

Attachment A - Comment Summary

Screen 2 - What's most important to you?

Item	Comment
Bike Route	Please try some painted on Bike Friendly markings such as 'share the lane' This is a low speed street, bikes and cars can coexist.
Fairbanks Downtown Motif	keep building the brand that Cushman, NOble 1st and now 5th for a loop of the core
Fairbanks Downtown Motif	Why wouldn't we dovetail the MOTIF into all the new road projects? Consistency is attractive.
Landscaping/Snow Storage	I see these as different topics. It should look nice. Parking lanes can be temporary snow storage. Snow should be picked up quickly as there is no place that it is helping to have it downtown.
Landscaping/Snow Storage	Please spend the extra money to have snow removed to a non-downtown location.
Lighting	Great
Lighting	Ped level lighting that fits in with the other projects for a consistant theme would be good. But SAFE lighting for ped from vehicle sized poles would be fine to make room for wider sidewalks.
Onstreet Parking	Only free On-street Parking. No meters. If not possible use alternate options
Onstreet Parking	We have lots of parking downtown. One side of the street of parking is fine with a narrow lane. Eliminate some curb cuts to existing parking lots to gain more spaces and improve the ped and snow removal
Onstreet Parking	What is the " Fairbanks Downtown Motive"
Remove OH Utilities	The poles are real choke points for peds. Maybe small takings to get the poles out of the current right of way to make room for improvements. A shift of 5 feet does cost money but it would be cheaper than underground utilties
Remove OH Utilities	Please. Because it's so ugly and it's vulnerable.
Remove OH Utilities	The corner of 5th and Lacey is unsafe during the winter. The utility poles MUST be removed.
Wider Sidewalks	Walking along 5th is a deterrent. The infrastructure is what makes it unfriendly.
Wider Sidewalks	I do most of my commuting around downtown by bike, as I live really close by. As downtown becomes a more-desirable place to live (which I think is coming thanks to projects like this one) I believe that more people will also be biking around downtown. That said, I think wide sidewalks are more important than bike routes - yeah, I know you're not supposed to bike on the sidewalk, but sidewalks SO crowded with bikes and pedestrians that it becomes a conflict would be a great problem to have.
Wider Sidewalks	The overhead utilities can stay if the sidewalks are comfortable for two walkers side by side. Keep the sidewalks wide enough the entire length for machine snow removal. Grader from street or the Holder machine.
Wider Sidewalks	This is the most important consideration (besides the present condition of the road) bar none. With both the school district offices & the transit center right there, there is a lot of foot traffic & it should be encouraged to continue (geesh!). One-way street makes it MUCH safer for everyone. Our blocks are so tiny that making it so we have to around a block is completely not a problem.
Wider Sidewalks	The overhead utilities can stay if the sidewalks are comfortable for two walkers side by side.
Other Suggestion	On-street biking lanes
Other Suggestion	Green Infrastructure
Other Suggestion	2 way traffic
Other Suggestion	What is a downtown motive? Do you mean motif?
Other Suggestion	What is a downtown motive? Do you mean motif? Why is landscaping coupled with snow storage? We should not be sacrificing landscaping (stormwater management) for snow storage.
Other Suggestion	easy access to businesses

Screen 2 - What's most important to you?

Item	Comment
Other Suggestion	Ease of navigation and economic development - as a participant at stakeholder group i am surprised that these are not eligible to be available, choose-able priorities.
Other Suggestion	In fact, one slide into this public process, I am already concerend - again, as a participant with certain knowledge - that this lacking these priorities creates a logical mechanism that excludes 2-way circulation.
Other Suggestion	If it were available I would put two-way street above the line.
Other Suggestion	two way traffic! Make downtown easier to navigate for locals and visitors. Narrow slow lanes are OK.
Other Suggestion	Two Way Traffic
Other Suggestion	Make 5th Avenue 2-way.
Other Suggestion	Pedestrian mall with bike route
Other Suggestion	Pedestrian mall with greenspace and bike route.
Other Suggestion	No-Fee, On street Parking
Other Suggestion	Create a sense of place. 5th would be a good place for community in the form of summer (outdoor) gathering (e.g. pedestrian dedicated space) and winter (covered space for holiday commerce, for instance: a Winter ice rink).

