



COMMENT SHEET



WENDELL AVENUE BRIDGE (Project 63291)

OPEN HOUSE MEETING

October 29, 2013

We welcome your input and appreciate you taking the time to be involved. All answers to the poll questions and comments received will be posted on the project website. Please submit your comments by **November 26, 2013.**

For more information or to submit comments, please see the ADOT&PF staff at the meeting or contact Sarah Schacher, P.E., Engineering Manager, Phone (907) 451-5361, FAX (907) 451-5126, email: sarah.schacher@alaska.gov, or visit the project website at: <http://dot.alaska.gov/nreg/wendell>. For text telephone (TDD), please call (907) 451-2363.

NAME:

Charles Bettisworth

E-MAIL ADDRESS:

cbettisworth@bettisworthnorth.com

MAILING ADDRESS:

204 Front St. FRB AK 99701

*Before including your address, phone number, email address, or other personal identifying information in your comment, please 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 your personal information from public review, we cannot guarantee that we will be able to do so.

Please help us to more effectively reach out and inform you about our projects and to serve you better at our meetings by taking a moment to answer the following questions:

How did you learn about today's meeting? (check all that apply)

Mailed Notice

☐

Radio Ad

☐

Newspaper Ad

☐

Television Ad

☐

ADOT&PF Project Website

☐

Word of mouth

☐

Facebook Ad

☐

Other

☐

(explain):

Open House Meeting Criteria (circle one for each item)

	Exceptional					Poor		Exceptional					Poor
Organization of Materials	5	4	3	2	1		Subject Was Understandable	5	4	3	2	1	
Length of Meeting	5	4	3	2	1		Presenter(s) Spoke Clearly	5	4	3	2	1	
Time of Meeting	5	4	3	2	1		Knowledge of Staff	5	4	3	2	1	
Convenience of Location	5	4	3	2	1		Courtesy of Staff	5	4	3	2	1	
Facility Accommodations	5	4	3	2	1		Visual Aids Were Useful	5	4	3	2	1	

Comments or suggestions on the meeting (How did we do? How can we do better?):

So bad

Please continue on the other side →

Please share your comments about our project (e.g., project scope, traffic impacts, Chena River access, bridge features and/or aesthetics, etc.):

- * Get a budget & process for adding art design elements to features of the bridge finisher.
- electrical outlets on bridge
- coordinate w/ complete streets & wayfinding project
- like basic concept of pedestrian access -
- include a landscape component & DON'T trash it like you did @ Uliuats !!
- do not appreciate lack of understanding of how art gets incorporated into public facilities such as this -
- ~~and~~ DON'T appreciate DOT not offering opinion that landscaping is a maintenance headache

Thank you for your time and consideration of our project!



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NAME: Barbara (Carlson) Johnson

E-MAIL ADDRESS: ecobarbara@gmail.com

MAILING ADDRESS: 316 Front St Apt D. Fbks, AK 99701

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Facility Accommodations	5	4	3	2	1		Visual Aids Were Useful	5	4	3	2	1	

Comments or suggestions on the meeting (How did we do? How can we do better?):

Several topics of interest

1) bridge railing design

2) ramps, & stairs designs

paths
3) beautification elements

4) Coordinating with south side street traffic

Please continue on the other side →

Please share your comments about our project (e.g., project scope, traffic impacts, Chena River access, bridge features and/or aesthetics, etc.):

I would like to participate in designs for surfaces & landscaping design on this project.

I strongly support surface design enhancement — i.e. vertical concrete wall surfaces at ramps
bridge concrete surfaces
landscaping elements
planting
railing designs

I have also designed public art with schools and community involvement and participation. This would be an excellent opportunity to work with schools in our community —

themes could be river/aquatic plants
biological river life
— fish
— beaver

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NAME: Janine Thibedeau

E-MAIL ADDRESS: janine43.2@gmail.com

MAILING ADDRESS: 316 Front St. Apt D

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Comments or suggestions on the meeting (How did we do? How can we do better?):

it would have been fun to see some preliminary concepts of how the bridge would look from the water.

