Project Advisory Committee

PAC Membership List

Name	Organization	Division / Department	Email
Lt. Brian Wassmann	Alaska State Troopers		brian.wassmann@alaska.gov
Bob Pristash	City of Fairbanks/FMATS	Engineering Department	rhpristash@ci.fairbanks.ak.us
Fire Chief Jim Styers	City of Fairbanks	Fire Department	jstyers@fairbanks.us
Deputy Chief Dan Welborn	City of Fairbanks	Police Department	dpwelborn@fairbanks.us
Baird Stiefel	Fairbanks North Star Borough	Emergency Management	bstiefel@fnsb.us
Don Galligan	Fairbanks North Star Borough	Department of Community Planning	DGalligan@fnsb.us
Jeanne Bowie	Kinney Engineering		jeannebowie@kinneyeng.com
Phoebe Bredlie	Kinney Engineering		phoebebredlie@kinneyeng.com
Will Webb	Kinney Engineering		willwebb@kinneyeng.com
Derek Christianson	Michael Baker International		derek.christianson@mbakerintl.com
Kate Siftar	Directorate of Public Works	Chief, Master Planning Division	kathleen.d.siftar.civ@mail.mil
Dave Moody	Directorate of Public Works	Master Planning Division	david.c.moody24.civ@mail.mil
Ben Soiseth	US Army Corps of Engineers		benjamin.n.soiseth@usace.army.mil
Elmer Marx	DOT&PF	Bridge Design	elmer.marx@alaska.gov
Paul Eckman	DOT&PF	Design	paul.eckman@alaska.gov
Lauren Little	DOT&PF	Design	lauren.little@alaska.gov
Laura Sample	DOT&PF	Environment	laura.sample@alaska.gov
Dan Schacher	DOT&PF	M&O	daniel.schacher@alaska.gov
Jeff Currey	DOT&PF	Materials	jeff.currey@alaska.gov
Margaret Carpenter	DOT&PF	Planning	margaret.carpenter@alaska.gov
Pam Golden	DOT&PF	Traffic & Safety	pamela.golden@alska.gov
Gail Gardner	DOT&PF	Utilities	gail.gardner@alaska.gov

Alaska Department of Transportation & Public Facilities

Steese Expressway/Johansen Expressway Interchange

Z607320000/002337

Project Advisory Committee

Keep Alaska Moving through service and infrastructure

Steese Expressway/Johansen Expressway Interchange:
Engineering & Environmental Services
Z607320000/002337

PROJECT ADVISORY COMMITTEE
WORKSHOP #1 AGENDA

Wednesday, August 30, 2017 – 1:00 pm to 4:00 pm
MR DOT&PF, McKinley T2 Training Room

1. Welcome
2. Advisory Committee Introductions
3. Project Overview
4. Presentation of Previous Studies
5. 15 Minute Break
6. Purpose and Need Statement
7. Goals
8. Constraints
9. Review and Summary

COMMITTEE FACILITATORS

Lauren Little
Project Manager
NR DOT&PF
lauren.little@alaska.gov
(907) 451-5371

Jeanne Bowie
Contract Project Manager
Kinney Engineering, LLC
jeannebowie@kinneyeng.com
(907) 344-7585

Jennifer Schmetzer
Public Involvement
Kinney Engineering, LLC
jenniferschmetzer@kinneyeng.com
(907) 888-3893

COMMITTEE MEMBERS

Alaska State Troopers
Lt. Brian Wassmann, brian.wassmann@alaska.gov, (907) 451-5100

COF – Engineering
Jackson Fox, City Engineer, jcfox@ci.fairbanks.ak.us, (907) 459-6758

COF – Fire
Kyle Green, Deputy Fire Marshall, kgreen@fairbanks.us, (907) 450-6614

COF – Police
Dan Welborn, Deputy Chief, dpwelborn@fairbanks.us, (907) 450-6566

FMATS
Donna Gardino, Executive Director, donna.gardino@fmats.us, (907) 459-6786

FNSB – Emergency Management
Baird Stiefel, Emergency Manager, bstiefel@fnsb.us, (907) 459-1219

FNSB – Planning
Don Galligan, Transportation Planner, DGalligan@fnsb.us, (907) 459-1272

Kinney Engineering, LLC
Will Webb, Project Engineer, willwebb@kinneyeng.com, (907) 344-7578

Michael Baker International
Derek Christianson, Environmental Coordinator, derek.christianson@mbakerintl.com, (907) 273-1629

NR DOT&PF – Bridge Design
Elmer Marx, elmer.marx@alaska.gov, (907) 465-6941

NR DOT&PF – Environment
Kerri Martin, kerri.martin@alaska.gov, (907) 451-5289

NR DOT&PF – Maintenance & Operations
Dan Schacher, daniel.schacher@alaska.gov, (907) 451-5276

NR DOT&PF – Materials
Jeff Currey, jeff.currey@alaska.gov, (907) 451-2040

NR DOT&PF – Planning
Margaret Carpenter, margaret.carpenter@alaska.gov, (907) 451-2252

