

CHENA LAKE RECREATION AREA

BICYCLE & PEDESTRIAN ACCESS PROJECT

Public Comments and Responses as of March 12, 2025

PHONE CALL TO JOHN NETARDUS

This person walks Plack Rd every day, he is excited about the project and thinks it is great for family access.

Main concerns:

- **Safety/Speed:** He was wondering what the current speed limit is on Plack. He says cars generally travel 45-50MPH on Plack and is worried new pavement on the extension will lead to unsafe speeds. He says on the right as you turn onto the extension, someone has placed a 10MPH speed sign for kids and he thinks this should be removed and a real speed limit sign added. He also thinks the fake speed sign could be taken down before the project. Lastly, he requested some law enforcement presence once the new road is in to train users not to speed there.
- Will we accommodate pedestrians?
- Can he be added to the email list? He got a hold of me through our postcard outreach.

PROJECT STAFF RESPONSE ON THE PHONE

- We can look into a speed limit sign (taking down the 10MPH and putting up a regulatory one).
- We will accommodate peds most likely by means of widened shoulders.
- We do have 10-ft striped lanes planned for now, which may help reduce user speeds.
- We will add to email list

WRITTEN COMMENT AT RSA MEETING, EMAILED A RESPONSE

First off, thank you for all you guys do! I love the lake and have a ton of amazing memories there. I've been photographing the common loons for almost 10 years. Twice I have seen them have a loonlet hatch, but this year is the only year I've seen one survive. While they aren't endangered in Alaska, they are in other states. I would like to see the lake continue to have a section that is harder for people to access. I'd love to share more of my experience with you guys if you're interested in hearing. Thanks again for all you do for the community.

RESPONDED VIA EMAIL

Thank you for taking the time to attend our guest presentation about the Chena Lake Recreation Area Pedestrian and Bicycle Access project at the Moose Meadows RSA meeting on October 26. We understand your concern about loons potentially being affected by an increase in visitors at the new proposed access area.

We do expect increased human activity at this end of the lake as a result of this project, but the facilities will be much smaller than the existing facilities at the day use area and campground, limiting the amount of activity here. The parking lot, which will have 20-30 spaces, will only be open from 7 a.m. to 10 p.m. Boat traffic on the lake will also remain non-motorized.

As part of the environmental review for this project, we are required to look at the potential impact this work would have on both the terrestrial and aquatic plants and animals in the area, including loons. Based on similar projects, we do not anticipate that the work will have substantial effects on fish, birds, or other wildlife in the area. We are still in the process of conducting our environmental review and we anticipate that the environmental document will be complete in May 2025. During construction, we will follow the U.S. Fish and Wildlife Service's recommended guidance on avoiding mechanized vegetation clearing during the bird nesting window in this area (May 1 – July 15).

We invite you to review the environmental document once it is available to the public. We plan to post it to the website. We also plan to have two public open houses about this project in January and May 2025 and welcome your attendance at one or both meetings. You can continue to visit our website to see the most up to date information and schedule: <https://dot.alaska.gov/nreg/chenalakeaccess/>

Thank you again for listening to our guest presentation and taking the time to learn about this project. We also wanted to say thank you for sharing your beautiful loon photographs with us! I have plans to hang up my copy in my office.

Please always feel free to reach out to me if you have any questions or concerns.

WRITTEN COMMENT AT RSA MEETING, EMAILED RESPONSE

Hours 7AM-10PM – will it be enforced? Violators cited? We live on Tanada Rd and deal with tremendous dust from traffic and speeding traffic...not just from other Tanada residents. Will there be random speed/traffic enforcement? Tanada Road is gravel, but this will increase our traffic and degrade the surface requiring additional maintenance. Perhaps pave our road as well?

RESPONDED VIA EMAIL

Thank you for taking the time to attend our guest presentation about the Chena Lake Recreation Area Pedestrian and Bicycle Access project at the Moose Meadows RSA meeting on October 26. We appreciate you taking the time to leave a written comment about the project. We read your concern

asking about how we plan to enforce the closed hours of the parking lot and your concern about increased traffic and speeding on Tanada Road. We also want to acknowledge that we heard your concerns during the meeting about increased ATV and snowmachine traffic in the area.