Please share your comments about our project (e.g., project scope, traffic impacts, Chena River access, bridge features and/or aesthetics, etc.):

Having some sort of access on the upstream front street side, I think, is important because of large usage. I don't think it has to be big but some alternative to the long ramp that only gets you to the downstream sidewalk. People will just run across to the upstream sidewalk. Not so safe, I would think. I think that to loose the stairs now, is not a perk to the inconvenience of building a new bridge. I'm really bummed to give that stairs up. We walk from front st near Forty Mile Ave, often, to go downtown. It's a nuisance to have to go that long loop just to cross over. As it is now, if I go downtown by bicycle I go down Forty Mile to 2nd street and then left onto the upstream sidewalk, so for bicycles, your current idea is pretty good. But nothing beats a small stairs for quick access. It doesn't have to be big.

If there will be no ~~trick~~ stairs, then could I suggest a little more greenery in that cul-de-sac area then?

Also, The railings that are there now, do allow a visual interaction with being physically "over the river" which is kind of cool. Cement walls are a big bummer to that experience. And we do see people in wheelchairs coming over now and then. Will they be able to see the river?

Also, shouldn't Wendel St. Bridge be part of the "complete street" idea and avoid the Illinois St finishing fiasco. Maybe there needs to be involvement

Thank you for your time and consideration of our project!

Personally, I traveled with extremely disabled people. They don't mind seeing a stairway as long as there is also wheelchair access nearby.

(I mean I never) anywhere ever (removal) much, hasn't been

been an issue for so many years because there's no snow removal has not



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NAME: Aaron Buckley

E-MAIL ADDRESS: bikemechanic123@gmail.com

MAILING ADDRESS: 317 4th Ave. Apt. C Fbx AK 99701

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Television Ad <input type="checkbox"/>	ADOT&PF Project Website <input type="checkbox"/>	Word of mouth <input checked="" type="checkbox"/>
Facebook Ad <input type="checkbox"/>	Other <input type="checkbox"/>	(explain): _____

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Organization of Materials	5	4	3	2	1	5	4	3	2	1
Length of Meeting	5	4	3	2	1	5	4	3	2	1
Time of Meeting	5	4	3	2	1	5	4	3	2	1
Convenience of Location	5	4	3	2	1	5	4	3	2	1
Facility Accommodations	5	4	3	2	1	5	4	3	2	1
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Knowledge of Staff	5	4	3	2	1	5	4	3	2	1
Courtesy of Staff	5	4	3	2	1	5	4	3	2	1
Visual Aids Were Useful	5	4	3	2	1	5	4	3	2	1

Comments or suggestions on the meeting (How did we do? How can we do better?):

You should add images and maps to the end w/o text to allow quick flipping for questions. Also, I'm sure you've tried it, but holding questions until the end might eliminate to many early questions that are addressed by content

Please share your comments about our project (e.g., project scope, traffic impacts, Chena River access, bridge features and/or aesthetics, etc.):

I really enjoyed the presentation and I enjoy aspects of the project. First, I really enjoy the addition of a ramp on the SE side of bridge. I would love to see both sides of path be brought further up the bridge (closer to water) to facilitate quick on and off for peds. It is an inconvenience for peds to walk so far from the river path to cross the bridge.

On the other side (N side) there should be a ramp on both sides. It is incredibly inconvenient for people to walk under, around, and on top of the bridge to travel from east to south.

Where the proposed path meets the old steese on the north side of the river is incredibly narrow. Turning on a bicycle to go south would be tough/dangerous for children/elderly.

Could natural materials like plants, trees, reeds, etc. be used in addition/in place of rip rap? Natural materials will hold the embankment better and reduce sediment loss.