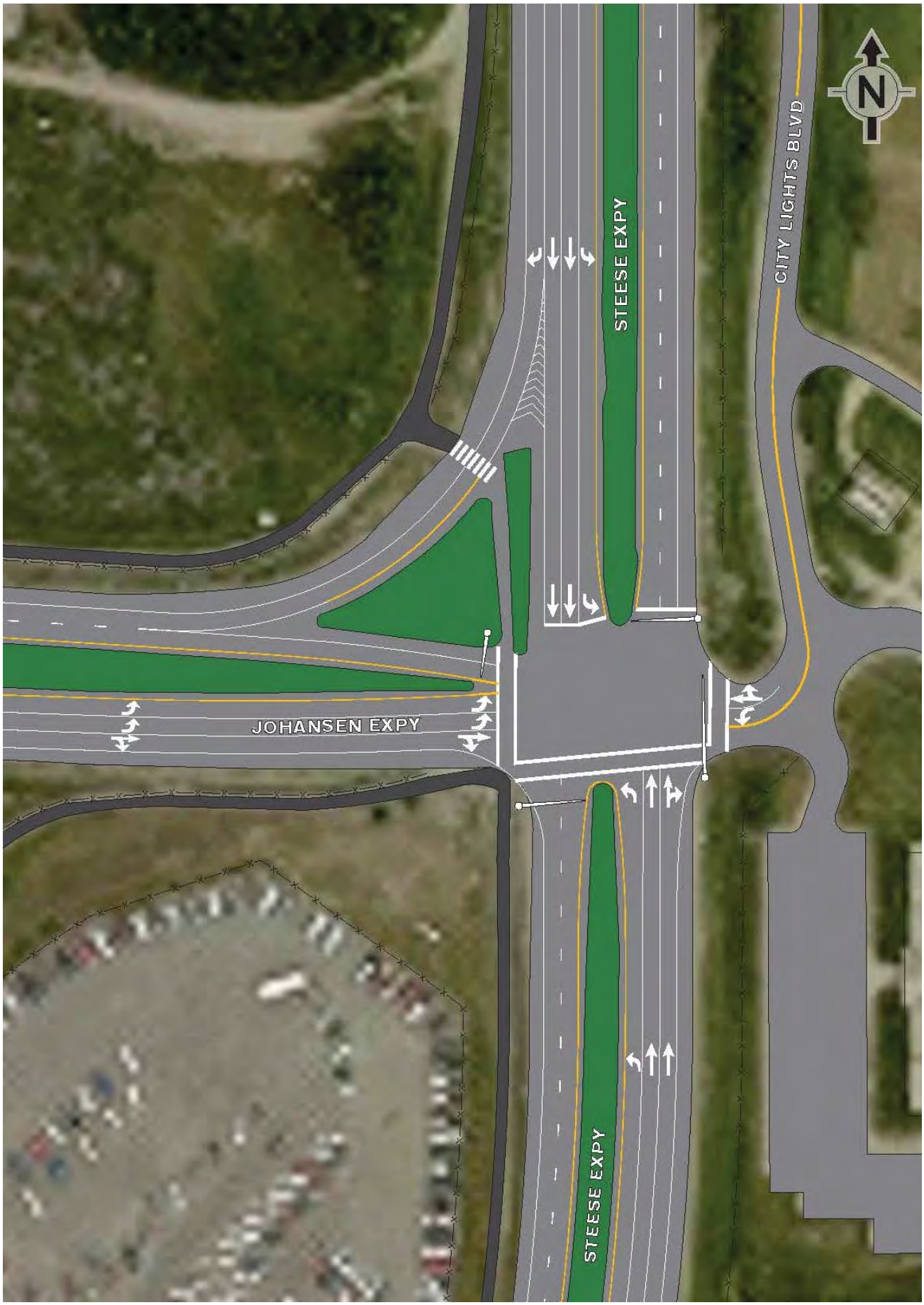
NR DOT&PF – Traffic & Safety
Pam Golden, pamela.golden@alska.gov, (907) 451-2283

NR DOT&PF – Utilities
Gail Gardner, gail.gardner@alaska.gov, (907) 451-5408

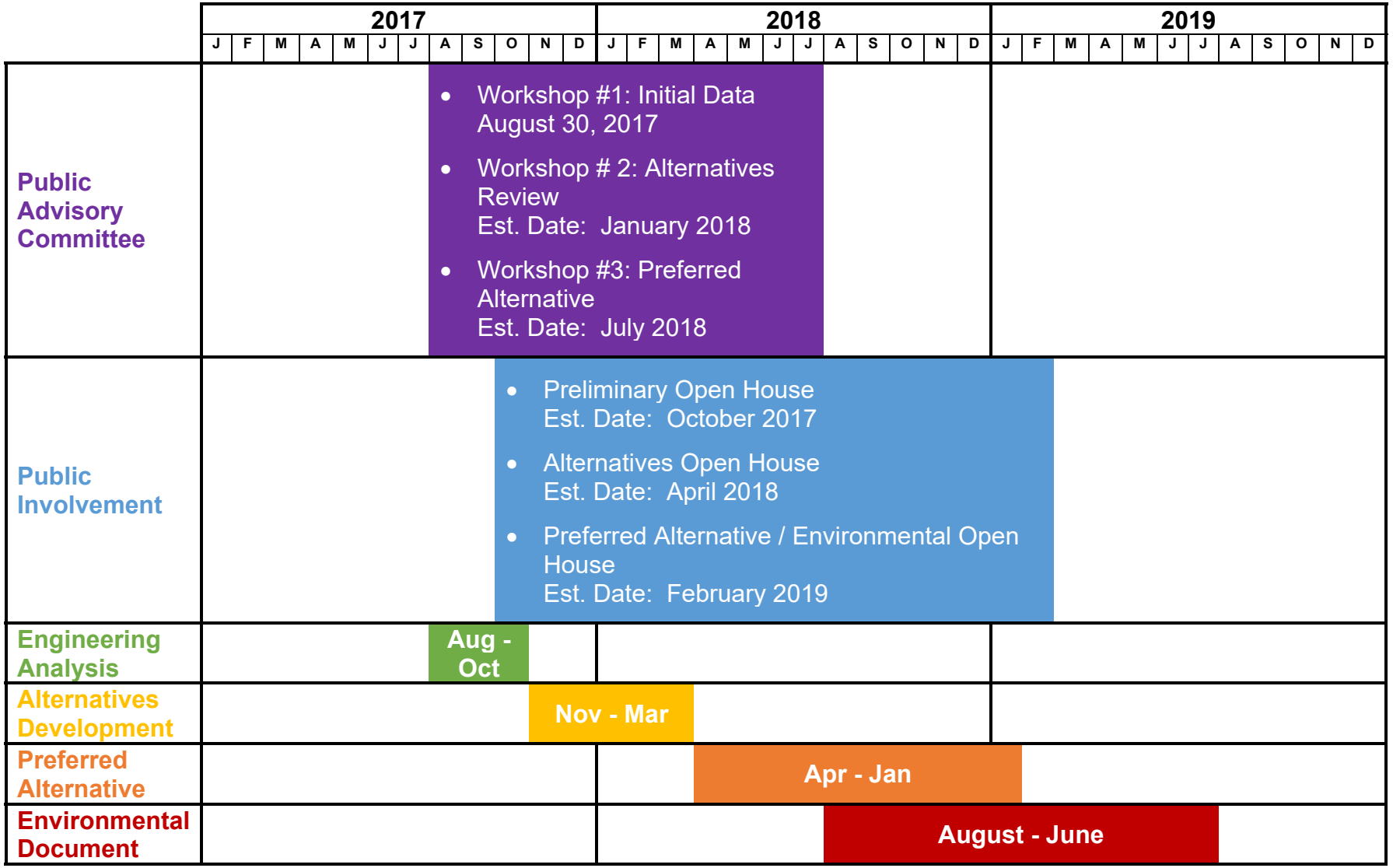
US Army Fort Wainwright
David Moody, david.c.moody24.civ@mail.mil, (907) 361-7131