Fairbanks 5th Avenue Reconstruction

Progress
 What to do

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What's most important to you?
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WELCOME
PRIORITY RANKING
EXISTING CONDITIONS
SCENARIO RATING
WRAP UP

Order your top 5 items above this line
Wider Sidewalks
Fairbanks Downtown Motive
Lighting
Remove Overhead Utilities
Bike Route
On-street Parking
Landscaping/Snow Storage

Wider Sidewalks



Image credit: FAST Planning

The restaurants, stores, bus station, and office spaces along 5th Avenue attract many pedestrians. Wider, ADA-compliant sidewalks would provide a safe, comfortable, and enjoyable pedestrian experience.

Comment

Suggest another

Screen 3 - What would you like improved? Drag and drop at least 1 marker on the map.

Map Marker/Icon	Comment
Bikes	Designate a bike lane from Cushman to Barnette by painting a 5' lane/shoulder on the north side of the street. From Lacey to Cushman, designate a 4-5' lane on the northside on the INSIDE of the onstreet parking
Bikes	some signage for bikes would be great in the downtown in general. maybe adding them as a priority for this project would pressure policymakers to start acknowledging bikes in the downtown core.
Bikes	Dedicated lane
Bikes	Bikes do not need a dedicated facility on a low speed, low volume road.
Bikes	On the road without a designated lane.
Bikes	No room for bikes to travel
Bikes	Bike lane thru town
Bikes	Bikeability down Cushman
Bikes	Bikeability down Barnette
Bikes	Would love better bike accommodations
Bikes	Safer bike routes throughout project area
Bikes	Bike lanes bike lanes bike lanes! This is a particularly crappy spot to bike because you're so pinched in.
Bikes	Route is narrow with no bike markings. It is hard for bikes to turn left anywhere along this route.
Bikes	There is no secure place to lock bicycles while visiting downtown businesses. Bike lockers would be great.
Bikes	Hard to turn left here. Need better bike signage and markings.
Bikes	There is no secure spot to lock bikes. Bike lockers would be great.
Bikes	Hard to turn left on bikes. Need better signahe and markings.
Bikes	Whole route is narrow and poorly lit for bikes and pedestrians.
Bikes	Bike lanes
Bikes	For 10 years, providing bike service via Barnette has been a "main priority." There is no official bike route East-West at any point between Barnette and Cushman or between Cushman and Noble. Increasing car traffic on 5th is move in wrong direction. Instead, we should build on existing consumer/resident populations with accessible bike infrastructure. This will calm traffic around busy downtown outdoors events venues Goldies and Veteran's Memorial Park.
Bikes	add mid-town route for bikes, to supplement and connect to riverside path
Bikes	A separated bike path traveling both directions is more important than having vehicles on the street.
Other Suggestion	5th Avenue should be 2-way.
Other Suggestion	lighting
Other Suggestion	Cushman to Lacey should limit on-street parking to inset loading zone at FNSBSD, and be one-way, one lane (12'-14'), 4' bike shoulders and 8-10' sidewalks on BOTH sides of street
Other Suggestion	Convert 5th Avenue to two-way traffic
Other Suggestion	Remove utility poles and put power underground
Other Suggestion	This road just does not make sense. Two lanes of one way is not needed. Two way traffic would help molitility around town.
Other Suggestion	snow removal
Other Suggestion	reduce the number of driveway cuts, just taking parking spaces from the street.
Other Suggestion	easier access to downtown businesses and offices.
Other Suggestion	Two-Way Concept
Other Suggestion	More green space
Other Suggestion	TWO WAY TRAFFIC
Other Suggestion	No cars. No parking. Create an outdoor Mall environment. Outdoor seating during summer and room for covered events (i.e., the winter ice rink and coffee stand)(food truck rodeos, winter craft & gift market).
Other Suggestion	If 5th doesn't / can't be 2-way, treat it like you do 2nd avenue. With head-in diagonal parking.
Other Suggestion	No change to the existing traffic flow and parking as it is today.
Other Suggestion	No change to existing traffic pattern or parking. Leave it the same.
Other Suggestion	beautification
Other Suggestion	Extend the termini to make the street a consistent typical throughout - two-way traffic.
Other Suggestion	Look at the Green Streets Plan typical section that was produced subsequent to the Green Streets Policy.
Other Suggestion	seeing as there will be well-developed ADA facilities here, wont there also be a crosswalk in all alternatives?
Other Suggestion	it would be so much easier to access this block if it were 2-way, which would mean the whole street is a 2-way, which would make downtown easier to navigate. this is such a short block that no one reaches posted speed limit of 20 MPH. i have never seen anyone going over 15 miles/hour. so narrow the traveled lanes enough to accommodate onstreet parking on both sides of the street.
Other Suggestion	this resource should be utilized by FNSB SD
Other Suggestion	Opportunity here to partner with Saddlers to create the foundation for the seasonal tent to allow craft marts, ice rink, food truck rodeos).