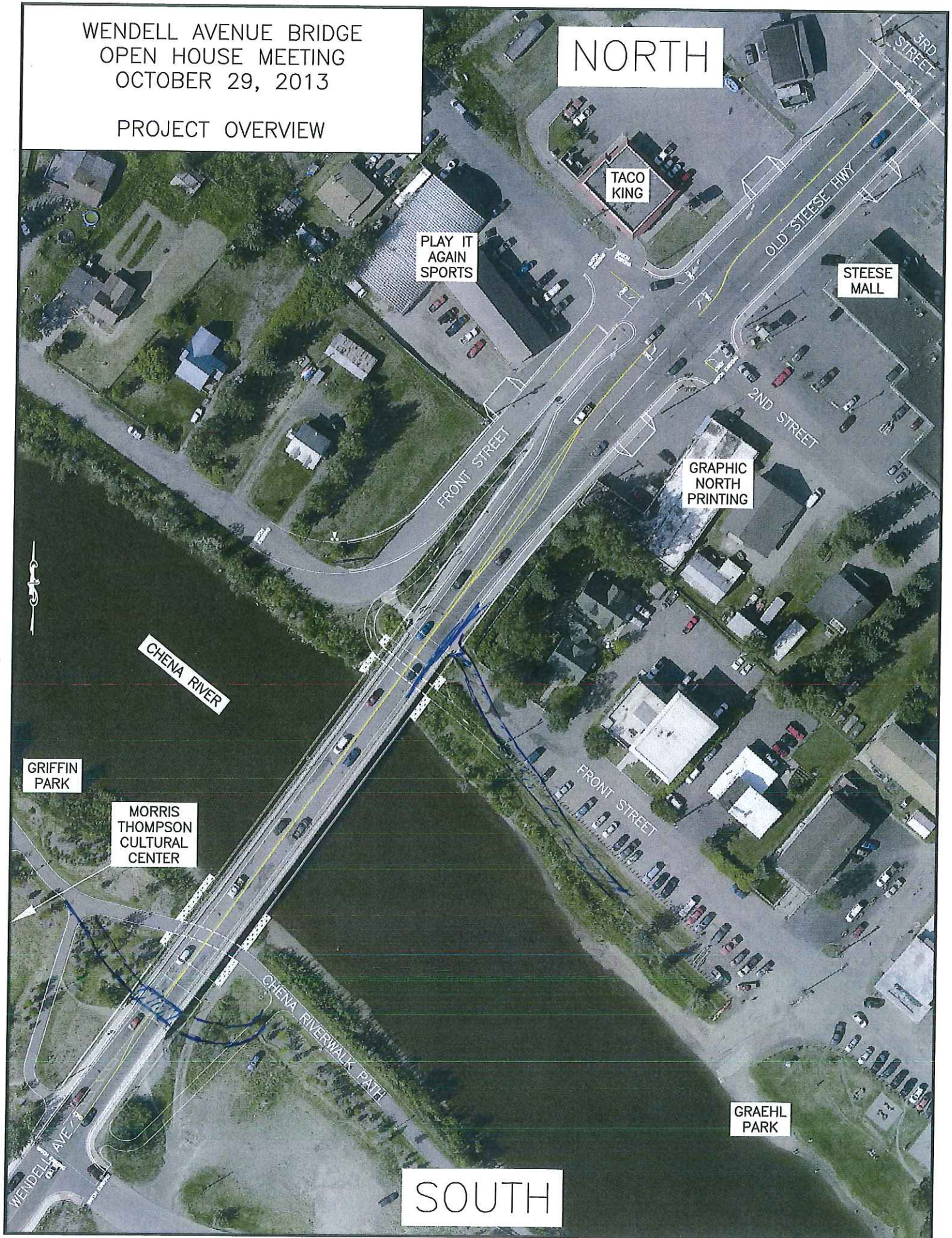
Overall, I would love to see complete streets concepts used to think about the speed and comfort of people traveling on foot and bicycle as well. Everyday, hundreds of people pass over the bridge from all angles. The crossing should be easy, but the lead up to the bridge should be easy as well.

Thank You - Aaron

Thank you for your time and consideration of our project!

WENDELL AVENUE BRIDGE
OPEN HOUSE MEETING
OCTOBER 29, 2013

PROJECT OVERVIEW





COMMENT SHEET



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NAME: WARREN B. CUMMINGS

E-MAIL ADDRESS: WCummings@ci.fairbanks.ak.us

MAILING ADDRESS: 1101 CUSHMAN ST FAIRBANKS AK 99701

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(explain): _____

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Organization of Materials	5	(4)	3	2	1	5	(4)	3	2	1
Length of Meeting	5	4	3	(2)	1	5	(4)	3	2	1
Time of Meeting	(5)	4	3	2	1	5	(4)	3	2	1
Convenience of Location	(5)	4	3	2	1	5	(4)	3	2	1
Facility Accommodations	(5)	4	3	2	1	5	(4)	3	2	1
Subject Was Understandable	(5)	4	3	2	1	5	(4)	3	2	1
Presenter(s) Spoke Clearly	(5)	4	3	2	1	5	(4)	3	2	1
Knowledge of Staff	(5)	4	3	2	1	5	(4)	3	2	1
Courtesy of Staff	(5)	4	3	2	1	5	(4)	3	2	1
Visual Aids Were Useful	(5)	4	3	2	1	5	(4)	3	2	1

Comments or suggestions on the meeting (How did we do? How can we do better?):

VERY GOOD PRESENTATIONS - HANDLED PUBLIC QUESTIONS
VERY WELL

Please continue on the other side →

Please share your comments about our project (e.g., project scope, traffic impacts, Chena River access, bridge features and/or aesthetics, etc.):

THE CITY OF FAIRBANKS FIRE DEPARTMENT IS VERY INTERESTED IN MAINTAINING AND IMPROVING THE BOAT LAUNCH LOCATION ON THE UP RIVER, SOUTH EAST END OF THE BRIDGE.