PROJECT AREA MAP

EXISTING INTERSECTION CONDITIONS



PROJECT SCHEDULE



KINNEY ENGINEERING, LLC

MEETING SUMMARY

Project:	Steese Expressway/Johansen Expressway Interchange: Engineering & Environmental Services Project No. Z607320000 / 0002337
Meeting:	Public Advisory Committee Workshop #1
Date/Time:	August 30, 2017, 1:00 pm
Location:	McKinley T2 Training Room, NR DOT&PF, Fairbanks

ATTENDEES:

COF Engineering, Jackson Fox

COF Fire, Kyle Green

COF Police, Dan Welborn

FMATS, Donna Gardino

FNSB Emergency Management, Baird Stiefel

FNSB Planning, Don Galligan

Kinney Engineering, Jeanne Bowie

Kinney Engineering, Jennifer Schmetzer

Kinney Engineering, Will Webb

Michael Baker International, Derek Christianson

NR DOT&PF – Bridge Design, Elmer Marx (via phone)

NR DOT&PF – Design, Carl Heim

NR DOT&PF – Design, Barry Hooper

NR DOT&PF – Design, Lauren Little

NR DOT&PF – Environment, Kerri Martin

NR DOT&PF – Maintenance & Operations, Dan Schacher

NR DOT&PF – Planning, Randi Motsko

NR DOT&PF – Utilities, Shawna Sastamoinen

US Army Fort Wainwright, David Moody

MEETING NOTES:

- Project Overview

  The project will upgrade the intersection of the Steese and Johansen Expressways. It is being funded through the Federal Highway Administration and does not fall under HSIP. We are currently in Preliminary Engineering and Environmental Review, which will extend through 2019. Construction is planned in 2021 or 2022.

- Presentation of Previous Studies

  - Two studies have been completed: a 2008 traffic study and a 2015 Planning and Environment Linkages (PEL) study.
  - The 2008 traffic study favors operations along the Johansen Expressway and focuses on access issues to the Bentley commercial area. The study identifies an existing Level of Service (LOS) of C or D at the intersection that will continue to get worse and reach uncomfortable levels (LOS E or F) within the next 20 years; calculates a crash rate that is consistent with intersections on higher volume roads; and recommends that additional studies be conducted.
  - The 2015 PEL study focusses on freight movement on the Steese Expressway. Like the 2008 traffic study, the PEL study identifies issues with LOS and shows crash rates consistent with other intersections of this type. The PEL study recommends an interchange be constructed.
  - The studies support finding a solution based on the LOS issue, not necessarily based on crash rates.

- The other take away is that we need to find a solution that moves freight, eases commutes, and supports economic development in the area.

- <u>Purpose and Need Statement</u>
  - Purpose:
    - Enhance vehicle mobility
    - Enhance non-motorized mobility
    - Enhance user safety
  - Need:
    - Traffic, we have high volumes and expect to see continued growth.
    - LOS, we are low now and expect unacceptable levels in the future, long term capacity is an issue.
    - Safety, while the crash rates are not higher than average, we still have had a fatality and major injury incident that can't be ignored.
  - Comments:
    - (Schacher) We need to identify if truck traffic is traveling mostly along the Steese or if we also see significant truck traffic on the Johansen.
    - (Gardino) The threshold for Project Level Air Conformity is 6 to 8% truck traffic. We need to identify if this is triggered.
    - (Moody) US Army Fort Wainwright (FTWW) plans to have a fully accessible point of entry at their Canol Road [Lazelle Road] gate by 2024/2025. FTWW has found that those accessing the post like the Canol Road entry better than the Trainor Gate Road entry (don't have to mix with school traffic, easier access onto Post). By upgrading the access at Canol to a primary entry point, FTWW can close Trainor Gate and they expect that the volume of accesses at the Airport Road entry will go down, but are currently working on determining estimated volumes. Prior to all upgrades being completed (at the entry gate and at the Steese/Johansen intersection), FTWW may open Canol Road for one way traffic entering the fort. Traffic would be limited to one-way because of (1) encroachments along Lazelle/Canol Roads and (2) the Steese/Johansen intersection cannot handle the volume of two-way traffic.
    - (Fox) COF has recently purchased land south of Lazelle Road, east of the D Street extension for a snow dump. They are also open to sharing the snow dump with DOT.
    - (Green) COF Fire owns land along City Lights, but does not have plans to build a satellite station. Building a new fire station on City Lights Blvd was a 1970's era concept.

- <u>Goals: What should this intersection do?</u>
  - (Gardino) Coordinate with the MTP
    - January 2019 is due date for final plan.
    - A list of projects planned through 2045 will be available in March 2018.
    - Land use updates are available now and include F-35 impacts.
      - *Gardino can forward memo outlining land use to Bowie.*
    - The 2040 Travel Demand Model has also already been updated.
      - *Motsko can provide Bowie with access to the model.*
  - (Hooper) Need a clear Preferred Alternative that is coordinated with other plans in the area. The perfect solution may end up being one of compromise to meet the varying needs of the stakeholders.
    - (Heim) Steese Expressway/Airport Way Interchange project underway with nearly the same schedule.
    - (Moody) FTWW master plan in EA phase with significant changes to access. An interchange at this intersection is key to their ability to open the preferred gate (Canol Road).
  - (Heim) Need to minimize footprint and limit property acquisition.