The Fairbanks North Star Borough Parks and Recreation department will enforce the hours at the parking area and ensure that everyone is out before they lock the gate at 10 p.m. each night. They already have this responsibility at other recreation areas in the area, including at the existing Chena Lake Day Use Area and at the Tanana Lakes Recreation Area.

We understand your concern that traffic on Tanada Road could increase if new facilities are built in this area, and we do think that is likely. However, we do not anticipate a major increase in the amount of traffic. By building a parking area with 20-30 spaces we anticipate an increase in traffic of about 250 cars per day at the intersection of Plack Road and Nelson Road at peak summer use, which is about double the current traffic count. While we expect most of the traffic to remain on Plack Road, we do realize that there may be an increase in traffic on Tanada and Gordon Road as well.

Loud snowmachine and ATV traffic was a common concern we noted during the meeting. We understand this is an important topic for residents and we will continue to evaluate ways to help mitigate this issue. As discussed during the meeting we are open to removing the snowmachine loading ramp from the design and will evaluate the feasibility of installing a fence along the area to help maintain a single point of entry.

Paving Tanada Road is not included in the scope of this project. However, as I mentioned in the meeting, I also manage the Fairbanks Area Surface Transportation (FAST) Planning local area upgrades program, which can fund upgrades to local roads. We have helped pave numerous local neighborhoods roads throughout the borough. If you would like to talk more about that program, please let me know.

Thank you again for attending this meeting and taking time to learn about this project. We plan to have two public open houses about this project in January and May of 2025 and welcome your attendance at one or both meetings. You can continue to visit our website to see the most up to date information and schedule: <https://dot.alaska.gov/nreg/chenalakeaccess/>

Please always feel free to reach out directly to me if you have any questions or concerns.

WRITTEN COMMENT AT RSA MEETING, STAFF GAVE VERBAL RESPONSE TO COMMENTER AT THE JANUARY OPEN HOUSE AND APOLOGIZED FOR NOT CALLING BACK TO RESPOND EARLIER

Need an 8' chain link fence to deter motor vehicles from entering the park outside of single point of access. Gate that can be locked.

VERBAL RESPONSE AT JANUARY OPEN HOUSE

- Apologies for not responding sooner
- Thanks for taking time to attend the RSA meeting to learn about this project

- Thanks for taking the time to leave a written comment
- We understand that maintaining one single point of access to the parking area is a priority for residents
- There will be a gate installed at the driveway of the parking lot that will be locked outside of the open hours, which are 7 a.m. to 10 p.m.
- Fairbanks North Star Borough Parks and Recreation staff will have the responsibility of locking this gate and ensuring that everyone is out of the area.
 - This is already something they do at other recreation areas, so they have a system that works well for them and that they're familiar with (like going into the area one or more hours before closing time to let people know that it's time to start thinking about leaving)
- We will explore the possibility of installing a fence, but this depends on a number of factors like
 - Cost
 - Land ownership in area we'd like to install fence
- Remind her of upcoming open houses later this summer. The date is not finalized yet, but they'll be posted on the website once we know. We'll also advertise the meeting on the public notice system, on social media, in the newspaper, and extend invitations to people in the neighborhood.
- She can sign up for the email list to get notified about meetings and project updates.
- Website URL: www.dot.alaska.gov/nreg/chenalakeaccess

EMAIL TO JOHN NETARDUS

Tried signing up for email updates and it times out. Please add [censored email address] to the list.

Curious if there has been discussion to create a bike path from Plack Rd to Hurst to join existing bike path there? That would reduce risk and ease access for people living off Hurst. Was disappointed when decision was to just widen Plack and not create bike path there to join Badger when that was done few years ago.

Thanks for your time.

RESPONSE VIA EMAIL

Thanks for emailing your comments.

There has not been discussion for adding a pathway between Hurst and Plack as part of this project. Currently there is no active design project for Nelson Road.

[Staff note: we also added him to the email list at his request.]

WRITTEN COMMENT AT OPEN HOUSE AND INDICATED THAT THEY DID NOT WANT A RESPONSE

Will there be parking for trailers for snowmachines?

RESPONSE FOR RECORDS ONLY (NOT SENT)

The current proposal does not include trailer parking space, as this is space available from the Laurance Road side. The proposal includes a snowmachine launch for pickups who may haul snow machines.

