is separate from the road, but really any improvement on this very narrow, heavily bike trafficked road, would be VERY welcomed!

Please contact me with any questions.
Thank you,
Carrie Baker

Carrie Baker
Assistant Professor of Theatre
University of Alaska Fairbanks
PO Box 755700
Fairbanks, AK 99775-5700
Office: 907.474.7754
Fax: 907.474.7048
Email: ccbaker@alaska.edu
www.uaf.edu/theatre

From: Beck, Albert M L (DOT)
To: Dale Bower
Cc: Baxter, Jay A (DOT)
Subject: RE: Gold Hill Bikepath
Date: Tuesday, October 11, 2011 8:36:09 AM

Dale,

Thank you for your comments.

Al

From: Dale Bower [mailto:susv1@yahoo.com]
Sent: Tuesday, October 11, 2011 8:20 AM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Bikepath

Mr. Beck,

I'm writing to offer my opinion regarding the Gold Hill bikepath/road upgrade.

I live off of Henderson Road and use Goldhill both east and west of it's intersection with Goldhill. I reccomend the NO BUILD option.

I have two important reasons why I'm not in favor of the pathway. First there is a very expensive underused bikepath along the Parks Highway. (Much of the traffic is the motorized variety) Second, the bicyclists and skiers that do use the existing bikepath have no regard for turning traffic that crosses the bikepath. Specifically the intersection of Goldhill and the Parks Highway. I spoke with Scott Leigh and requested bikepath stop signs be placed at that intersection, so the turning traffic from the highway would not have to yield to bicycles. I have been nearly run over by southbount trucks because I could not complete the turn onto Goldhill. It is a very dangerous situation that will likely occur on the bikepath on Goldhill road if it is built. If the situation happens again where me or my family are put in harms way waiting on a bicycle to get out of the way, I will be forced to make a choice about who might get run over. Finally, the joggers, skiers and bicyclists will still use the roadway adjacent to the bikepath if it is built. I see that all the time also.

Thats my two cents.

Regards,

Dale Bower
Box 65
Ester Ak. 99725
susv1@yahoo.com

From:	Beck, Albert M L (DOT)
To:	Bob in Fairbanks
Cc:	Baxter, Jay A (DOT)
Subject:	RE: Gold Hill Comment
Date:	Wednesday, October 26, 2011 1:04:27 PM

Bob,

We'll add this email to your comments. Thanks - Al

From: Bob in Fairbanks [mailto:bgrunditz@aol.com]
Sent: Wednesday, October 26, 2011 8:30 AM
To: Beck, Albert M L (DOT)
Subject: Re: Gold Hill Comment

I know it's probably not a responsibly of DOT's, but it would be nice for the Gold Hill road community to to have foliage next to the improvements on the lower section adjacent to the old junk yard site. Please add this note to my original comments on improvements if you are going to make them public, so as to share the idea. Thank you very much.

Bob Grunditz a.k.a.. bgrunditz@aol.com

-----Original Message-----
From: Beck, Albert M L (DOT) (DOT) <albert.beck@alaska.gov>
To: bgrunditz <bgrunditz@aol.com>
Cc: Baxter, Jay A (DOT) (DOT) <jay.baxter@alaska.gov>
Sent: Tue, Oct 25, 2011 7:42 am
Subject: FW: Gold Hill Comment

Bob,

Thank you for your comments.

Al

From: Burnett, Sarah M (DOT)
Sent: Monday, October 24, 2011 4:08 PM
To: Beck, Albert M L (DOT)
Cc: Baxter, Jay A (DOT)
Subject: Gold Hill Comment

Here's another one. It's in the electronic file!

Sarah M. Burnett

Office Assistant II
State of Alaska Department of
Transportation & Public Facilities
Northern Region
2301 Peger Road
Fairbanks, AK 99709
☎: (907) 451-2237
7: (907) 451-5126

✉: sarah.burnett@alaska.gov

From:	Paul Gentemann
To:	Beck, Albert M L (DOT)
Cc:	Baxter, Jay A (DOT)
Subject:	Re: Gold Hill Project
Date:	Saturday, October 08, 2011 12:02:45 AM

Thanks for the info!

Paul

On Fri, Oct 7, 2011 at 8:07 AM, Beck, Albert M L (DOT) <albert.beck@alaska.gov> wrote:

> Paul - Thank you for your comments.
>
> Mailbox locations – please find attached our standard detail for mailbox layouts. If you have any questions about it don't hesitate to contact us. If a build alternative is selected we'll be checking with the post office to confirm they still request one-way delivery (most likely why all the mailboxes are on the north side of the road), as well as relocating some of the mailboxes to the side streets.
>
> Al
>
> ---
>
> **From:** Paul Gentemann [mailto:beriukay@gmail.com]
> **Sent:** Friday, October 07, 2011 5:51 AM
> **To:** Beck, Albert M L (DOT)
> **Subject:** Gold Hill Project
>
> Hey! Great talk yesterday! I was very impressed by your enthusiasm and depth of knowledge. So, as you requested, I am submitting my thoughts on the matter.
>
> I really like the preferred alternative. I like that it upgrades so many things (driveways, mail boxes, space to get mail without being run over), that it will be a lot safer to walk or bike to work, especially in the summer. After talking with the designer guy, I hear that light poles are not within the scope of this project. It seems to me that since most of the time Gold Hill is dark enough that my daylight sensing christmas lights are on in the winter, it seems to me that lights would make the shoulders a whole lot safer. That would be my biggest concern/request.
>
> As requested, I wanted to throw my hat in with the better traffic paint option, as well as the wider shoulder. I'm in an area where the road is higher than the land, so I'd likely lose some trees, but I still prefer the wider option. Also, as the one guy asked, I was interested to know about the mailbox placement regulations. Does the box have to be on the opposite side of the road from my house?

