

Introduction:

A total of 23 comment sheets were received between the time of the Open House Meeting and the deadline for comment submission, May 29, 2013.

A note on the assignment of values and method of analysis:

Two questions were presented. In both questions, respondents were asked to rank their preference of the three available choices and a potential alternate choice of their own submission on a scale from one to four. A rank of "1" indicated "most desired", whereas a rank of "4" indicated "least desired", and values of "2" or "3" represent a subjective scale in-between. Many comment sheets (12 of 23) were returned with either a checkmark (✓) or an "x" indicating a single choice; wherever this occurred, a default value of "1" was assigned to the option indicated, the rest of the options were left unranked, and we made no attempt to infer a second or third choice.

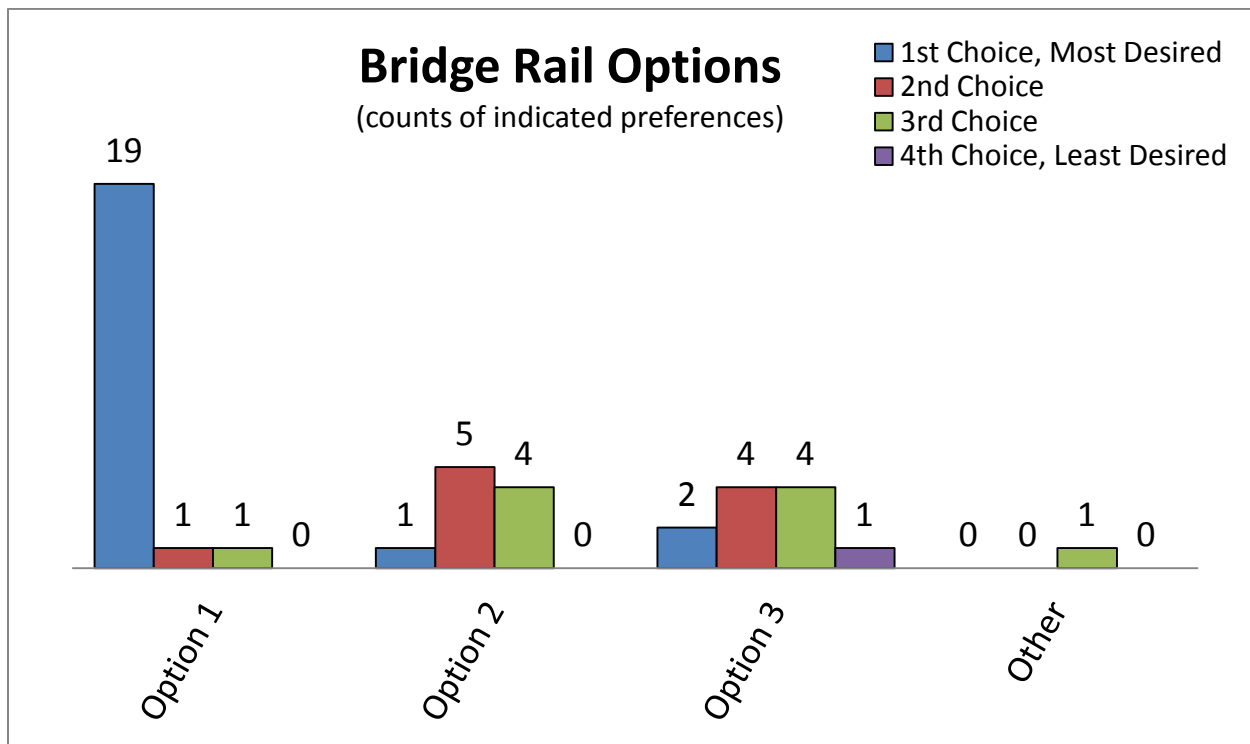
Question 1: Please rank each bridge rail option in order of preference (1 – 4; where 1 is most desired and 4 is least desired):

Option 1: Two-tube pedestrian rail on a concrete vehicle rail (similar to Barnette Bridge)

Option 2: Three-tube steel curtain pedestrian/vehicle rail

Option 3: Three-tube steel pedestrian/vehicle rail on curb

Other: Please explain in comments below



The one comment for "Other" read:

I prefer the options that appear to give more character and blend with the "complete streets" and "wayfinding" projects currently underway in Barnette, Cushman, and Noble Streets.