Screen 3 - What would you like improved? Drag and drop at least 1 marker on the map.

Map Marker/Icon	Comment
Other Suggestion	Although there is a pedestrian crossing at Noble, there is no signage or other guidance indicating a real "North-South" bike route. Lacey is already being considered for redevelopment and is a blank canvas. Bike corridor on Lacey could connect with closed east/west corridor on 5th and suddenly the entirety of downtown has safe bike infrastructure feeding into crosstown connectors.
Parking	Parking should be reviewed between Lacey and Cushman. We have no parking on a 3-lane street.
Parking	It is hard to access businesses here safely in a vehicle
Parking	Must maintain on-street parking. The private parking lot, particularly Sadler's, can not be expected to provide parking for the public. When Sadler's parking lot is closed to public use, there will be nowhere to park in this vicinity except the street. Must maintain on-street parking.
Parking	Eliminate on-street parking...downtown has a sea of parking everywhere. The extra space should be used for wider sidewalks, two-way traffic, and landscaping/streetscape improvements
Parking	This parking is VERY lighting used for most the block. Consider more landscaping in this area to have a consistant traffic lane and break up the hardscape
Parking	Parking along the street has more lighting
Parking	Saving a few parking spaces at the cost to pedestrian safety is not recommended. There is plenty of parking downtown.
Parking	the FNSB Planning Dept says there is ample onstreet parking in downtown.
Parking	the best argument for parking at this location is that it calms traffic and gives a sense of security to pedestrians. Traffic calming and piece of mind can be achieved in other ways, without parking.
Parking	seems on-street parking across street from bus exit needs to be eliminated. i don't mind losing a little parking when it makes sense like that, like i dont mind losing a little parking in front of the FNSBSD bldg when it makes sense to gain better access and easier navigation with 2-way circulation.
Parking	There is plenty of parking. Just make it on one side or eliminate it all together
Parking	Can the city/general public use this lot after hours?
Parking	Too much underutilized surface parking
Parking	given that the road is already narrow here, less parking on the street might open up the space for pedestrians. would be nice and potentially a good way to encourage the use of bikes and body movement over vehicles.
Parking	Keep on-street parking along the whole corridor
Parking	More areas for parking
Parking	School district employees are literate and many have free time to complain about how their non-permaculture surface lot isn't convenient. But school district complex would be better served by removing one-way confusion altogether. "Just take Noble to the parking lot." "Improve your parking lot, you have \$40 million in savings." Almost all car users were headed to the parking lot already and with proper landscaping they (many of them with children) would benefit from the closure of 5th. City has demonstrated success for vantran expansion, parking lot shuttle could easily serve Noble parking lots and city garage. "Was there any reason other than habit that you drove into downtown on Cushman rather than Noble?"
Sidewalks	The sidewalks are a mess and should be wider on the south side of the street.
Sidewalks	Two way traffic concept calls for narrower sidewalks and less on-street parking. Wide sidewalks make for a friendlier downtown area.
Sidewalks	No reason why sidewalks in the wider ROW areas cannot be 8-10' wide on BOTH sides and have intermittent PICP or Silva planters. No need for so much on-street parking--not justified base on current or projected parking demand. If on-street parking is needed, limit to b/t Cushman and the BINGO parking lot (45 degree?)
Sidewalks	Sidewalks are in horrible condition and need to be replaced with wider ADA compliant facilities
Sidewalks	utilities prevent walking side by side. The 5th and lacy is bad. The sidewalks can not be plowed due to pinch points. The pole by the bus station is bad. The bus station gets lots of PED traffic and should have nice clear sidewalks all the time.
Sidewalks	pole in sidewalk
Sidewalks	pole in sidewalk. To narrow to plow with machine.
Sidewalks	Safe ped crossing
Sidewalks	wider sidewalks
Sidewalks	wider sidewalks
Sidewalks	sidewalk snow removal is inconsistent at best. larger sidewalks must certainly cost more to maintain, if city code will be followed.
Sidewalks	Wide sidewalks
Sidewalks	Too narrow and cluttered
Sidewalks	Wider sidewalks, maybe even with patio space for restaurants
Sidewalks	Landscaping and sidewalk improvement throughout to improve appearance and safety.
Sidewalks	Add trees/greenery/landscaping to break up this unpleasant concrete parking lot expanse
Sidewalks	Having an aesthetic and pedestrian friendly 5th avenue would be a big improvement