> Finally, I wanted to strongly differ with the lady who requested flashing signs everywhere. I am no expert on the matter, but I have read statistics that show these signs don't work, and possibly make the road MORE dangerous because of the illusion of safety. Plus the signs would contradict the whole point of not cutting down trees: keeping the road rustic and pretty. We may as well plow all the trees, if we want to put blinking signs everywhere that say "Careful, Moose At Play!" or "Caution, Slow Moose" or whatever.
>
> My only regret is that this project won't be happening sooner.
>
> Regards,
> Paul
>
> --
> "That which can be destroyed by the truth should be."
> -- P.C. Hodgell

--
"That which can be destroyed by the truth should be."
-- P.C. Hodgell

From: Beck, Albert M L (DOT)
To: Helen Norton
Cc: Baxter, Jay A (DOT)
Subject: RE: Gold Hill Rd. Bike Path
Date: Thursday, November 03, 2011 7:40:03 AM

Helen,

Thank you for your comments. When would be a good time for us to come out and meet with you? I am available today between 10:30am and 12 pm, or tomorrow 11 am to 12pm and 1pm to 3:00pm.

Al

From: Helen Norton [mailto:nortonhelengordon@gmail.com]
Sent: Wednesday, November 02, 2011 3:49 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Rd. Bike Path

Helen and Gordon Norton
PO Box 71661
(Home address: 528 Ookpik Way)
Fairbanks, Alaska 99707

Nov. 2, 2011

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 Al,

We are the owners of the duplex at 2633 Gold Hill Rd. so the bike path project is going to impact our property to a major extent. We attended the meeting at the university on October 6, 2011, and we appreciated your explanations.

My husband and I are in favor of "Alternative 1: Widen Shoulders," and feel the four-foot shoulder will be adequate for safety requirements while not changing the nature of our road or creating hardship for property owners.

We are against "Alternative 2: Attached and Separated Segments" and do not want that option constructed. We are also against adding extra width to the "Widen Shoulder"

option. The vast majority of residents owning property along Gold Hill Road do not want any more than a four-foot shoulder and to construct such would impact privacy, land values, and the future stability of ownership along Gold Hill Road, in addition to not providing any more demonstrated safety for pedestrians and bicyclists. Should either of these latter two situations occur, please change our vote to "no build."

You said at the meeting that you would be willing to come out to our property to further assess our situation. If it is not too late for us to ask you to do that, we would be interested in having you do that.

Thank you for your consideration.

Sincerely,

Helen and Gordon Norton

From: Michael West
To: Baxter, Jay A (DOT)
Subject: Re: Gold Hill Rd.
Date: Tuesday, November 01, 2011 12:02:31 PM

Thanks for the update!

- Mike

On Tue, Nov 1, 2011 at 11:23 AM, Baxter, Jay A (DOT)
<jay.baxter@alaska.gov> wrote:
> Mike,
>
> Looking at our survey and design, Alternative 1 would require essentially no clearing at this location, with the fill embankment just touching the tree line at its east end. Alternative 2 (we have not received many comments in favor) would clear most of the trees between the road and power line.
>
> Jay
>
>
> -----Original Message-----
> From: Beck, Albert M L (DOT)
> Sent: Tuesday, November 01, 2011 9:40 AM
> To: Michael West
> Cc: Baxter, Jay A (DOT)
> Subject: RE: Enthusiastic support for Gold Hill alternative #1
>
> Mike,
>
> Thank you for your comments. I will have Jay, the designer, confirm to what extent, if any, the trees along your property line are affected.
>
> Al
>
> -----Original Message-----
> From: Michael West [mailto:mewest@alaska.edu]
> Sent: Monday, October 31, 2011 8:37 AM
> To: Beck, Albert M L (DOT)
> Subject: Enthusiastic support for Gold Hill alternative #1
>
> Hi Al.
>
> Thank you for your strong public interaction throughout this process.
> It really matters that the neighborhood feels the borough is
> listening.
>
> I am a strong supporter of Alternative #1. My support for Alternative
> #1 is driven by winter. This is the dangerous time of the year. I
> commute year around by bike and regularly run Gold Hill, often with a
> stroller. A bigger shoulder would greatly improve the safety of both
> endeavors - and hopefully encourage increased use from others.
>
> I am strongly opposed to Alternative #2. Simply put, I would be
> unlikely to use a detached path. It would not be plowed in the winter
> rendering it useless to most everyone except snow machines. For

> comparison, in the winter I ride my bicycle directly on the Parks
> Highway shoulder instead of using the detached bike path built a few
> years ago near the Sheep Creek exit. While this is certainly bad
> practice, the new Parks Highway path is all but useless for most of
> the winter because it is unmaintained. I would hate to see the same
> along Gold Hill.
>
> In full disclosure, our property does front Gold Hill (105 Faulk
> County Rd.) From your most recent meeting it sounded like we would be
> able to keep most of the trees between the utility line and road.
> Obviously we would really like to see this. If you have any reason to
> think we would loose most of these trees, I would appreciate a heads
> up.
>
> Thanks again for the clear communication.
>
> - Mike West
> (105 Faulk County Rd.)
>
>
>
> --
> : Michael West
> : Geophysical Institute, UAF
> : www.giseis.alaska.edu/input/west
>

--
: Michael West
: Geophysical Institute, UAF
: www.giseis.alaska.edu/input/west

From: Beck, Albert M L (DOT)
To: jana canary
Cc: Baxter, Jay A (DOT)
Subject: RE: Gold Hill Road Bicycle/Pedestrian Project Comments
Date: Monday, October 10, 2011 7:39:20 AM

Jana,

Thank you for your comments.