THE LOCATION OF THE BOAT LAUNCH CAN BE RELOCATED.

THE BOAT LAUNCH AT GRAEHL LANDING IS AT TIMES OVER CROWDED WITH LIMITED PARKING

IF POSSIBLE WOULD LIKE TO SEE BOAT LAUNCH AVAILABLE WHEN BRIDGE IS UNDER CONSTRUCTION.

Thank you for your time and consideration of our project!



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NAME: THOMAS AURIC MONROE

E-MAIL ADDRESS: NONE

MAILING ADDRESS: PO BOX 73995 FAIRBANKS ALASKA 99707

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Convenience of Location	(5)	4	3	2	1		Courtesy of Staff	5	(4)	3	2	1	
Facility Accommodations	5	(4)	3	2	1		Visual Aids Were Useful	5	(4)	3	2	1	

Comments or suggestions on the meeting (How did we do? How can we do better?):

The meeting was good. I was thinking more people would be there. more picture would of been nice
More people from TCC would of been nice

Please continue on the other side →

Please share your comments about our project (e.g., project scope, traffic impacts, Chena River access, bridge features and/or aesthetics, etc.):

AS MUCH ART WORK WOULD BE NICE

ADD PATH TO NORTH EAST MORRIS THOMPSON PARK LOT TO

PATH ALREADY THERE ON WEST SOUTH SIDE BY PATH

PLUG IN ON BRIDGE

FLAG POLES

ROOM FOR RUBBER DUCKY PEOPLE AND WATCHERS

SAME FOR DOG RACES

LOTS OF LIGHTS

HALL ST WENDED ST CLAY CORNER SOME TIME? BE FIX
WOULD SAVE MONEY IN LONG RUN

MAYBE A LIGHT THERE WITH CROSS WALK?

GO ALONG WITH PARKS ALONG RIVER AND TCC PARKING LOT?

Thank you for your time and consideration of our project!

WENDELL AVENUE BRIDGE
OPEN HOUSE MEETING
OCTOBER 29, 2013

PROJECT OVERVIEW

NORTH

TACO
KING

PLAY IT
AGAIN
SPORTS

STEESE
MALL

GRAPHIC
NORTH
PRINTING

CHENA RIVER

GRIFFIN
PARK

MORRIS
THOMPSON
CULTURAL
CENTER

CHENA RIVERWALK PATH

GRAEHL
PARK

SOUTH



From: [Schacher, Sarah E \(DOT\)](#)
To: [Tom Malone](#)
Cc: [Adamczak, Daniel S \(DOT\)](#); [Davis, Duane M \(DOT\)](#)
Subject: RE: Comments on Wendell Ave Bridge
Date: Thursday, October 31, 2013 3:54:53 PM
Attachments: [Project Overview Handout.pdf](#)
[Image001.png](#)

Hi Karen,

Thank you for your email—our project team is working hard to accommodate all modes of transportation on this project and we recognize the frequency of pedestrians in the area. While re-incorporating stairs (that already exist) on both sides of the bridge was considered in early concepts developed for the project, the concept as we presented in our open house meeting on October 29 does not show stairs on either side of the bridge. Pedestrians using the area would cross Wendell Avenue under the bridge via a pathway (bicyclists would use the same facilities). I've attached a figure of the concept we are considering.

Our project website is <http://dot.alaska.gov/nreg/wendell/> and we are keeping it up to date as we go through the design process. Content from our meeting Tuesday isn't on there yet (but will be—that's why I've attached here) but please keep checking in.

Thanks again for your interest in our project, and feel free to call or email with any other comments or questions.