Screen 3 - What would you like improved? Drag and drop at least 1 marker on the map.

Map Marker/Icon	Comment
Sidewalks	This route should be more pedestrian-friendly. I suggest wider sidewalks and eliminating the many, many curb cuts will make that better.
Sidewalks	Create a clear pedestrian and bike corridor. Sense of place so that this becomes a focal point of downtown.

3 What would you like improved?

Please drag and drop at least 1 marker on the map.

EXISTING CONDITIONS

Sidewalks Bikes Parking Other Suggestion

Dunkin's Downtown United States Postal Service McCafferty's, A Coffee House, Etc. Sadler's Home Furnishings Public Assistance Division Fairbanks City Hall Chevron Fairbanks Spaulding Chiropractic Clinic Thai House Music Mart & Studios American Tire Westmark Fairbanks Hotel &...

Map data ©2020 Terms of Use Report a map error

**Screen 4 - One-Way or Two-Way Travel? Rate 5th Ave as it exists today and for each proposed design concept.
Comment on why you prefer the concept you selected.**

Scenario	Please comment on why you prefer the concept you selected.
Existing Condition	One-way. Serious pedestrian traffic there. Btw, I think it's pretty weird you don't have the transit center on the map. Suggestion: it would be GREAT to have a few drop off/pick up spaces marked for parking on 5th, near the Transit Center, since povs & other vehicles are not supposed to go into the Transit Ctr lot. Nine year cab driver & 47-year resident here. Some people, for example, ride the bus up from Tok, Delta, etc, & get picked up there (with luggage); others take buses as far as they can & call cabs. Some tourists do the same. Would REALLY help. Would be even better if there were one place cabs could go inside the TC lot (but flow of traffic in the lot).
Existing Condition	chief problem on 5th avenue is that it is so deteriorated in all respects - asphalt, sidewalks, drainage.
Existing Condition	Rough shape. Poor drainage, and cracked and rough sidewalks.
Existing Condition	That area has essentially died off, because no one values it. This plan has the opportunity to create sense of place, but you need to go big with a theme. It also needs to be something that works with the different interest holders (commerce)...
Existing Condition	Not a good use of space. Giant asphalt hump is dangerous. Pedestrian crossings unsafe and bad.
Existing Condition	One way is easier to walk.
One-Way Concept	One way with separate bike paths and wider sidewalks. Eliminate parking.
One-Way Concept	Reduces compulsive car use. Allows alternative to giant seas of hole-filled asphalt on 7th. Lots of parking encourages people to drive around looking for parking.
One-Way Concept	Consider making this peds and bikes only. Think Paris with the wide sidewalks near corners to allow for outdoor seating. Create a sense of place that draws in the folks who use Riverwalk (on 1st), loop down Lacey, then back through "the promenade on Number 5"; and the reconnect with Riverwalk (on 1st) via Barnett St.
One-Way Concept	The road already gets narrower in the winter due to lack of snow removal. This would wind up only allowing 1 lane of traffic in winter and the parking to be taken up by snow berms due to the reduced city winter maintenance budget.
One-Way Concept	Buck up and spend the money to have the snow removed to a non-downtown location.
One-Way Concept	Better than existing, but bikes should not have to ride on the sidewalk. Separated bike lanes are preferred.
One-Way Concept	14' lanes are too wide for urban areas and encourage high speeds.
One-Way Concept	Better than current roadway.
One-Way Concept	this option continues to prioritize automobiles in the schema of downtown planning with parking and a thru-way. two-way would increase friction, slow traffic, and give pedestrians a safer space even without 10 foot sidewalks.
One-Way Concept	I'm not sure about the street parking - there is plenty of parking nearby. Is this really needed?
One-Way Concept	This will be vast improvement, addressing the overdue issues with drainage, asphalt sinkage, settling, curb heights, and cracked sidewalks. Aligning it with the downtown motif (you must mean) is great, and this motif would be the same under 2-way scenario. Let us not forget the ease of navigation downtown experienced when 1st Avenue reverted to 2-way there in front of Key Bank.
One-Way Concept	Much better than existing (gave existing 5 stars for one-way). See previous comment.
One-Way Concept	Prefer one-way traffic
One-Way Concept	Sidewalks need GI or planters; on-street parking should be limited to in front of FNSBSD (designated loading area). Designate 4' lane for bikes
Two-Way Concept	sidewalks way too narrow.
Two-Way Concept	In my opinion this could be a winner with narrower lanes and sidewalks on the tight section between lacey. and cushman. The two lane mobility will help traffic get around and may make economic activity for business much better. We should keep the northside parking only, and have 10' lanes in this area. The narrow lanes will keep it slower but there will be less room for snow storage but these are not residential streets so there will be little night parking. Many streets downtown have less than 12' lanes. With parking on one side the snow can all be pushed to the other curb and still be picked up. The wider sidewalk should be on the south for snow storage. If the north sidewalk had the poles removed it would be fine for peds, and would be protected by parked cars. The section on west end by the bus stop has no parked cars anyway for snow storage. Do not provide bump ins or outs. Snow plows tear them up.
Two-Way Concept	How much parking would you really lose and wouldn't it be to improve pedestrian mobility?
Two-Way Concept	How much parking would you really lose and wouldn't it be to improve pedestrian mobility? Also, the City really needs to figure out a way to remove snow in a timely manner.
Two-Way Concept	Just no. A thoroughfare through there, we just do not need. School district employees have access to the lot on 6th Ave also. Leave some parking next to the district offices! It's used throughout the day!

Screen 4 - One-Way or Two-Way Travel? Rate 5th Ave as it exists today and for each proposed design concept.
Comment on why you prefer the concept you selected.