When vehicles are crossing over from Plack west of Nelson they are entering a local road in a residential area. We intend to post the speed limit at 25 mph. The Road Service Area does not desire installing speed humps at this time, but will monitor the situation post-construction.

Thank you again for your interest on this project.

WRITTEN COMMENT AT OPEN HOUSE, EMAILED RESPONSE

I am very excited about the potential to access the Chena Trails from Plack Road! I am primarily a XC skier and regularly use the groomed trails in the park. (Running and gravel bike in the summer). I prefer using the non-motorized trails over the dual use trails. This trailhead will decrease my driving distance from 9 miles to only 3.3 miles. With this trailhead, I will be able to spend less time driving and more time skiing in the winter... and I will be able to run and bike from my house to the park in the summer... no driving required 😊! It would be especially awesome to have a non-motorized trail from this trailhead to connect to the non-motorized trails near the River trails to the North-East. On a different topic, signage on the non-motorized trails to keep walkers off the classic ski tracks would be great too.

RESPONDED VIA EMAIL

Thank you for attending the Chena Lake Recreation Area Bicycle and Pedestrian Access project open house on January 30 and for submitting a comment. We appreciate your enthusiasm for the project and that it will make access to Chena Lake Recreation Area easier for you. A circumnavigational trail around Chena Lake (as we believe you suggested) is a long-term goal for Fairbanks North Star Borough Parks and Recreation, but not something that will be completed with this project. We have passed your comments along to FNSB Parks & Recreation staff for suggestions for improved trail signs and noted your support of a future trail connection.

Thank you again for engaging with this project. Feel free to reach out to me at any time with comments or questions. We plan to host another public open house early this summer and will post information about that meeting, along with more project updates, on our website:

<https://dot.alaska.gov/nreg/chenalakeaccess/>

WRITTEN COMMENT AT PUBLIC OPEN HOUSE, EMAILED RESPONSE

If this plan is put in place something has to be done to the Plack and Badger road intersection. This is a very dangerous intersection and there has been numerous traffic accidents at it.

We are in favor of this plan but do not think 30 parking spaces are enough.

RESPONDED VIA EMAIL

Thank you for attending the Chena Lake Recreation Area Bicycle and Pedestrian Access project open house on January 30 and for submitting a comment. We appreciate your support for the project and interest in expanding the capacity for more users. In your written comment you indicated that you do not think 30 parking spaces is sufficient. The proposal for approximately 30 spaces is a balance between reducing barriers to access and improving access to the Chena Lake Recreation Area and acknowledging the proposed new entrance is adjacent to a residential neighborhood. One of the project goals is to promote non-motorized access, which reduces the need for parking spaces. This is a distinct difference from the lengthier access route via Laurance Road, which is not as close to many North Pole residential areas or very conducive to non-motorized users

The Plack Road and Badger Road intersection is not part of this project, but we passed your concern about this intersection to DOT&PF's Traffic & Safety section. This was our Traffic Engineer's response:

"We have purposely not analyzed Badger Road in our Highway Safety Improvement Program (HSIP) screening process for the past 3 years. The Badger Road Two Way Left Turn Lane HSIP project was completed in 2020, and as part of the HSIP's data driven process, projects need to gather 3 years of post-construction crash data before those areas/intersections/corridors are able to be screened for the HSIP Hot Spot Analysis. This year's nomination period will be the first year we are able to screen for Badger Rd now that we have 2023 certified crash data (the most recent 3 years of data available to us are 2021, 2022, and 2023, with 2023 just becoming available January 13, 2025)."

So, this year will include this intersection in an annual review of crash data again to see if it is eligible for an HSIP project. HSIP projects are targeted at reducing fatal and serious injury crashes.

Thank you again for engaging with this project. Feel free to reach out to me at any time with comments or questions. We plan to host another public open house early this summer and will post information about that meeting, along with more project updates, on our website:

<https://dot.alaska.gov/nreg/chenalakeaccess/>

WRITTEN COMMENT AT PUBLIC OPEN HOUSE, EMAILED RESPONSE

Please answer the following questions:

- Who is the target audience for using this lot?
- Will most people be walking to the day beach area?
- Has anyone timed how long it will take a family to walk from this lot to the swim beach?
- What steps will be taken to ensure crime and vandalism does not increase on Lakewood Loop and other streets?
- Will park rangers patrol this lot and trails?
- What steps will be taken to stop the opened beach area at Lakewood loop from being used?
- Will troopers increase patrols or will North Pole increase patrols in the area?