Al

From: jana canary [mailto:jana.canary@gmail.com]
Sent: Sunday, October 09, 2011 3:02 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Bicycle/Pedestrian Project Comments

To Whom It May Concern:

I would like to provide input concerning the Gold Hill Road Bicycle/Pedestrian Project. I own property and reside at 93 Roxie Road which is off Gold Hill Road. Of the options presented at the DOT open house, I would prefer:

Alternative 1: Widen Shoulders" creating a 4-foot total shoulder on each side of the road, preserving current ditching and trees.

I feel that currently Gold Hill road can be dangerous. I think that the shoulders are not wide enough to safely accommodate all users. For example, when I drive on Gold Hill road I encounter bicyclists, skate skiers (on wheeled skis), school buses (which regularly pull off to the side to allow traffic to pass - but which currently go very close to the edge), and pedestrians on nearly every trip. I usually have to drive into the other lane to avoid hitting them. Also, I have observed that some drivers with cars that do not have good traction tend to not stop and look before entering Gold Hill road because the entry point is too steep and they are afraid of get stuck if it is slippery. The addition of a wider shoulder would give these drivers a flatter space to stop on and enable them to come to a full stop and to look both ways before entering the road.

I am not in favor of a separate bike path. It would not be plowed and thus would not benefit the bicyclists or pedestrians during the winter. It would also not enable the school buses to pull off. It would likely only encourage more snow machine use. This would make the use of the road more dangerous to everyone (including vehicles trying to enter Gold Hill Road). It would also require the removal of a lot more trees which would detract from the beauty of Gold Hill Road. I would prefer the "No Change" alternative to the separate path.

I hope that DOT is able to acquire funding to implement alternative #1 in the near future.

Sincerely,

Jana Canary
93 Roxie Road

Cabin #5
Fairbanks, AK 99709

From:	Beck, Albert M L (DOT)
To:	Will Bower
Cc:	Baxter, Jay A (DOT)
Subject:	RE: Gold Hill Road Bicycle/Pedestrian Project
Date:	Monday, October 10, 2011 8:07:12 AM
Attachments:	image002.png

Will,

Thank you for your comments.

Al

From: Will Bower [mailto:will@flowline-alaska.com]
Sent: Monday, October 10, 2011 7:55 AM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Bicycle/Pedestrian Project

Mr. Beck,

I am a property owner near Goldhill Road (3293 Turnabout Ave, off Henderson) and I would like to express my support for Alternative 1: Widen Shoulders. I believe that wider shoulders would adequately accommodate pedestrian and bicycle traffic in the area and that this alternative is the most economical use of funds. Thank you,

Will Bower
Flowline Alaska Inc.
(907) 455-1251
will@flowline-alaska.com

From: Beck, Albert M L (DOT)
To: Sandra Clark
Cc: Baxter, Jay A (DOT)
Subject: RE: Gold Hill Road bike/pedestrian facility
Date: Tuesday, November 01, 2011 9:29:03 AM

Sandy,

Thank you for your comments.

Al

From: Sandra Clark [mailto:akfluter@gmail.com]
Sent: Monday, October 31, 2011 12:54 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road bike/pedestrian facility

Hello Al,

First of all, I would like to thank you for the excellent presentation on October 6. I found it very informative and thought you were wonderful at presenting information in an objective way.

I am in favor of the widened shoulder option. That seems to be the best compromise, offering improved safety for bikers and foot traffic, while having an acceptable level of impact on the country feel of our road. The fewer trees cleared, the better.

I am very strongly opposed to the combination of attached and separated paths option. The negative impact on the feel of the road would be unacceptably severe, in my view. Also, I have noticed that other separate bike paths around town tend to fall into disrepair and are often avoided. One sees bicyclists on the road even when there is a separate path provided--so I assume they feel the separate path is not as safe as the road. I am not a cyclist, but my husband is and he tells me that automobile drivers frequently fail to stop at the bike path, continuing to the roadway before stopping. I think plowing the paths in the winter would be another negative issue, as it would hardly seem to be a priority to plow them.

Thank you again for the whole process you have provided for us. It is clear that you really listened to the Gold Hill Road residents, and we appreciate your time and effort.

Yours truly,
Sandy Clark
2941B Gold Hill Rd
479-3496

From:	Beck, Albert M L (DOT)
To:	Annie Kerin
Cc:	Baxter, Jay A (DOT)
Subject:	RE: Gold Hill Road changes
Date:	Monday, October 10, 2011 7:37:49 AM

Annie,

Thank you for your comments.