- (Fox & Gardino) Access must be maintained at the Old Steese/Northside intersection. There is currently a plan to continue development in the Northside Commercial District and cutting off the intersection would impact this development.
- (Schacher & Fox) Need to include drainage upgrades in the project. All four quadrants of the intersection have drainage issues, primarily high water that takes time to drain out of these low-lying areas. The wetland conservation area is currently important for road drainage relief.
- (All) Access must be maintained to Lazelle Road from both the Steese and the Johansen. Lazelle is used as access and egress to the D Street extension and into Shannon Park. This is necessary for both Police and Fire. Also, the new COF snow dump is planned along Lazelle.
- (All) Access to City Lights does not need to be maintained.
- (Gardino) FMATS has a Green Streets and Complete Streets Policy that should be considered.
- (Gardino) Multi-modal connectivity and safety is important and needs improvement.
- (Fox & Gardino & Galligan) Business access is important. We need to promote economic development.
- Reducing congestion will improve air quality.
- Need to understand how truck traffic moves through the area. There is a general belief that most of the freight moves along the Steese Expressway south of the intersection, but we may find that a significant portion of freight moves along the Johansen Expressway. Also, it is important to keep truck speeds in check. Hazardous freight can cause serious issues with the environment if crashes occur. Note that freight needs to move during construction as well.
- (Steifel & Green) Evacuation routes for various emergency scenarios are mapped along both expressways and need to be maintained, even during construction. Also, mutual aid requests are common and response can be in any direction.
- Updated aerials for the project area are available through FNSB. *Stiefel can provide Bowie with contact information for Bill Witte at FNSB Planning so we can obtain the latest information.*
- Signal phasing is important to the success of the intersection.
- (Schacher) Snow storage and removal needs must be considered. Lanes cannot be narrow, especially on fly overs where vehicles are moving under the ramps. Flyovers must include space for snow storage.

- <u>Constraints: What are the deal breakers?</u>

  - (Marx) Need to keep in mind construction costs when investigating alternatives. For example, improvements requiring elevated surfaces that are curved or banked are much more expensive than straight surfaces. More complicated improvements cost more.
  - (Galligan) Potential constraints surround the project area: private property, the cemetery, churches, wetlands.
  - (Hooper) What happens with other projects may dictate what happens with this project. We need to ensure a coordinated effort. There may be difficulty reaching consensus on the goals for all the different projects in the area.
  - (Heim) ROW is expensive.
  - (Hooper) Need to ensure we reach out to the public and make sure we don't leave out any stakeholder groups.
  - (Moody) Closing access to Lazelle will not work.
  - (Fox) Closing access to Old Steese/Northside will not work.
  - (Fox) Commercial property owners in the area have tried to work with the USACE on wetlands fill, but the USACE has denied permits. It may be difficult to get regulatory buy-in on any wetlands impacts.
  - (Gardino) Restricting multi-modal access will not work. We need to have safe facilities for peds and bikes in this area.
  - (Green & Steifel) Large trucks and emergency apparatus require large turning areas.

- (Schacher) Currently, storm water collected in the Steese and Johansen medians drains to the Northside properties. This project will need to address the issue.

- Summary: Final thoughts.

  - Maintaining Lazelle access vs not impacting private property. These two items are in direct conflict.
  - Maintaining existing wetlands vs avoiding commercial property. These two items are in direct conflict.
  - May want to consider having a land owner meeting separate from the Public Open House.
  - May want to consider involving the Planning Commission throughout the design phase.
  - We need to keep in mind the context of the land use as the area grows, making sure the infrastructure keeps pace with the development.

NEXT MEETING:

- PAC Workshop #2 in January 2018 to discuss traffic analysis and a list of upgrade alternatives
- NOTE: Public Open House in October 2017

ACTION ITEMS:

- FMATS – Gardino – will provide memo on F-35 land use impacts.
- NR DOT&PF, Planning – Motsko – will provide access to the new travel demand model
- FNSB Emergency Management – Stiefel - will provide contact information for obtaining aerial imagery

KINNEY ENGINEERING, LLC

MEETING SUMMARY

Project:	Steese Expressway/Johansen Expressway Interchange: Engineering & Environmental Services Project No. Z607320000 / 0002337
Meeting:	Public Advisory Committee Workshop #2
Date/Time:	January 24, 2018 – 9:00 am
Location:	McKinley T2 Training Room, NR DOT&PF, Fairbanks

ATTENDEES:

COF Engineering, Jeff Whipple
COF Engineering, Peter Flint
COF Fire, Kyle Green
FMATS, Jackson Fox
FNSB Emergency Management, Kate Janoski
FNSB Planning, Don Galligan
Kinney Engineering, Jeanne Bowie
Kinney Engineering, Aiza Miguel
Kinney Engineering, Jennifer Schmetzer
Kinney Engineering, Will Webb
Michael Baker International, Derek Christianson
NR DOT&PF – Bridge Design, Elmer Marx (phone)
NR DOT&PF – Design, Paul Eckman
NR DOT&PF – Design, Lauren Little
NR DOT&PF – Environment, Laura Sample
NR DOT&PF – Materials, Jeff Currey
NR DOT&PF – Planning, Randi Motsko
NR DOT&PF – Traffic, Pam Golden
NR DOT&PF – Utilities, Gail Gardner
NR DOT&PF – Utilities, Mary Brunner
US Army Fort Wainwright, David Moody
US Army Corps of Engineers, Ben Soiseth

MEETING NOTES:

- <u>Open House and Public Survey Summary</u>
  - Summary Document emailed to PAC by Little two weeks prior to meeting.
  - Open House, October 12, 2017 with 55 participants.
  - On-line Survey, September 25 – November 13, 2017 with 247 participants.
  - Nearly 500 individual comments received, reviewed, and grouped into categories.
    - Movements – congestion, delay PM, delay AM, Lazelle signal detection.
    - Economic Development – business access at Northside/Old Steese necessary.
    - Environment – noise, air quality.
    - Intersection Safety – intersection geometry, vehicle speeds, weaving, lighting, ice/snow build up, drainage issues.
    - Pedestrian/Bicycle – crossings, pathways.
  - Many potential solutions or ideas received – overpass, at grade displaced left turns for Johansen EB, grade separated pedestrian crossing, additional advanced warning lights, connection between Johansen and Farmer's Loop at Northside/Old Steese, dedicated right turn lanes, signal changes.