RESPONDED VIA EMAIL

Thank you for attending the Chena Lake Recreation Area Bicycle and Pedestrian Access project open house on January 30 and providing a written comment. Below are our responses to your questions.

- **Who is the target audience for using this lot?**
 - The target audience for using this lot is the public who want to use the Chena Lake Recreation Area. We recognize that it may be most attractive to residents in the East Badger/Nelson Road/Plack Road area and to those willing to access lake amenities by bicycle or on foot. This is a relatively densely developed residential area that is geographically close to the Chena Lake Recreation Area, however, it currently lacks a close access point.
- **Will most people be walking to the day beach area?**
 - The path will be designed for walking, cycling, or for use in a mobility assistive device like a wheelchair. Motor vehicle access will be prohibited. We anticipate that some people may not choose to walk along the path and instead recreate (like boat, swim, or picnic) directly from the new access area.
- **Has anyone timed how long it will take a family to walk from this lot to the swim beach?**
 - The proposed path will be $\frac{3}{4}$ of a mile long, which is about a 15- to 25-minute walk for most adults. The path will end at the day use area, which connects to the other network of bicycle/walking paths within Chena Lake. If people feel like the path is too long for them to walk or bike to the existing day use area, they can always continue to use the existing access via Laurance Road.
- **What steps will be taken to ensure crime and vandalism does not increase on Lakewood Loop and other streets?**
- **Will park rangers patrol this lot and trails?**
 - To answer both questions about vandalism concerns and park ranger activity, Chena Lake park rangers will monitor the path and parking lot area as part of regular daily duties. The ranger on duty can be contacted at (907) 322-7773 to report any mischief activity within the park. As we have seen with improvements at Tanana Lakes, we

expect the increased monitoring of recreation use on the path and in the parking area will be a crime deterrent.

- **What steps will be taken to stop the opened beach area at Lakewood Loop from being used?**

Regarding the open beach area, below is a screen shot of our proposed path alignment near the area we believe you are referring to. Areas around the path embankment will have to be seeded to reduce erosion potential, and that will include a portion of this area. While no specific action is being taken to modify the shoreline, we can evaluate if additional vegetation makes sense.



- **Will troopers increase patrols or will North Pole increase patrols in the area?**
 - While we cannot speak to the potential of increased patrols on behalf of law enforcement agencies, we are committing to increased monitoring of the newly improved areas by borough park rangers. Alaska State Trooper “D” Detachment accepts public feedback about areas needing increased patrol and our project team can pass your concern along. Trooper Dispatch can be reached at (907) 451-5100 for enforcement concerns.

Thank you again for engaging with this project. Feel free to reach out to me at any time with comments or questions. We plan to host another public open house early this summer and will post information about that meeting, along with more project updates, on our website:

<https://dot.alaska.gov/nreg/chenalakeaccess/>

WRITTEN COMMENT AT PUBLIC OPEN HOUSE, EMAILED A RESPONSE

I am on the assembly but I am here as a North Pole Resident. Has there been a study on Plack Road and Badger concerning accidents and how this project will impact the area? Are there any solutions if Gordon Road is negatively impacted by this project? No new hires will happen, so what personnel will police this area? Who will be responsible if homes are vandalized? Will the bathroom be opened year-round? How did this project get on the list for funding and how was it determined that this was the best way to spend CMAQ funds?

RESPONDED VIA EMAIL

Thank you for attending the Chena Lake Recreation Area Bicycle and Pedestrian Access project open house on January 30 and providing a written comment. Below are our responses to your questions.