Al

From: Annie Kerin [mailto:greenough7@hotmail.com]
Sent: Sunday, October 09, 2011 2:20 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road changes

Dear Sir,

As I understand it, the current plan is to widen Gold Hill Road. Fairbanks has had its' share of bicycle/vehicle accidents, and my daughter usually bikes to work along that road. I am concerned that widening the road, without delineating an actual bike lane, will simply cause people to drive faster than they already do. I would support any of the following measures to increase safety on Gold Hill Road:

1) Construction of a bike path separate from the road

2) A lane at one or both sides of the roadway, marked as a bike lane

3) Reduction of the speed limit as marked on the road

4) Enforcement of new lower limit, or strict enforcement of existing limit

5) Use of speed humps to slow traffic, as has been done successfully adjacent to my property on D Street

If any of the above ideas were to be implemented, safety would be increased. If it is not feasible to implement measures on the length of Gold Hill Road, I would support use of any such measures on the University end of the road, at least as far as Faulk County Road. In that area there are numerous cabin farms, comprising many dozens of cabins. Students and other young people tend to occupy these proliferating dwellings, and they make up a large part of the biking, walking, running population.

It accomplishes nothing to pretend that Gold Hill Road is a little country road any more. It is a heavily traveled and increasingly densely populated thoroughfare.

Thank you for you attention in this matter.

Annie Kerin

From: Beck, Albert M L (DOT)
To: Diane Preston
Cc: Baxter, Jay A (DOT)
Subject: RE: Gold Hill Road Improvements
Date: Tuesday, November 01, 2011 9:57:00 AM

Diana,

Thank you for your comments. I hope to update our project website with the decision and a schedule in December. To date the major of the comments we've received prefer Alternative 1.

Al

From: Diane Preston [mailto:dianep@mosquitonet.com]
Sent: Sunday, October 30, 2011 5:23 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Improvements

Hello Mr. Beck,

Thank you for providing additional options for Gold Hill road and for your time and effort to keep everyone informed.

Of the three options presented at the Open House on October 6, 2011, my preferences are in this order:

My most preferred option is Alternative 1: Widen shoulders. Adding 3 feet to the 1 foot shoulder already there would provide 1) added safety and enough room on each side of the road for two walkers or a bicyclist, 2) provide for more likely clearing of the snow in winter, 3) make it more clear about where to walk/bike, and 3) preserve the character of this tree lined road. It also would not require significant property acquisition on the north side of the road and would be less expensive than a bike path.

My second preferred option would be Alternative 3: No build. Although this would not increase safety, it also would not impact the character of the road and would be a less expensive option than a safety questionable bike path.

My least preferred option would be Alternative 2: Combination of attached and separated paths. In my opinion this would be a mixed bag in terms of safety. Although it would provide a safe path in the summer for walkers, and kids on bikes (which the powerline already does for much of the road) my fear is that the separated path would not be maintained and would end up like many of the other bike paths, buckled and not used by serious bicyclists. In that case, the bicyclists and skiers using rollers would still be in the road. In the winter, I doubt if the separated path would be maintained so people would

still be walking, biking in the road in the dark, cold part of the year. You said that the opposite side of the road would continue to have a 1 foot shoulder; in the winter, no one can see the lines most of the time and I think people will be confused about which side they should walk/bike on so improved safety is questionable. Additionally, the bike path users would have to cross Gold Hill at Hunt Court which is on a stretch of road where people often speed up because of the straight away. Also, given the questionable increase in safety, I would be very disappointed to lose an additional 20 ft. of our < 1 acre lot to have the 50 ft. ROW. Lastly, in my opinion, the character of the road would be negatively impacted by the clearing required for the bike path. For me the slight safety benefit in the summer does not outweigh the negatives in the winter, the expense, or the loss of our tree lined road.

I expect that you will be informing those of us on the road when you have a decision and a timetable.

I appreciate the opportunity to provide my opinion. Thank you again.

Diane Preston,
co-owner with my husband, Jim Cheydleur, of property at 2660 Gold Hill Road and on Roxie Road

From: Beck, Albert M L (DOT)
To: Tom Clark
Cc: Baxter, Jay A (DOT)
Subject: RE: Gold Hill Road Project - comments
Date: Monday, October 10, 2011 7:35:50 AM

Tom,

Thank you for your comments.

Al

From: Tom Clark [mailto:aksnowbiker@gmail.com]
Sent: Sunday, October 09, 2011 10:47 AM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road Project - comments

Hello Al,

Thank you again for your very informative and clear presentation at the UAF Patty Center. I believe that you have a gift for public speaking...

After the last Gold Hill Road open house held at the Annex, I submitted comments to you requesting a minimized design for the "widened shoulders option". My letter was fairly long, and even included diagrams and specific requests regarding the back slope, clear zone, etc.

Your revised "widened shoulders" design feels like it was designed just for me! (I know that isn't the case, but wow -- good job!)

So, you have my support for the four-foot widened shoulders alternative. (Please don't adopt five-foot shoulders, or wider.)

There you have it -- nice and short.

Thanks Al,

Tom Clark
2941B Gold Hill Road -- "Red Chair Ct."
907-479-3496

From:	Beck, Albert M L (DOT)
To:	Lee
Cc:	Baxter, Jay A (DOT)
Subject:	RE: Gold Hill Road Project Comments
Date:	Thursday, October 20, 2011 8:14:53 AM

Lee,

Just listened to your voice mail. The proposed surfacing is hot mix asphalt – not chips. It should be a great smooth surface for the cyclist. Have a great day.

Al

From: Lee [mailto:leeinak@gmail.com]
Sent: Monday, October 17, 2011 11:23 PM
To: Beck, Albert M L (DOT)
Cc: Laura Berkowitz
Subject: Gold Hill Road Project Comments

Hello Mr. Beck.

Thanks for the information sessions where you presented the alternatives. I think you did a fantastic job taking feedback from the community and coming up with a plan that really enhances safety and addressed community concerns. Really nice work. Thanks so much for your diligence. This is government at its best.