- Intersection priorities as ranked by survey participants:
  (1) Intersection Safety
  (2) Commuter Movements
  (3) Pedestrian/Bicycle
  (4) Freight Mobility
  (5) Economic Development
- Areas of concern identified in the survey based on agree/disagree statements include:
  - Vehicle speed.
  - Length of delay.
  - Conflicts between users.
  - Pedestrian/bicycle crossing locations and times.
  - Adequate pedestrian/bicycle pathways.
  - Connection of pedestrian/bicycle pathways with larger Fairbanks non-motorized network.
  - Loss of business access.
- (Little) Based on the survey responses, length of delay was noted as an area of concern, but it ranked with a 50%/50% split by the public. Pedestrian/Bicycle issues were the bigger issue with rankings over 60%.

- <u>Existing Conditions Report</u>

  - Analysis included review of land use, functional class, roadway characteristics, pedestrians, bicycles, freight, transit, current and future traffic volumes, crash history, speed, capacity, level of service, conflicts, and delay.
  - Highlights of the physical conditions of the intersection:
    - Expressways are principal urban arterials designed for high-speed, high-volume, and limited access.
    - Multi-modal uses are present by means of separated paths with signalized crossings.
    - Freight mobility is significant with 7-8% trucks by volume.
    - Public Transit is present.
    - Farmers Loop Road proximity creates weaving issues on the SB approach and reduced LOS through the intersection due to the volume of EB left turns.
  - Highlights of intersection safety:
    - Crash rates are below statewide averages and the critical accident rate for intersections of this type.
    - We've had 1 fatality and 2 major injury crashes during the study period.
    - Crash patterns include NB left-turns with SB through movements, rear ends, and run-off-the-road crashes on the SB channelized right turn.
    - Crash severity is due to the high posted speed limit.
  - Highlights of intersection operations:
    - Level of Service (LOS) B in the AM peak hour and D in the PM peak hour.
    - The critical movement is the EB left turn with a LOS E and a volume to capacity ratio of 1.1 in the PM peak hour.
    - Pedestrian delay is 42 to 45 seconds, which relates to a LOS E.
    - Vehicle speeds are consistent with the posted speed on the Steese and lower than the posted speed on the Johansen, although vehicle speeds are a concern to the public.
    - If FTWW changes the main gate access to Canol Road, the intersection will go to LOS F.
  - Future no-build condition shows unacceptable LOS (E by 2024 and F by 2045), unacceptable queue lengths, and unacceptable pedestrian delay (2 minutes).
  - Summary of concerns:
    - Pedestrian/Bicycle Safety.
    - Pedestrian Delay.

  - Proximity of Farmers Loop Road.
  - Vehicular Delay.

- Purpose and Need Statement

  - Purpose and Need Statement presented including detail on the areas of concern for the project (see ATTACHMENT 1).
  - Comments:
    - (Galligan) At least part of the purpose should be to improve function at Farmers Loop given the weaving issues and the delay due to the left turns.
    - (Little) There is a gray area with identifying Farmers Loop in the purpose. This project is for the Steese/Johansen not Steese/Farmers Loop, but maybe we could identify approach lengths or look at the corridor.
    - (Golden) Including Farmers Loop in the purpose statement is not appropriate given the scope of the project.
    - (Brunner) Could use the term "influence from" instead of including the Farmers Loop intersection itself.
    - (Golden) We also have weaving due to the influence from the proximity of Old Steese Highway.
    - (Bowie) Add in "*and within the influence area of the intersection*" to the purpose statement.
    - (Currey) How significant were the public comments on the pedestrian/bicycle issues? Did we hear from a cross section of users or just the pedestrian/bicycle users?
    - (Bowie) Over 160 survey participants ranked pedestrian/bicycle issues as falling within their top three priorities, so a significant portion.
    - (Brunner) Do we need to include drainage in the purpose?
    - (Galligan) Do we need to include business access in the purpose?
    - (Little) Drainage is an existing issue that will be addressed regardless of purpose just given the nature of the project. Business access is a constraint, but it isn't the purpose of the project.
    - (Whipple) Did we look at the impact on traffic volumes if the Farmers Loop/Johansen connection is made at Northside?
    - (Little) We did not factor it into the existing conditions analysis, but it may well be an alternative that we can analyze.
    - (Golden) The number of pedestrian crashes is included in the commentary on concerns. We need to also include the number of bicycle crashes.
    - (Golden) Is the D Street Extension in the ROW?
    - (Whipple) The D Street Extension is in the ROW and COF has recently purchased property for a snow dump adjacent to D Street. There has recently been a land swap between the churches, the plat is in review at COF. The curve on Lazelle exists because of a septic system located north of the Latter-Day Saints church.
    - (Flint) Extension of water and sewer lines to the church was proposed, but not completed. Right now, main lines run to Joyce Drive, but not north.
    - (Little) Can we make a change today to provide only protected left turns?
    - (Golden) Left turn issues are a common problem at high volume intersections. There are times during the day when we do not want to take away the permissive left. Protected is not recommended.
    - (Bowie) Do we need to include freight in the purpose?
    - (Golden) Freight movement is a given along an expressway, it is not the purpose of the project.
    - (Currey) Freight is a constraint.