Scenario	Please comment on why you prefer the concept you selected.
Two-Way Concept	<p>This option prioritizes growth downtown by making it easier to get around downtown.</p> <p>This will be vast improvement, addressing the overdue issues with drainage, asphalt sinkage, settling, curb heights, and cracked sidewalks. Aligning it with the downtown motif (you must mean) is great, and this motif would be the same under 2-way scenario. Let us not forget the ease of navigation downtown experienced when 1st Avenue reverted to 2-way there in front of Key Bank.</p> <p>This option also drastically and positively affects downtown circulation.</p> <p>This option prioritizes growth downtown</p>
Two-Way Concept	I guess it would be convenient to have 2-way bike traffic, but this doesn't seem like an improvement over the current situation.
Two-Way Concept	Reduced Parking is hardly as worry as the School Building has 2 giant parking lots in this same area. Most of the time these lots are empty. In addition, the many curb cuts into these parking lots limits street parking anyway.
Two-Way Concept	<p>Reduced Parking is hardly as worry as the School Building has 2 giant parking lots in this same area. Most of the time these lots are empty. In addition, the many curb cuts into these parking lots limits street parking anyway.</p> <p>Snow storage is not what we need more of, remove it from the streets!</p>
Two-Way Concept	There's a wide sidewalk option with two way. It would decrease lane width and cozy up the space for drivers, forcing them to slow naturally, and giving pedestrian's the preference for access to their downtown. This scenario I describe would actually be my preferred mode.
Two-Way Concept	I think we can get one lane of parking, two drive lanes and wider sidewalks. Make the drive lanes narrower and slower. 10' lanes can work. south side sidewalk can be a little narrower than north side. I would except a 6' sidewalk to ZERO obstructions to get two-way and one side parking.
Two-Way Concept	This will increase people's access and ease of movement through the downtown. I'd perfer wider sidewalks to parking lane.
Two-Way Concept	Two way is better but lanes too wide. 10' us appropriate. Widen sidewalks, protect and buffer bike lanes.
Two-Way Concept	This would cause quite an amount of confusion based on the existing orientation of one way traffic dynamic currently in downtown.
Two-Way Concept	<p>This is a step backwards. There's enough vehicle focus downtown...don't lose the opportunity to create something special for peds and bikes. Provide the infrastructure and don't forget to zone for things like outdoor dining and in a few years the area could be thriving.</p> <p>This is especially true if there's the possibility of working with Sadlers to utilize all those mostly empty parking spaces. Sadler wins by having more visitors and the other businesses win, too by having the attraction of the Promenade on Number 5, plus a new gathering place for small concerts, ice rink in winter, food truck rodeos, etc.</p>
Two-Way Concept	It's a normal city street but somehow it required years of design consulting and analysis. Reducing parking is good, then use the parking spaces for snow storage.