Here are my comments regarding the Gold Hill Road project. I live on Roxie Road, which is a side street off of Gold Hill Road. I own my property, and it does not abut Gold Hill Road, so my comments are not motivated by my own property concerns. They are motivated by my concern for my safety as an avid cyclist and pedestrian on Gold Hill Road. I commute on bicycle for half of the year, and the rest of the time I ski commute on trails, walk commute on the road, or drive my car (as little as possible). So I use the road very often as both a cyclist and a pedestrian.

My order of preference for the alternatives are:

(2) alternative that would provide 4 foot shoulders, resulting in minimal tree clearing (I strongly support this option)
(1) no build
(3) attached/detached paths (I strongly oppose this option)

Here are my reasons:

<u>Why I oppose the attached/detached paths option (in order of concern):</u>

- **Where a bike path crosses entering side streets and driveways cyclists (and darkly dressed pedestrians) are in grave danger of being hit by drivers who do not stop before the bike path when entering the main road, or who do not check for**

cyclists and pedestrians before turning off of the main road onto a side street. Separated paths are ESPECIALLY dangerous for cyclists because of their speed. I would ride in the road rather than on such a path if it is built. Such a path is only marginally safe for people who meander slowly on a bike (these people often have children with them) – not anyone who is biking for transportation at a good speed.

- **Crossing entering side streets and driveways is even more dangerous for children** (smaller people) who are harder to see from in a car, especially high up in an SUV or truck.
- **Drivers entering from a side street are busy looking to the left for oncoming traffic in the closer lane. At the same time a cyclist may be coming very quickly from the driver's right.** This is a recipe for a disaster.
- **Where the path crosses to the other side of the road this is extremely dangerous.** There are nimnut cyclists out there who do not heed traffic rules (and wear headphones) and would just bike right across the road without checking to see if it's clear. There are also nimnut pedestrians who wear all black and no lights who would be very hard to see crossing the road in the winter. These are a bad combination with drivers that drive way too fast (lots of nimnut drivers out there, too – plenty of nimnuts to go around in general).
- **Detached paths are rarely maintained in the winter time.** If we have an unmaintained detached path along Gold Hill Road, where there are many winter cyclists and pedestrian commuters to UAF, you will have an unchanged situation of cyclists and pedestrians being forced into a narrower (due to snow) and more slippery road with cars. It makes a lot more sense to expand the shoulder, which gets some winter maintenance.
- **Detached paths are not built to the same standard as road shoulders, so they deteriorate more quickly.** The foundation of the path is more flimsy, and you can see that there are deteriorating detached paths all over Fairbanks, including the one that was only very recently built along the Parks Highway from Ester in to town. It doesn't make sense to build infrastructure that we have no resources to maintain.
- **It removes more trees which buffer homes from road noise and visibility.** (I do not have property directly adjoining Gold Hill Road, so I am not directly affected. But I care about my neighbors along the road.)

<u>Why I Prefer No Build to Attached/Detached Paths:</u>
Although an improvement for bicycle and pedestrian safety would be preferable, I prefer the road as it is to one with a detached path for the following reasons:

- **The road as it is is safer than one with a detached path.** As the road is, because cyclists and pedestrians share the same corridor with cars, they are visible and do not come suddenly as a surprise to drivers. This is far preferable to a scenario where drivers aren't expecting a cyclist to appear from their right as they are beginning to look left for cars. It is far preferable to a situation where cyclists and pedestrians may be hidden from view by trees such that a driver turning onto a side street does not see them coming. ETC. ETC. ETC. I could come up with tons of unsafe scenarios with the detached path that do not exist currently where all vehicles and pedestrians use the same corridor.
- **If you build a detached path, and I don't ride on it because it's clearly less safe for me, some nimnut drivers will harass me because they will think I should be on the bike path.**
- **Property owners maintain their tree buffer.**

Why the 4-ft Shoulder is the best option:

First a request: PLEEEEASE PAVE THE SHOULDER WITH ASPHALT INSTEAD OF CHIP SEAL. That is the single biggest thing you could do to motivate cyclists to stay on the shoulder (as well as brushing off the sand as quickly as possible in the spring time). The scope of this project was to make improvements for bicycle and pedestrian safety. Doing what you can to make it easier for cyclists to stay on the shoulder will fulfill that scope of project, and asphalt is one thing that will have a MAJOR impact on bicycle safety by motivating them to stay on the shoulder. Really! PLEASE, even if it costs more, it will make the project significantly more effective in its purpose.

- **When cars, cyclists, and pedestrians share ONE corridor that is big enough for all of them, everyone is safer because everyone is visible.**
- **Cars entering from side streets stop before the corridor where cyclists and pedestrians are (the shoulder) before pulling onto the main road.**
- **Cyclists and pedestrians stay (ideally) on the correct side of the road along its entire length, making their behavior predictable to drivers, and thus making them more safe.**
- **Shoulders are maintained in the winter time so cyclists and pedestrians will be able to use them year round.**
- **Shoulders are built solidly and will last a long time without additional maintenance.**
- **The buffers between the road and peoples' home will be predominantly maintained as they are.** Very few trees will be cut.
- **This is a FANTASTIC plan. It makes all kinds of sense. Everyone is safer AND almost no one loses trees. I LOVE that the width of the lane does not increase. I was worried with a greatly widened road (in the original plan) that people would be tempted to drive a lot faster. But visually the road will change little, and the lane will also not expand. GREAT.**

S. Lee Zirnheld
124 Roxie Road
Fairbanks, AK 99709
907 457 3567
leeinak@gmail.com

From:	Beck, Albert M L (DOT)
To:	Timothy Bartholomaus
Cc:	Baxter, Jay A (DOT)
Subject:	RE: Gold Hill Road project
Date:	Tuesday, October 11, 2011 7:26:41 AM

Tim,

Thank you for your comments.