- **Plack Road and Badger Road.** There has not been a specific study regarding this intersection as it relates to this project. Based on growth projections, the size of the proposed parking lot, and data from the Laurance Road Chena Lake entrance, we believe that on a peak weekend summer day, traffic may approximately double from the current 250 vehicles per day at Plack and Nelson to approximately 500. We expect average annual daily traffic would be 397 vehicles per day by the design year 2045. On an average annual basis, that is an increase of 147 vehicles per day at Plack and Nelson, but not all of that additional traffic would necessarily come through the Badger and Plack intersection. (They could be coming from Nelson Road, or anywhere from along Plack east of Badger.) DOT&PF will continue to monitor this intersection, including turning movement counts, as part of its annual crash screening and traffic data collection programs.
- **Gordon Road Concerns.** We are currently considering design options to discourage access to the parking lot and path from anywhere except the gate when the lot is open, to include a fence parallel to the developed portion of Gordon Road, within the Chena Lake boundary. FNSB Parks & Recreation is sensitive to the fact that this entrance is in a residential area, and they do not want to allow entrance after hours. We hope these access control measures will reduce parking on Gordon Road, something neighbors tells us is happening currently.
- **Ranger Patrol.** Chena Lake park ranger staff will be responsible for patrolling the path and new parking lot. They will do so as part of their normal duties patrolling the recreational area and will have easier access to this particular area of the park since the new path will allow prompter response than driving around from Laurance Road.
- **Vandalism.** As we saw with the Tanana Lakes area after it was developed, we hope increased recreational traffic and a consistent presence by FNSB park rangers in the area will discourage criminal activity, including acts of vandalism. Neighbors concerned with mischief activity within the park boundary may call the ranger on duty at (907) 322-7773.
- **Restroom.** If a restroom is funded under this project or constructed in the future, it will be open and maintained year-round similar to some restrooms at the park now.
- **Funding priority.** The FNSB Parks & Recreation Department nominated this project in a call for projects by FAST Planning. You can view the nomination [here](#), submitted in February 2023. The call for projects was for projects eligible under Congestion Mitigation/Air Quality (CMAQ) and

Carbon Reduction Program (CRP) funding. These projects are geared toward improving air quality through activities like paving gravel roads, and that construct new non-motorized access. FAST Planning's Technical Committee scored all project nominations using [established criteria](#) and this project scored high enough to secure a place to initiate design within the available CMAQ/CRP funding. You can read more about this program [here](#) and the projects nominated during the same cycle [here](#). FAST publishes its CMAQ/CRP funding plan [here](#). FNSB match funding for the project was provided under Ordinance No. 2023-20-1B.

In addition, I recall at the open house you were concerned that some residents did not receive a response to their comments submitted at an earlier Road Service Area meeting. We believe this was isolated to one resident, and their comment slipped through the cracks. I apologized in person to that individual, acknowledged their concerns, and will extend another apology in my response to their second round of written comments. We are taking resident concerns very seriously, and feedback received has driven improvements our team has made to the design.

Thank you again for engaging with this project. Feel free to reach out to me at any time with comments or questions. We plan to host another public open house early this summer and will post information about that meeting, along with more project updates, on our website:

<https://dot.alaska.gov/nreg/chenalakeaccess/>

TWO OPEN HOUSE WRITTEN COMMENTS FROM SAME COMMENTER, EMAILED RESPONSE

Comment #1

We are very concerned about raising Plack Road 1.5-2 ft in elevation. Every spring our road gets flooded. If this road gets raised we are in danger of being flooded and accruing possible structural damage to our home. What plans do you have to provide drainage to prevent this problem? Are you planning a culvert to facilitate better drainage?

Comment #2

This is the second time I am raising this concern: There needs to be a fence – barrier along the gate to keep people from getting into the park after hours. We have seen several people on RVs knocking over trees in order to access the park. Now, what will keep them out after hours? We are also concerned about speeding on a paved straightaway – will there be speed bumps?

RESPONDED VIA EMAIL

Thank you for attending the Chena Lake Recreation Area Bicycle and Pedestrian Access project open house on January 30 and submitting a written comment. I would like to apologize again for not calling you back after you left your written comment at the October Moose Meadows RSA meeting. Feel free to contact me any time you would like to discuss this project -- my contact information is below.

In response to your written comment sheets, which encompass your original comment in October:

Drainage: Thank you for sharing your knowledge of water patterns in the area at the open house and concerns for your property. We are aware groundwater can be high in this area and influenced by dam activity. The design team is considering options on how to drain around the intersection of Plack and Gordon near your home. We are considering utilizing the low spots of the slough behind your home and the slough/ditch to the east just inside the park boundary by digging a ditch and directing the water through cross culverts at the slough and across Gordon's approach to Plack. Everywhere else along Plack, we will either do our best to create ditches, reduce the profile of the road, or a combination of the two. Reducing the profile of the road means the 1.5 to 2-ft grade raise would be reduced, so we are evaluating that as we move forward. We are trying to balance building a new, stable road base with free-draining material against raising the road too high to cause drainage concerns.