WELCOME

PRIORITY RANKING

EXISTING CONDITIONS

SCENARIO RATING

WRAP UP

One-Way or Two-Way Travel?

Existing Conditions

Right-of-Way: 45'-55' wide
Travelled Way: One-way w/
Bike Access: No
Sidewalks: both sides, 4.5'
On-Street Parking: both sides,
only between Lacey & Cus...

One-Way or Two-Way Travel?
what to do

Rate 5th Avenue as it exists today and for each proposed design concept, one-way and two-way. The chart on the bottom right indicates how each design concept compares to today for a given improvement. Please comment on why you prefer the concept you selected.

Please rate this scenario.

Please give a 1-5 star rating for each scenario.

Street Parking
Pedestrian Access
Bicycle Access
Landscaping
Snow Storage

Worse than today

Done More

Optional Comment

?

Screen 5 - Wrap-Up Questions	
What is your biggest concern with 5th Avenue?	Which design concept do you prefer?
it needs bigger sidewalks and not enough on street parking.	No Preference
My concern with 5th is the same as most downtown streets. They're too focused on cars, hard surface heavy, lacking trees, and difficult and dangerous to navigate via bike and foot. Slowing everything down and focusing on bike and foot traffic will make the area better for both locals and tourists. And we need MORE GREENERY!!!	No Preference
Parking to access the School District and other businesses is almost impossible during week days	One-Way Concept
Pedestrian & bike (OFF STREET PLEASE! Omg, everyone's texting & looking at screens while driving, these days [not me tho]). Parking next to the district offices - it gets used A LOT.	One-Way Concept
Sidewalks are small and rough. To many access points, to little parking.	One-Way Concept
It needs to stay one way to accomodate loading in front of the School District, allow for some parking, and allow for snow storage. The businesses on the street, the FNSB school district, and the FNSB bus depot have all had folks participate at the original meetings hosted by FAST Planning and expressed their concern about keeping it one way.	One-Way Concept
Current road condition is deteriorated; must be upgraded. Loss of on-street parking is unacceptable for local business.	One-Way Concept
keeping it one-way	One-Way Concept
Too many lanes for the traffic	One-Way Concept
That the improvements will do little to enhance the walkability, aesthetics, and safety of the street for non-motorized users and visitors. The overhead power lines will remain. Also that new sidewalks will not incorporate landscaping/GI components.	One-Way Concept
It would get confusing if it became 2 way since all the DT area streets, except for 1st Ave are one way.	One-Way Concept
utilities vs old trees lighting pedestrian safety	One-Way Concept
speeding	One-Way Concept
Ability to see pedestrians in the street when turning corners.	One-Way Concept
Making it cohesive with the rest of downtown (looks and traffic patterns)	One-Way Concept
Drunk people stumbling into the road.	One-Way Concept
Too car centric. Bad for businesses, bikes, and foot travel. More walking/biking/greenspace would make a more liveable/workable downtown.	One-Way Concept
Narrow sidewalks, no landscaping	One-Way Concept
Poor sidewalks	One-Way Concept