Sarah Schacher, P.E.
Engineering Manager, Northern Region Preconstruction
Alaska Dept. of Transportation & Public Facilities
☎ : 907.451.5361 | ✉ : sarah.schacher@alaska.gov

<http://dot.alaska.gov/>

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From: Tom Malone [REDACTED]
Sent: Wednesday, October 30, 2013 10:21 PM
To: Schacher, Sarah E (DOT)
Subject: Comments on Wendell Ave Bridge

Dear Sarah

I work down town and see how important the bridge is to those who live in the center of the city. I see the sidewalks are always busy on both sides of the road. I feel it would be unsafe for people to be required to go down steps, under a bridge and back up on stairs. Not only would it be a risky place to be walking but I would bet it will be a place for people to hang out. What about those that are on crutches or in wheel chairs. There is more foot traffic on this bridge than on the Cushman Street bridge.

Please rethinks this decision and look at it as a safety issue.

Thanks

Karen Malone

From: Schacher, Sarah E (DOT)
To: Davis, Duane M (DOT); Adamczak, Daniel S (DOT)
Subject: FW: Traffic Calming on Wendell?
Date: Friday, October 25, 2013 4:19:24 PM

FYI.

From: Schacher, Sarah E (DOT)
Sent: Friday, October 25, 2013 4:07 PM
To: 'Michael J. Schmetzer'
Subject: Traffic Calming on Wendell?

Hi Mike,

I just wanted to pass along a phone call I had from the public regarding concerns about Wendell Avenue. Mary Ann Grove (141 Dunkel) called in response to receiving her postcard invitation to our Wendell Bridge open house next Tuesday. She has concerns about the speed of traffic on Wendell and her inability to cross Wendell in the crosswalk to Dunkel after she gets off the bus near Morris Thompson due to narrow gaps in traffic. She suggested we install an overpass or a traffic signal at the intersection to slow traffic down.

- I explained our project is focused on replacing the bridge and won't be addressing this area.
- I explained that the problem she described is a law enforcement issue. I suggested if she has continued concerns with speeding and drivers failing to yield to pedestrians approaching the crosswalk, she contact Fairbanks Police Department
- I explained an overpass is a very unlikely alternative given traffic volumes and described other locations where overpasses may be considered to a higher degree so that she would understand. I used examples of Steese and Johansen and Steese and Airport as locations we would begin to examine overpasses/interchanges.
- I didn't tell her this but her observation about the limited gaps in traffic is more consistent with traffic traveling at lower speeds around the 30/35 mph speed limit on Wendell, so her concern may be more of a perceived problem than an actual one.
- I didn't explain traffic signal warrants but she seemed satisfied with the preceding explanations so I didn't broach that subject.
- I told her I would pass the issue on to City of Fairbanks Engineering/Public Works.

Overall, she seemed content with my response and was friendly but I wanted to pass along the area concern.

Thanks,

Sarah

From: [Schacher, Sarah E \(DOT\)](#)
To: [Joe Byrnes](#)
Cc: [Davis, Duane M \(DOT\)](#); [Adamczak, Daniel S \(DOT\)](#)
Subject: RE: Wendell Avenue Bridge
Date: Tuesday, October 29, 2013 3:56:19 PM
Attachments: [Image001.png](#)
[Open House 10.29.13.pdf](#)

Hi Joe,

Thanks so much for your email and comments. Our team is working hard on the project and it's great to find out that people like you are taking the time to view the information on our website.

Your comment below about prioritizing safety (with respect to lighting) in favor of aesthetics is a point we were going to make in tonight's presentation. We heard from the public that they would like a specialty luminaire feature and not necessarily our "standard" light. We will take this into strong consideration, however, any "specialty" light will first and foremost need to produce the required lighting output to meet our safety standards for lighting.

Since you can't make it tonight, I've attached our presentation for your review. It will be loaded onto our website (along with comments received from this meeting)—in the coming days/weeks. Also--since you live in Island Homes, I'd like to draw your attention to the end of the presentation where we briefly show a conceptual drawing of a future connection from the Steese Expressway Bridge to Graehl Park. The vision is for this path to integrate with the one it sounds like you use on your walks under the Steese bridge and to connect that through the park and onto the Wendell Bridge/Old Steese Hwy. This is now an active design project (Steese Expressway to Front Street Bicycle/Pedestrian Path) and we think it will tie in nicely with what we are doing on the Wendell Bridge project.

Thank you again for your interest—please call or email if you have other questions or comments.