Al

-----Original Message-----
From: Timothy Bartholomaus [mailto:tbartholomaus@gmail.com]
Sent: Monday, October 10, 2011 5:33 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road project

Dear Mr. Beck,

I'd like to put my support behind Alternative #1: Widen Shoulders for Gold Hill Road. I think it offers the best compromise between increasing safety and maintaining the character of the place.

Thanks,
Tim Bartholomaus
2632 Lucky Law Ct.
Fairbanks, AK 99709

Mailing address:
PO Box 753455
Fairbanks, AK 99775

From: Beck, Albert M L (DOT)
To: Larry Freeman
Cc: Baxter, Jay A (DOT)
Subject: RE: Gold Hill Road TE-0002(238)/63293
Date: Thursday, October 20, 2011 12:15:31 PM

Larry,

Thank you for your comments. Your comments about West Tanana Drive have sparked my interest – I'm going to look into it a little.

Al

From: Larry Freeman [mailto:meltalaska.l@gmail.com]
Sent: Thursday, October 20, 2011 12:02 PM
To: Beck, Albert M L (DOT)
Subject: Gold Hill Road TE-0002(238)/63293

Mr. Beck,

I attended the open house at UAF on October 6. I appreciate the effort that you and your colleagues have gone through to address the needs and desires of property owners and residents (who are the primary motorized and non-motorized users of the road) and as well as the needs of non-motorized recreational users. I recently read the comments from the earlier public meeting and noted that I personally know many of those that commented. My interest in this project is that I am an avid bicycle commuter and a recreational off-road bicycle rider. I use Gold Hill Road to access bi-weekly meetings in the neighborhood, to visit friends, and occasionally to link-up mountain bike rides on Ester Dome and Miller Hill. In general I believe that a primary purpose of publicly owned transportation routes is provision for safe pedestrian and non-motorized travel.

As I stated in my hand-written comments at the October 6 meeting, I preferred the alternative of expanded shoulders and limited clearing of trees; at first glance it is a great alternative. However, upon reflection I realize that the as-built may not result in the desired safety improvements for both motorists and non-motorists. If this alternative goes ahead, a construction manager should be selected who understands the perspective of the rural neighborhood and of non-motorized users alike and will put the aesthetic and safety goals of the project ahead of civil-engineering and construction algorithms.

The section of West Tanana Drive that connects UAF with Sheep Creek Road was recently widened to accommodate a three-foot shoulder. This project is a glaring example of a great concept that went sour in the design and building. Much of the south shoulder of the road is less than three three feet wide as-built. I've measured and documented it. The macadam that was used to widen the shoulder was pooly laid and has numerous defects; bicyclists have to swerve into the vehicle lane to avoid these hazards. The pavement edge, particularly on the inside of turns is an abrupt drop-off. In the winter these drop-offs are frequently obscured by punchy soft snow. Overall the shoulder has rapidly deteriorated in two years since construction and the conditions have become worse. Trying to follow the edge of the shoulder and the snowplow polished, sloping ice at the edge of the road in the winter is a nerve racking experience. The bicycling was better before the project was completed. This

spring a cyclist was run-over by a hit-and-run motorist, the first such accident that I know of on this section of road.

Over the last week since the open house I've ridden and driven West Tanana Drive and realized that the alternative to widen the shoulders on Gold Hill Road could end up with a road that looks much like West Tanana Drive. In the effort to save trees, the side slopes will be steepened to meet design-fill criteria. Contractors will under-bid to get the job, and then cut corners to save money. Weak pavement edges and rapid deterioration of the shoulder will result. Winter plowing will thin and break the pavement edges further. The outcome will be that the state will spend a lot of money and cut a lot of trees while motorists, cyclists, pedestrians, and neighbors gain an insignificant margin of safety.

Given the history of AKDOT's history of build-quality and maintenance of non-motorized projects, perhaps the best alternative is to leave the road as is, reduce the speed limit to 30 mph consistent with a neighborhood road, post more speed limit signs, and post "share the road signs". Gold Hill Road is a rural neighborhood road replete with children, friendly neighbors, pedestrians, and bicyclists.

Regards and thanks for all the hard work that you have done.
--
Larry Freeman meltalaska.l@gmail.com
907-456-6358 (home)
907-347-6252 (cell)

From:	Beck, Albert M L (DOT)
To:	Jay Harris
Cc:	Baxter, Jay A (DOT)
Subject:	RE: Goldhill bike path
Date:	Monday, October 10, 2011 7:34:51 AM

John,

Thank you for your comments.

Al

From: Jay Harris [mailto:jaylharris@gmail.com]
Sent: Saturday, October 08, 2011 5:25 PM
To: Beck, Albert M L (DOT)
Subject: Goldhill bike path

Sir,

I regularly both drive and bike on Goldhill Road and would much prefer the 4' shoulder option. This would seem to give both bikes and cars a safer path with minimum disturbance to the neighborhood.