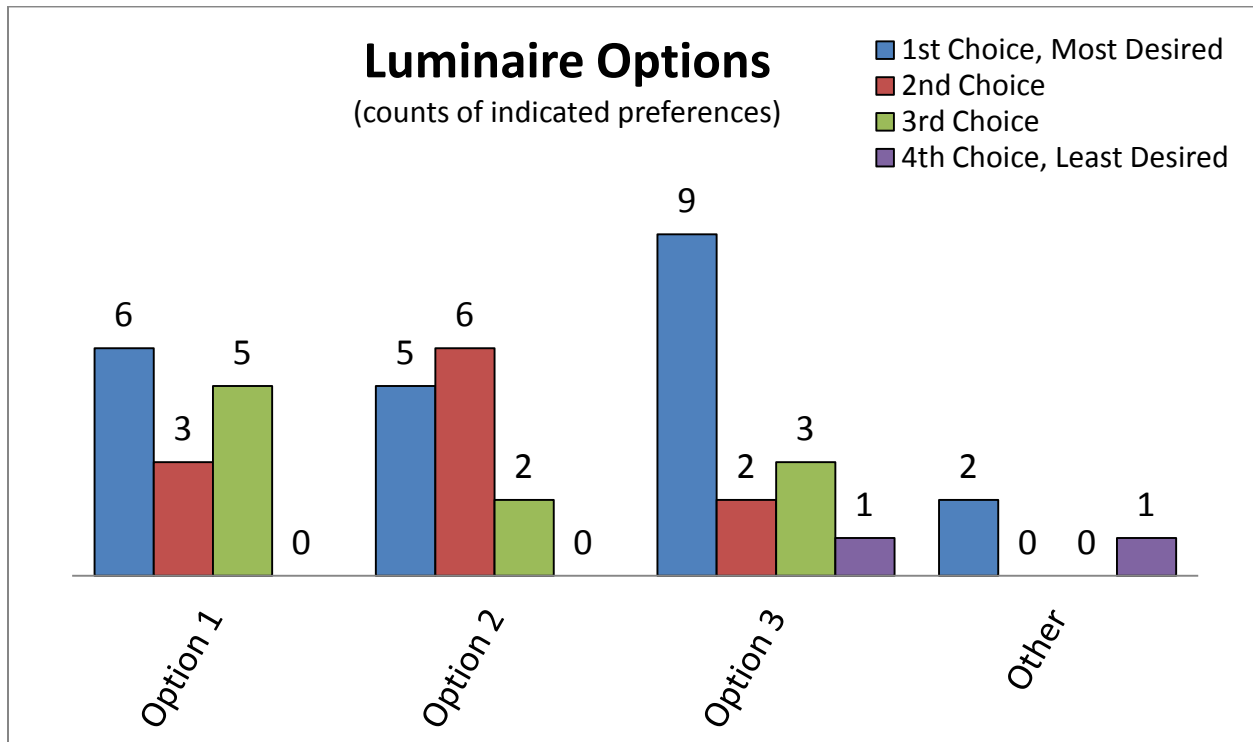
**Question 2: Please rank each luminaire option in order of preference
(1 – 4; where 1 is most desired and 4 is least desired):**

Option 1: Common modern roadway luminaire – single mast arm

Option 2: Common older roadway luminaire – braced mast arm

Option 3: Specialty streetscape lamp/luminaire

Other: Please explain in comments below



The two comments for “Other” ranked as “1” read:

Light poles consistent with pedestrian path.

- and -

I think it would be beneficial to coordinate with the City of Fairbanks on the "complete streets" theme.

The one comment for “Other” ranked as “4” read:

Prefer lights that have arms for banners. Sidewalk illumination is important.

Analysis of Results

Bridge Rail:

Twenty-two out of twenty-three respondents indicated a preference for one or more of the bridge rail options presented; one did not indicate a preference at all.

1st Choice, Most Desired:

- ✓ Nineteen out of the twenty-two respondents (86%) indicated their most preferred choice was option 1.
- One out of twenty-two respondents (4.5%) indicated the preferred choice was option 2.
- Two out of twenty-two respondents (9%) indicated the preferred choice was option 3.
- No one suggested a fourth option as their most preferred choice.

2nd Choice:

- One out of ten respondents (10%) indicated a second preferred choice was option 1.
- ✓ Five out of ten respondents (50%) indicated their second preferred choice was option 2.
- Four out of ten respondents (40%) indicated their second preferred choice was option 3.
- No one suggested a fourth option as their second preferred choice.