Sarah Schacher, P.E.
Engineering Manager, Northern Region Preconstruction
Alaska Dept. of Transportation & Public Facilities
☎: 907.451.5361 | ✉: sarah.schacher@alaska.gov

<http://dot.alaska.gov/>

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From: Joe Byrnes [mailto:jbyrnes@dot.state.nj.gov]
Sent: Tuesday, October 29, 2013 10:14 AM
To: Schacher, Sarah E (DOT)
Subject: Wendell Avenue Bridge

Greetings Ms. Schacher,

I'm a resident in Island Homes on Slater Drive and while I am very interested in the Wendell Avenue Bridge replacement project I unfortunately cannot attend any of the open houses. I frequently use the bridge to access the downtown area since its more convenient than travelling down Minnie Street and over to Barnette and often walk or bike across the bridge in the summer. I want to praise your efforts and I'm glad pedestrian/bicycle oriented options are being considered and that you are attempting to seek an aesthetically pleasing design. Reading over the design decisions report from the May 8 open house, I want to put myself in the encouraging you "to consider lighting options that considerably illuminate the roadway, underpass pathway, ramps and sidewalk" camp. I understand the motivation to implement lighting solutions that are consistent with the design of the surrounding area but I am cautious about crime and safety hazards presented by poorly lighted areas. If there is a way to very effectively light the bridge and keep some "retro-modern" look, power to you folks. However, the last think I think we need is a poorly lit bridge that invites loitering and criminal activity, especially close to so many neighborhoods.

Thanks for taking my thoughts and good luck tonight,

Joe Byrnes
907-378-6566

From: [Schacher, Sarah E \(DOT\)](#)
To: [Davis, Duane M \(DOT\)](#); [Adamczak, Daniel S \(DOT\)](#)
Subject: FW: Wendell Street Bridge Replacement Project
Date: Monday, November 18, 2013 8:14:48 AM
Attachments: [image001.png](#)

From: Schacher, Sarah E (DOT)
Sent: Monday, November 18, 2013 8:15 AM
To: 'Olivia'; John Phillips [REDACTED]
Cc: Donna Gardino; Kellen Spillman
Subject: RE: Wendell Street Bridge Replacement Project

Hi John,

Thanks for your email. Early on in our design process we recognized that providing fully accessible connections on both sides of the bridge on the north end would not fit within the available space we had, so we specifically sought public input on the matter. Public comments submitted after our first open house meeting in March indicated that a connection on the west side of the bridge was the preferred option. Initial concepts showed stairs on both sides in addition to a ramp on one side, but in consideration of the City's reluctance to maintaining stairs, other public concerns about the safety of stairs and our own concerns that providing stairs for one side of the bridge but not the other may be considered discriminatory against people who are unable to use stairs, we eliminated them from all concepts.

I know you're probably about to head south for the winter, but whenever it's convenient for you we'd be happy to sit down and show you our survey data and design line work so that you can see how constrained we are for space in this urban setting. We have a lot of decisions to balance when we are working in such a confined area, and impacting private property to provide redundant connectivity is not something we feel provides the best overall value to the public.

Thanks again for your interest in our project.

Sarah Schacher, P.E.
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-----Original Message-----

From: Olivia [REDACTED]
Sent: Sunday, November 03, 2013 9:48 PM
To: Schacher, Sarah E (DOT)
Cc: Donna Gardino; Kellen Spillman
Subject: Wendell Street Bridge Replacement Project

Wendell Street Bridge Replacement Project

I was surprised to learn of the elimination of the direct access, existing stairs, between Front Street and the Old Steese Highway. Although I am on record of not being in favor of stairs for that direct access I am concerned about the loss of that access. It is very heavily used by pedestrians who could be adversely affected by the loss of the direct access. The more lengthy alternative proposed may be acceptable to bicyclists, but it may very well be unacceptable for a pedestrian who is elderly or otherwise comprised.

As a solution the following should be carefully considered; extend an appropriate sidewalk at ninety degrees from the new sidewalk on the Old Steese down the south, river, side of Front Street. This should be feasible, since the new bridge is going to be significantly shorter and since Front Street dead ends at the Old Steese embankment which will have to be extended due to the shorter bridge.

This is not meant to eliminate the proposed new bike path being extended underneath the new bridge. This would not only maintain, but improve the existing important, heavily used, walking connection and make it less likely for someone needing to cross the Old Steese at this location particularly in the absence of established crosswalks.

JC Phillips

Sent from my iPad