For bikepaths in the Interior around Fairbanks, the intrusion of roots from the neighboring trees seems to
be a real problem. I'm hoping any path would address this problem, perhaps by running a DitchWitch type
trencher along each side of the path, then placing plastic sheeting in this trench to a minimum of 3' below surface.

Thanks for your consideration.

John Harris

From:	Beck, Albert M L (DOT)
To:	Glenn Thompson
Cc:	Baxter, Jay A (DOT)
Subject:	RE: Goldhill bike project
Date:	Tuesday, November 01, 2011 9:50:51 AM

Glenn,

Thank you for your comments. Question, if we're able to fit in a 5-foot shoulder with minimal or no more additional tree removal (no total clearing of the tree buffers between the road the power line) would you support that option? Reason why I'm asking is because we've receive some comments requesting a 5-foot shoulder.

Al

-----Original Message-----
From: Glenn Thompson [mailto:glennthompson1971@gmail.com]
Sent: Sunday, October 30, 2011 10:09 PM
To: Beck, Albert M L (DOT)
Subject: Goldhill bike project

Hi Al,
I vote for the option 1 - to add 4 foot shoulders onto the existing road.
I live at (and own) 2655 lucky law court, which backs out onto goldhill road on the north side between Roxie and Faulk county. There is about 10-12 feet of trees between the ditch and a gvea utility easement. It looks like only 2-4 feet of trees would be removed. If 5+ feet of trees were removed, I'd be less enthusiastic.
I do commute by bike most of the year, and the current 1 foot shoulder, often covered by thick snow and ice, is pretty dangerous. A 4 foot shoulder would provide enough of a safety margin whilst maintaining the rural nature of our road.
Thanks,
Glenn Thompson
907 328 0457
Glennthompson1971@gmail.com

From: Beck, Albert M L (DOT)
To: Ann DeLong
Cc: Baxter, Jay A (DOT)
Subject: RE: Goldhill Bike/Pedestrian Path
Date: Friday, October 14, 2011 12:47:06 PM

Ann

Thank you for your comments.

Al

From: Ann DeLong [mailto:anndelo@gmail.com]
Sent: Friday, October 14, 2011 10:22 AM
To: Beck, Albert M L (DOT)
Subject: Goldhill Bike/Pedestrian Path

Hi, we own two lots along Goldhill Road. We are in favor of the second option with the combined attached/detached path. This provides the most safe alternative for our road. There are so many families and students that use Goldhill for walking, biking, running, etc. It will enhance the value of the property as well. There are also events such as the Equinox marathon that utilize the road and it would provide a much improved safety and access. Thank you for reading my comments.

From: Beck, Albert M L (DOT)
To: Lisa Kljaich
Cc: Baxter, Jay A (DOT)
Subject: RE: Goldhill pedestrian/bike path
Date: Thursday, October 13, 2011 7:41:42 AM

Lisa –

Thank you for your comments.

Al

From: Lisa Kljaich [mailto:ljkljaich@alaska.edu]
Sent: Wednesday, October 12, 2011 5:03 PM
To: Beck, Albert M L (DOT)
Subject: Goldhill pedestrian/bike path

Al - Thank you so much for the presentation you gave, as well as all the visuals and handouts at the open house last week.

Our family is in favor of the widened shoulder option. We are avid runners with dogs and live at 2641 Goldhill Road. The widened shoulders would give us more safety, without taking away from the treed, rural flavor of our community. In fact, we would propose that a 5 foot shoulder would be a preferable solution, giving us just a bit more room when at times there are runners, roller skiiers, bikers and cars all trying to pass. We saw that situation twice on our Sunday run. During our run with 4 people and 4 dogs, we encountered 9 other runners, in groups of 1- 4, going in the opposite direction between Sheep Creek Extension and the power line past Ace Lake Rd. There is no doubt that there are many non-motorized users.

We would really love to see at least 2 speed indicator signs on Goldhill Road. 80% of the drivers are trying to drive the limit, but are guilty of speeding at times. The speed indicator read-outs are most helpful, and also give the impression that there is a community that cares about the speed of traffic. This has an impact on the 20% of drivers who speed purposefully. I believe (without any science to back me up) that most of the vehicles on Goldhill Road belong to people who live on Goldhill Road. A daily speed check reinforces the will of the community at large. It is a constant reminder that says "we value safety, both yours and ours."

As a life-long resident of Fairbanks, we have only encountered one other paved stretch of road that is so frequently used by non-motorized traffic. The only other stretch is the road between the junction of Sheep Creek extension, and the round-about on campus. There are 2 flashing speed indicators on that stretch of connector road. These speed indicators are very effective on our driving behavior. We feel we deserve the same safety measures. The widening of the shoulders on Goldhill will relieve some of the pressure, but as you noted, will probably increase speed. Goldhill Road is very unique. We dare say that none of the normal statistical information available truly reflects the nature of our road. We urge DOT to utilize multiple traffic calming measures in order to insure that our road does indeed remain a safe place to live, recreate and commute.

We look forward to news of any further developments on this project.

Lisa Kljaich
Mehrdad Sabri

From:	Beck, Albert M L (DOT)
To:	Jeanette Hodges
Cc:	Baxter, Jay A (DOT)
Subject:	RE: Goldhill Rd Bike/Pedestrian Path
Date:	Thursday, October 20, 2011 7:51:34 AM

Jeanette & Stanley,

Thank you for your comments.