3rd Choice:

- One out of ten respondents (10%) indicated a third preferred choice was option 1.
- Four out of ten respondents (40%) indicated their third preferred choice was option 2.
- Four out of ten respondents (40%) indicated their third preferred choice was option 3.
- One out of ten respondents (10%) suggested a fourth option as a third preferred choice.

4th Choice, Least Desired:

- One person indicated that Option 3 was the least desired choice.

Luminaires:

Twenty-one out of twenty-three respondents indicated a preference for one or more of the luminaire options presented; two did not indicate a preference at all. One respondent chose two options (1 and 2) as the most preferred.

1st Choice, Most Desired:

- Six out of twenty-one respondents (28.6%) indicated the preferred choice was option 1.
- Five out of twenty-one respondents (23.8%) indicated the preferred choice was option 2.
- ✓ Nine out of twenty-one respondents (42.8%) indicated the preferred choice was option 3.
- Two out of twenty-one respondents (9.5%) suggested a fourth option as their most preferred choice.

2nd Choice:

- Three out of eleven respondents (27.3%) indicated their second preferred choice was option 1.
- ✓ Six out of eleven respondents (54.5%) indicated their second preferred choice was option 2.

- Two out of eleven respondents (18.2%) indicated their second preferred choice was option 3.
- No one suggested a fourth option as their second preferred choice.

3rd Choice:

- ✓ Five out of ten respondents (50%) indicated their third preferred choice was option 1.
- Two out of ten respondents (20%) indicated their third preferred choice was option 2.
- Three out of ten respondents (30%) indicated their third preferred choice was option 3.
- No one suggested a fourth option as their third preferred choice.

4th Choice, Least Desired:

- One person indicated that option 3 was the least desired option.
- One person suggested a fourth option and indicated it as the least desired option.

Conclusions

In consideration of direct question answers, hand written comments clarifying those answers, and all other hand written comments not otherwise provided in this document, we conclude the following:

- The preferred bridge rail was option 1, the two-tube pedestrian rail on a concrete vehicle rail, similar to the railing on the Barnette Bridge. This conclusion is supported by direct rankings and by written comments.
 - At the Open House Meeting, a group discussion occurred about the bridge rail offered as option 1, and it was suggested by attendees that this rail type might be safest (and convenient) for pedestrians with small children, either walking or in strollers, and would offer the most protection against either the children or their toys from falling into the river. Many comments reflected this sentiment in support of option 1.
 - Other comments in support of option 1 suggested that the new bridge should look like the Barnette Bridge to provide a consistent look to the bridges in the downtown core area.
- We are encouraged to consider lighting options that have or do the following:
 - Illuminate the underpass pathway, ramps and sidewalk, not just the roadway.
 - Focus light onto the roadway, path and sidewalk to prevent light scatter and pollution.
 - Have a distinctive look and feel about them.
 - Have poles that are consistent with those on the pedestrian path, possibly matching the Griffin Park lighting.
 - Match the theme from the City of Fairbanks “complete streets” and “way finding” concepts.
 - Are capable of having decorative or informational banners attached to either the masts or the poles.
 - Are inexpensive to maintain.
 - Should be LED type for lower consumption of electricity and thus, lower operating cost.
- We are encouraged to consider accommodating the ability to hang banners on light poles or across the bridge similar to the banner feature on the Barnette Bridge.

- We are encouraged to consider options that appear to give character and blend with the “complete streets” and “wayfinding” projects currently underway in the City of Fairbanks (i.e., Barnette Street, Cushman Street, and Noble Street).
- We are encouraged to consider pedestrian viewing opportunities either on the bridge or on the bicycle/pedestrian underpass. Also to consider including handicap accessible viewing areas.
- We are encouraged to consider a bridge design that will not prevent dumping rubber duckies over the side of the bridge into the river to start the Duckie Race event during the local Golden Days celebration activities.
- Additional comments regarding underpass pathway design include the following concerns and considerations:
 - Use sufficiently large riprap to prevent it from being picked up and tossed into the river.
 - Work with ADF&G and USF&W to develop landscaping along the riverbank that is both fish and people friendly.
 - Ensure good drainage on the path to prevent ice formation and accumulation.
 - Ensure adequate sight distance around corners where embankments can obscure oncoming pedestrians and bicyclists.
 - Remove hidden areas under the bridge where people can hide, drink, and set fires.