- Alternatives Screening Criteria

  - Scoring criteria for potential alternatives presented (see ATTACHMENT 2). The alternatives will be scored based on how well they address the goals, constraints, and identified issues for the project. Scoring will be based on weighted rankings for each goal, constraint, and issue.
  - Comments:
    - (Christianson) Concerned that three categories (goals, constraints, and issues) are given the same importance in the overall score. Could we end up with an alternative that addresses constraints, but doesn't address goals? We need to identify the importance of each category and weight them as appropriate.
    - (Little) Agree that the categories should be weighted, and we will look at that when we revise the matrix.
    - (Galligan) There seems to be some redundancy in the categories. The issues are already addressed in goals or constraints.
    - (Little) We broke them out separately because we need to identify the importance of each.
    - Identified Issues Weighting
      - (Eckman/Golden) Intersection proximity is the underlying cause of many of the issues.
      - (Little/Sample) Intersection proximity is directly related to delay, especially for the EB left turn.
      - (Gardner) Has anyone looked at what happens when you peel off the Farmer's Loop Traffic from the EB left turns?
      - (Little) A previous study looked at the connection of the Johansen with Farmer's Loop at the Northside/Old Steese intersection. The delay problem simply moves to that intersection.
      - (Golden) Based on functional classification, it is OK for delay to be at Old Steese, but not OK for delay to be at the Steese Expressway.
      - (Garner) If you want to turn left from Johansen and then turn left at Farmers Loop in the evening, you need to be in the left turn lane on Johansen before you reach college road, that's how far back we see the effects.
      - (Flick) Statistically, it makes more sense to break out the intersections into separate issues. Some of the intersections are more important than others. Maintaining access doesn't mean it won't change.
      - (Bowie) Break out the intersection proximity issue on the scoring matrix into three intersections: Farmer's Loop, Old Steese, and Lazelle. Rank as 5, 3, and 2, respectively.
      - (Golden/Brunner) Pedestrian/bicycle issues are not more important than vehicle delay.
      - (Fox) Some of the pedestrian/bicycle safety issues are directly related to the homeless encampment in the northwest quadrant. Based on counts conducted by FMATS, over 50% of the pedestrian/bicycle traffic comes from the encampment.
      - (Little) Pedestrian/bicycle exposure at this intersection is a problem. Can we encourage crossings further south, toward Trainor Gate Road?
      - (Golden) The Old Steese project may help as sidewalks will be extended.
      - (Bowie) Revise the vehicular delay weight to 5 and the pedestrian/bicycle safety weight to 4.
    - Goals Weighting
      - (Bowie) Remove "*OTHER: Reduce vehicle crashes*" and keep the current goal weights.
    - Constraints Weighting
      - (Moody) FTWW is actively pursuing a move of the main gate from Airport/Steese to Canol Road. Canol will provide primary access with commercial lanes, truck inspection bays, and a visitor center.
      - (Sample) Can the City Lights connection be removed?
      - (Flint) There are currently lots for sale along City Lights.
      - (Green) EMS access needs the Lazelle connection, not City Lights.

- (Sample) The constraints for Lazelle Road, the Canol gate, and EMS access should be combined into one.
- (Golden) If the FTWW gate change is being pursued, then it needs to be ranked high.
- (Bowie) Combine the constraints into one to read "Maintain Lazelle Rd access, including accommodating FTWW gate relocation and considering EMS response times." and provide a weight of 5.
- (Little) What is the status of the conservation easement for the wetlands in the northwest quadrant? What are the overall goals for the wetlands and is there a link between the USACE wetlands conservation need and the DOT drainage need?
- (Soiseth) There has been a request made to remove the easement. Public comment is closed, but we are waiting on additional data before concluding our study and providing recommendation. These wetlands are rare and high value. They provide habitat for a species of concern. At this time, until we resolve the request to remove the easement, it must be considered in place and there can be no construction impacts.
- (Bowie) Revise the constraint "*Minimize natural environment impacts (wetlands, wildlife)*" to read "*Avoid physical impact to conservation area*" and provide a weight of 3.5.
- (Little) Footprint doesn't need to be called out separately.
- (Fox) Green Streets/Complete Streets policies are more for city roadways, not expressways.
- (Currey) Construction costs are not really a NEPA constraint unless we are talking about orders of magnitude.
- (Bowie) Remove the footprint and Green Streets/Complete Streets constraints.
- (Galligan) Is the cemetery a 4F resource?
- (Little) The cemetery is not a 4F resource, but it is a serious constraint. That is our big built environment concern.
- (Bowie) Revise the constraint "*Minimize built environment impacts (lighting, noise, air quality)*" to read "*Avoid physical impact to cemetery*" and provide a weight of 4.
- (Currey) Freight mobility is important. This stretch of the Steese is really considered part of the Dalton Highway. It is the route for northern cargo. There are very large vehicles that must be accommodated.
- (Bowie) Add an additional constraint reading "Accommodate overheight/overweight vehicles" and provide a weight of 5.
- (Bowie) Increase the constraint on complying with land use and transportation plans to 3.5, decrease snow maintenance to 3, and remove "*OTHER: Maintain pedestrian facilities and use of the area*."

- <u>Summary: Final thoughts.</u>

  - Any predetermined alternatives?
    - Eastbound flyover ramps.
    - Tight diamond interchange.
    - Johansen/Farmers Loop connection.
    - Alternate at grade intersections (CFI)
    - Echelon.
    - Additional lanes throughout the project area.
    - Pedestrian overpass.

Purpose and Need

Purpose
The purpose of the Steese Expressway/Johansen Expressway Interchange project is to enhance motorized and non-motorized mobility and user safety at the Steese Expressway and Johansen Expressway intersection.