Al

-----Original Message-----
From: Jeanette Hodges [mailto:kepler@gci.net]
Sent: Monday, October 17, 2011 1:21 PM
To: Beck, Albert M L (DOT)
Subject: Goldhill Rd Bike/Pedestrian Path

This message will serve as two votes for extending the existing shoulders to 4 ft on each side of the road (not 5 ft). Please feel free to contact us if you need more info.

Jeanette Hodges
Stanley Hodges
3153 Goldhill Road

From: Beck, Albert M L (DOT)
To: laia2712@gci.net
Cc: Baxter, Jay A (DOT)
Subject: RE: GoldHill Road Improvements
Date: Tuesday, November 01, 2011 8:23:19 AM

Alex,

Thank you for your comments.

Al

From: laia2712@gci.net [mailto:laia2712@gci.net]
Sent: Monday, October 31, 2011 11:19 PM
To: Beck, Albert M L (DOT)
Subject: GoldHill Road Improvements

Hello Al,

My preference is for 'Alternative 1, Widen Shoulders'. I agree improvements are needed to increase safety but it should be done with minimal disturbance to property and the natural greenery.

Thank you for your patience,

Alex Lai
2712 Doc John drive
Cell: 460-1403

From: Beck, Albert M L (DOT)
To: Trisha Bower
Cc: Baxter, Jay A (DOT)
Subject: RE: Goldhill Road
Date: Monday, October 10, 2011 9:31:15 AM

Trisha,

Thank you for your comments.

Al

From: Trisha Bower [mailto:kaeliamarie@gmail.com]
Sent: Monday, October 10, 2011 9:14 AM
To: Beck, Albert M L (DOT)
Subject: Goldhill Road

Mr. Beck,

I am a property owner near Goldhill Road (3293 Turnabout Ave, off Henderson) and I would like to express my support for Alternative 1: Widen Shoulders. I believe that wider shoulders would adequately accommodate pedestrian and bicycle traffic in the area and that this alternative is the most economical use of funds. I am always concerned about the people who walk their baby strollers and walk their dogs on Goldhill Road because of how close vehicles are to them when they pass. Thank you,

Trisha Bower
3293 Turnabout Ave
Ester, AK 99725

From:	Beck, Albert M L (DOT)
To:	Krista West
Cc:	Mike West; Baxter, Jay A (DOT)
Subject:	RE: Support for Alternative #1 on Goldhill Rd
Date:	Tuesday, November 01, 2011 9:29:48 AM

Krista,

Thank you for your comments.

Al

From: Krista West [mailto:kdm13@yahoo.com]
Sent: Monday, October 31, 2011 11:42 AM
To: Beck, Albert M L (DOT)
Cc: Mike West
Subject: Support for Alternative #1 on Goldhill Rd

I am writing in strong support of Alternative #1, widening the shoulder on Goldhill Road. Alternative #2 would be a great mistake.

I live on the corner of Goldhill Rd and Faulk County Rd and have three young boys (all under age 7). I run frequently on Goldhill Road with 1-2 boys in a stroller, and one on a bike or on foot. In addition, my boys often play outside in our yard, butting up against the power line that runs along Goldhill.

Running is always a stressful experience, as we simply don't fit on the current "shoulder." I am constantly watching for the cars that do not slow down or drive wide to give us space. The widened shoulder provided by Alternative #1 would allow more wiggle room for me, the boys, and the passing cars.

Playing in the yard is currently do-able. The boys know they are not allowed to go past the power line and the thick border of trees and bushes immediately against the road. If Alternative #2 is adopted and this border of trees and bushes is removed, my boys won't have that defined line that keeps them away from busy Goldhill Road. The power line isn't as obvious as that natural line of vegetation. It is a necessary safety tool that cannot disappear.

For these main reasons central to the safety of my young children, I urge implementation of Alternative #1.
Thank you for your time and work on this issue. It is appreciated.

Krista West
105 Faulk County Rd
Fairbanks AK

COMMENT SHEET

Gold Hill Road Bike/Pedestrian Facility
TE-0002(238)/63293
Thursday, October 6, 2011 5:00 pm-7:30 pm
UAF Patty Center,
Fairbanks, Alaska

We welcome written input and ideas from the public. Please tell us which alternative you prefer and why. Thank you for taking the time to be involved. (If you need more space please use back side.)

COMMENTS:

MAKE THE BIKE PATH AS WIDE AS IT NEEDS TO BE TO PUT IN RUMBLE STRIPS.

YOU DID A GREAT JOB-

THE MAIN CONCERN I HEARD WAS WARNINGS OR MARKERS - SEPERATING THE ROADWAY FROM THE BIKE PATH - RUMBLE STRIPS DO THAT VERY WELL

*Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment –including your personal identifying information –may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. **Please submit comments by November 4, 2011**

E-MAIL ADDRESS: REP.DAVID.GUTTENBERG@LEGIS.STATE.AK.US

NAME: DAVID GUTTENBERG

MAILING ADDRESS: BOX 80731 FBKS AK 99708

For further information, please contact Al Beck, P.E., Engineering Manager, at (907) 451-5359, or email: *albert.beck@alaska.gov*.
To correspond by text telephone (TDD), please call (907) 451-2363.

"Get Alaska Moving through service and infrastructure."

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COMMENTS:

I am a property owner on Goldhill Rd. For the least property lose to my land for this prodject I suggest you use Alternative #1 We can live with this with the least economic to our rental property's thank you.

*Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment –including your personal identifying information –may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. **Please submit comments by November 4, 2011**

E-MAIL ADDRESS:

NAME: SCOTT Cuelma

MAILING ADDRESS: 1710 moose trail FBKS AK 99709

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