Screen 5 - Wrap-Up Questions	
What is your biggest concern with 5th Avenue?	Which design concept do you prefer?
Not a lot going on, sad sidewalks, the middle child of the core downtown area.	One-Way Concept
Parking is very limited and restrictive	One-Way Concept
It mirrors my concerns about downtown in general: more ped and bike access, more green space, maintain on-street parking	One-Way Concept
It's unattractive. Not that Downtown Fairbanks is Paris, but 2nd avenue is fairly appealing to businesses and pedestrians.	One-Way Concept
It's ugly	One-Way Concept
Bicycle safety	One-Way Concept
No cross walk at fnsbsd blg People driving the wrong way	One-Way Concept
Not attractive	One-Way Concept
Cleaning up sidewalks, utilities, drainage and on street parking.	One-Way Concept
Status quo. It currently has no character. Make it inviting and give it some cachet and the area businesses can grow into the concept.	One-Way Concept
Revitalizing downtown and creating cross-town bike/pedestrian networks.	One-Way Concept
Needs more parking. Not safe to cross street	One-Way Concept
bicycle access	One-Way Concept
Safe cycling access.	One-Way Concept
The narrow, damaged sidewalks, the poor/dangerous sight lines at the 5th and Lacey, the frequency of cars turning left from the right lane across traffic, and FNSB School District employees crossing 5th against traffic (i.e., they routinely walk into the road without looking and cause cars to slam on their brakes).	One-Way Concept
It should be 2 way.	Two-Way Concept
That someone has come up with the idea that they think they know what's best rather than rely on what has worked just fine for 40+ years	Two-Way Concept
5th Avenue is heavily deteriorated, and needs to be transformed into a space that improves mobility for pedestrians and vehicles. The two-way concept with wider sidewalks and elimination of the on-street parking that is not needed.	Two-Way Concept
Two way traffic. I think it would really help move stuff around and assist in economic development and logic for locals and tourist.	Two-Way Concept
If it is going to get reconstructed, the consideration of the downtown as a whole is imperative. The two-way option would provide needed breath to the constraining one-way network we have in the downtown core.	Two-Way Concept

Screen 5 - Wrap-Up Questions

What is your biggest concern with 5th Avenue?	Which design concept do you prefer?
Ped, bike and economics	Two-Way Concept
the relationship between economic growth and vehicular circulation - the constraints the 1-way alternative continues to impose on 5th Avenue, a really key connector in downtown.	Two-Way Concept
Better drainage and a complete street.	Two-Way Concept
Pedestrian Safety	Two-Way Concept
Bicyclist/motorist collisions	Two-Way Concept
That it's part of the fishnet of downtown road misery.	Two-Way Concept
mobility for cars and peds. both are important. I think we can keep working this to come up with a hybrid option that helps economic activity.	Two-Way Concept
One way is not safer for anybody- people go the wrong way downtown every single day. Two way	Two-Way Concept
I live on 5th east of Noble (which is 2-way) it's annoying that I can't make it home without going east on 4th or 6th. Make it 2 way. The circulation through town would be safer, easier, quicker.	Two-Way Concept
More areas to park and wider sidewalks. Lighting as well for safety.	Two-Way Concept

5 Thank you!

WRAP UP

Final questions:

What is your biggest concern with 5th Avenue?

Which design concept do you prefer?

How do you primarily use the project area?

How often do you use the project area?

How did you find out about the project?

Contact Us!

For more information about the project, contact:

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Or visit the project website:
<http://dot.alaska.gov/nreg/5th-ave/>