Need
The traffic volumes within the Steese Expressway/Johansen Expressway area are among the highest in the City of Fairbanks. The Johansen Expressway serves as a major thoroughfare for traffic moving east and west and provides a prominent link to developable lands, both north and south of the expressway. Historic data for the Johansen Expressway shows rapid growth within the last 20 years. Large tracts of property within and adjacent to Bentley Trust commercial property have experienced a rapid increase in commercial and residential development. Multiple large and small retail stores, as well as service-oriented businesses and a residential neighborhood have developed in this area, dramatically increasing traffic volumes. Future development plans will likely consist of business and residential land uses like those currently in the area. As development continues in the area, traffic volumes will continue to increase. The Steese Expressway in the project area serves as a principal arterial for traffic moving north and south between residential and commercial developments. It is also the only route to access the Dalton Highway and continue to the North Slope; therefore, it serves the trucking industry.

An analysis of the intersection identified the following operational and safety concerns:

- **Pedestrian and Bicycle Safety**: Two pedestrian crashes occurred, between 2005 and 2014, crossing Steese Expressway, with one resulting in a pedestrian fatality and the other resulting in a major injury. Residences on the east side of Steese Expressway and the commercial district on the west side create a high crossing demand.
- **Pedestrian Delay**: Pedestrians crossing the southbound right-turn lane in the morning may currently wait up to 45 seconds to find a gap to cross. Pedestrian delay for crossing at the signal is an average of 42 seconds or more (LOS E). The HCM 2010 states that “In general, pedestrians become impatient when they experience delays in excess of 30 s/p, and there is a high likelihood of their not complying with the signal indication” (Page 18-69). Thus, pedestrians are likely to feel impatient as they wait at the signal and may cross against the walk signal if they feel there is a gap sufficient in the oncoming traffic to do so.
- **Proximity of Farmers Loop Road**: The proximity of the Farmers Loop Road intersection creates southbound weaving conflicts during the AM peak on Steese Expressway between merging Farmers Loop Road traffic and Steese Expressway traffic desiring to exit at the Johansen Expressway. In addition, eastbound left turn vehicles at the Johansen Expressway stack up in the left-most turn lane, because many desire to turn left at Farmers Loop Road, resulting in uneven use of the left turn lanes and reduced signal capacity.
- **Vehicular Delay**: Eastbound left-turn vehicles currently may wait through one signal cycle at the intersection with an average delay of over 1 minute per vehicle in the PM peak. The intersection LOS is expected to fall to LOS E by 2024.

Most of the freight traffic makes either eastbound left-turn or northbound through movements at the intersection. The average vehicle delays for freight traffic are the highest during the evening peak with 76 seconds per vehicle for eastbound left turns (LOS E) and 34 seconds per vehicle for northbound throughs (LOS C). Delay for the freight movements will increase by at least 200 seconds of additional delay in 2045.

Transit vehicles make either eastbound left-turn or southbound right-turn movements at the intersection. As the southbound right-turn movement is free from any control, it experiences minor delay (less than 10 seconds – LOS A) throughout the day. The eastbound left-turn movement experiences similar delays as freight traffic, with an average delay of 76 seconds per vehicle in the evening peak. During the 2045 evening peak, the eastbound left-turn movement will have about 300 seconds of delay per vehicle (LOS F).

STEESE EXPRESSWAY/JOHANSEN EXPRESSWAY INTERCHANGE ALTERNATIVES SCORING MATRIX

ALTERNATIVES AND SCORES

Total Score = Σ (Constraint Rating X Constraint Weight) + Σ (GoaL Rating X Goal Weight) + Σ (Issue Rating X Issue Weight)

CRITERIA AND WEIGHT	Weight	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10
CONSTRAINTS	**Weight**										
Maintain access to commercial areas (Northside, Bentley).	4.00										
Maintain EMS routes and response times.	3.60										
Comply with local transportation & land use plans.	3.40										
Snow storage and snow removal techniques.	3.20										
Maintain Lazelle Rd access.	3.00										
Accommodate Ft. Wainwright gate relocation to Canol Rd.	3.00										
Minimize built environment impacts (lighting, noise, air quality).	2.40										
Minimize natural environment impacts (wetlands, wildlife).	2.20										
Minimize footprint.	2.00										
Minimize ROW acquisition.	2.00										
Incorporate appropriate Green Streets & Complete Streets policies.	2.00										
Minimize construction costs.	2.00										
OTHER: Maintain pedestrian facilities and use of the area. (5.00)	?										
Constraints Score:											
GOALS	**Weight**										
Reduce congestion.	5.00										
Improve non-motorized user safety.	3.50										
Improve freight mobility.	3.25										
Improve multi-modal connectivity.	2.00										
Improve drainage.	1.25										
OTHER: Reduce vehicle crashes. (4.50)	?										
Goals Score:											
IDENTIFIED ISSUES	**Weight**										
Non-motorized delay and safety.	4.50										
Proximity of Farmer's Loop Road.	3.75										
Vehicular delay.	3.75										
Identified Issues Score:											
TOTAL WEIGHTED SCORE:											

CRITERIA RATING

How well does Alternative incorporate constraints, goals, identified issues?	Rating
Much More / Much Better	2
More / Better	1
Same	0
Less / Worse	-1
Much Less / Much Worse	-2

ALTERNATIVES DESCRIPTION

	A1
	A2
	A3
	A4
	A5
	A6
	A7
	A8
	A9
	A10

PAC Meeting 3 Invite, 10/22/2018

(email text)

Public Advisory Committee Members:

We have completed our engineering analyses of the future (2045) no build condition and 12 possible build alternatives for the Steese Expressway/Johansen Expressway Intersection. Attached is a draft Alternatives Analysis Report for your review. The report presents the future conditions for the intersection based on traffic volumes forecast for 2045. Each of the alternatives is screened against the criteria that was developed as part of our last PAC meeting (which is also described in the report).

We are not planning to have a PAC meeting during this stage of the project; we are instead asking PAC members to review the report and submit comments. Please submit comments by COB on Monday, November 5, 2018.

After we have received comments from the PAC, we plan to revise the report and present it to the public in an online survey, and at a public open house. We anticipate the open house will be held in the evening the first week of December.

I can be reached via telephone at (907) 451-5371, email at lauren.little@alaska.gov, or text telephone at (907) 451-2363. Thank you for your time during this stage of the project.

Sincerely,
Lauren Little, P.E.
Project Manager

Lt. Brian Wassmann
Alaska State Troopers
brian.wassmann@alaska.gov

Jackson Fox
City of Fairbanks/FMATS
Engineering Department
jcfox@ci.fairbanks.ak.us

Deputy Fire Marshall Kyle Green
City of Fairbanks
Fire Department
kgreen@fairbanks.us

Deputy Chief Dan Welborn
City of Fairbanks
Police Department
dpwelborn@fairbanks.us

Baird Stiefel
FNSB Emergency Management
bstiefel@fnsb.us

Don Galligan
Fairbanks North Star Borough
Department of Community Planning
DGalligan@fnsb.us

Jeanne Bowie
Kinney Engineering
jeannebowie@kinneyeng.com

Phoebe Bredlie
Kinney Engineering
phoebebredlie@kinneyeng.com

Will Webb
Kinney Engineering
willwebb@kinneyeng.com

Derek Christianson
Michael Baker International
derek.christianson@mbakerintl.com

Kate Siftar
Directorate of Public Works
Chief, Master Planning Division
kathleen.d.siftar.civ@mail.mil

Dave Moody
Directorate of Public Works
Master Planning Division
david.c.moody24.civ@mail.mil

Ben Soiseth
US Army Corps of Engineers
benjamin.n.soiseth@usace.army.mil

Elmer Marx
DOT&PF
Bridge Design
elmer.marx@alaska.gov

Paul Eckman
DOT&PF
Design
paul.eckman@alaska.gov

Lauren Little
DOT&PF
Design
lauren.little@alaska.gov

Laura Sample
DOT&PF
Environment
laura.sample@alaska.gov

Dan Schacher
DOT&PF
M&O
daniel.schacher@alaska.gov

Jeff Currey
DOT&PF
Materials
jeff.currey@alaska.gov

Margaret Carpenter
DOT&PF
Planning
margaret.carpenter@alaska.gov

Pam Golden
DOT&PF
Traffic & Safety
pamela.golden@alska.gov

Gail Gardener
DOT&PF
Utilities
gail.gardner@alaska.gov

PAC Meeting 4 Invite, 11/29/2019

(email text)

Public Advisory Committee Members:

Last year, we completed our engineering analyses of the future (2045) no build condition and 12 possible build alternatives for the Steese Expressway/Johansen Expressway Intersection. Based on the results of the analyses, your input, and input from the public and affected landowners, four build alternatives were chosen for further analysis prior to the selection of a preferred alternative:

1. Tight Diamond Interchange (similar to Geist Road at Parks Highway interchange)
2. Diverging Diamond Interchange (variation of a Diamond Interchange allowing smoother turning movements on and off the ramps)
3. Echelon Interchange (two signals, with one elevated above the other)
4. Farmers Loop Extension (this would be built in addition to one of the first three alternatives to provide a secondary connection from Johansen Expressway to Farmers Loop Road west of Steese Expressway)

Having now completed this additional analysis, the project team recommends the Echelon Interchange as the preferred alternative. Attached is a series of memos detailing the additional analysis undertaken this last year thus supporting the Echelon as the preferred alternative. The summary memo describes the changes made to each of the build alternatives based on this additional analysis and presents the updated screening criteria scores based on these changes.

At this time, we are seeking input from the PAC members related to the additional analysis and the selection of the preferred alternative. We are not planning to hold a PAC meeting; rather, we request the **PAC members review the attached memos** and **submit comments by Friday, December 20, 2019**. In your response, we request that you **state whether you support the choice of the Echelon Interchange as the preferred alternative**, or if not, that you explain your concerns.

After receiving comments from the PAC, we plan to revise the report and present it to the public in an online survey, and at a public open house. We anticipate the open house will be held during a weekday evening towards the end of February.

I can be reached via telephone at (907) 451-5371, email at lauren.little@alaska.gov, or text telephone at (907) 451-2363.

Thank you for your time and interest in this project.

Sincerely,
Lauren Little, P.E.
DOT&PF Project Manager

Lt. Brian Wassmann
Alaska State Troopers
brian.wassmann@alaska.gov

Bob Pristash
City of Fairbanks/FMATS
Engineering Department
rhpristash@ci.fairbanks.ak.us

Fire Chief Jim Styers
City of Fairbanks
Fire Department
jstyers@fairbanks.us

Deputy Chief Dan Welborn
City of Fairbanks
Police Department
dpwelborn@fairbanks.us

Baird Stiefel
FNSB Emergency Management
bstiefel@fnsb.us

Don Galligan
Fairbanks North Star Borough
Department of Community Planning
DGalligan@fnsb.us

Jeanne Bowie
Kinney Engineering
jeannebowie@kinneyeng.com

Phoebe Bredlie
Kinney Engineering
phoebebredlie@kinneyeng.com

Will Webb
Kinney Engineering
willwebb@kinneyeng.com

Derek Christianson
Michael Baker International
derek.christianson@mbakerintl.com

Kate Siftar
Directorate of Public Works
Chief, Master Planning Division
kathleen.d.siftar.civ@mail.mil

Dave Moody
Directorate of Public Works
Master Planning Division
david.c.moody24.civ@mail.mil

Ben Soiseth
US Army Corps of Engineers
benjamin.n.soiseth@usace.army.mil

Elmer Marx
DOT&PF
Bridge Design
elmer.marx@alaska.gov

Paul Eckman
DOT&PF
Design
paul.eckman@alaska.gov

Lauren Little
DOT&PF
Design
lauren.little@alaska.gov

Abby McHenry
DOT&PF
Environment
Abby.mchenry@alaska.gov

Dan Schacher
DOT&PF
M&O
daniel.schacher@alaska.gov

Randi Bailey
DOT&PF
Planning
randi.bailey@alaska.gov

Pam Golden
DOT&PF
Traffic & Safety
pamela.golden@alska.gov

Joe Kemp
DOT&PF
Utilities
joseph.kemp@alaska.gov

Laura Sample
FTWW
Environment
Laura.a.sample.civ@mail.mil