As you know, the area is extremely flat, and storage for water is probably the best we can do further west on Plack Road. We will address equalization as needed in these flat areas, because it will be challenging to create enough grade so that water flows.

Access from Gordon Road: We are currently considering design options to discourage access to the parking lot and path from anywhere except the gate when the lot is open, to include a fence parallel to the developed portion of Gordon Road, within the Chena Lake boundary. FNSB Parks & Recreation is sensitive to the fact that this entrance is in a residential area, and they do not want to allow entrance after hours. We hope these access control measures will reduce parking on Gordon Road, something that we've heard from you and other residents is happening currently.

Speeding: Our proposed design is to have narrow 10-foot lanes on Plack Road east of Nelson, along with four-foot-wide shoulders. This contrasts with the 40-mph section of Plack west of Nelson Road which has 12-foot lanes and six-foot shoulders. The goal is to have a narrower roadway and a greater feeling of constraint for drivers which can help control speeds since there is not as much of an "open road" feeling. The narrower road and shoulders also help drivers understand (particularly when crossing over from Plack west of Nelson) that they are entering a local road in a residential area. We intend to post the speed limit at 25 mph. There are no speed limit signs posted currently. Speed humps can be problematic from a winter maintenance perspective so they are not in the plan at this time, but this situation will be monitored post-construction.

Thank you again for engaging with this project. Feel free to reach out to me at any time with comments or questions. We plan to host another public open house early this summer and will post information about that meeting, along with more project updates, on our website:

<https://dot.alaska.gov/nreg/chenalakeaccess/>

WRITTEN COMMENT AT OPEN HOUSE, EMAILED RESPONSE

Private property owners – lot 8, Pleasant Places Subdivision. We own the vacant lot north of Plack Road situated at the end of Plack and Gordon Roads, adjacent to Chena Lakes Rec Area. For years we have dealt with trespass and vandalism by persons trying to cut through (literally with chainsaws) our property to get ATVs and snowmobiles to the lake (by passing the barricades). We installed guardrails to keep people out. That helped but even those have been vandalized. I suggest the project include

additional fencing or barricades to discourage trespass – especially when gates are closed. This area is also zoned Groundwater Protection Overlay Zone (FNSB) because when the dam gates closed the groundwater can rise to the surface. Plack Road will need adequate equalization culverts along the slough that is on our property. Also need a large culvert across Gordon Road to drain into the ditch that parallels Gordon Road on the East (On Chena Lakes Rec Area Property).

Also, there is a species of black bird that inhabits the area where the parking lot is planned. I believe it is called a Rusty Blackbird. Worth investigating to see if this is a nesting area.

CLRA is an attractant. People (not just local residents) use Plack Road to access the west side of the lake for fishing and ATV access. Operation of the proposed access project is proposed to close the gate from 10pm to 7am. This will increase pressure to trespass the gate during these hours (on our property). People fish and picnic around the clock in this area. I suggest the parking lot be open at all times.

Maintenance: Who will be tasked with maintaining this portion of Plack Road once it is constructed/improved? Currently, it is a part of the Moose Meadows Road Service Area. I suspect that road maintenance may be less for the Plack Road extension once it is paved (no road grading), but culvert maintenance will be an issue. DOT&PF is better equipped to clear and maintain culverts than Road Service Area contractors. This will also create more traffic on Gordon and more maintenance.

Safety: A paved road will encourage speeding along Plack. I suggest this project include pedestrian safety along Plack, separated from vehicular travel lanes.

RESPONDED VIA EMAIL

Thank you for attending the Chena Lake Recreation Area Bicycle and Pedestrian Access project open house on January 30 and for submitting a comment. We are addressing your comments by topic as follows:

Drainage. Thank you for your firsthand information on drainage in the area. We are aware groundwater can be high in this area and influenced by dam activity. You gave us some good ideas at the open house, and we are evaluating drainage design to take advantage of natural low spots and sloughs near Plack and Gordon. Everywhere else, we will either do our best to create ditches, reduce the profile of the road (including sub excavation if necessary to achieve desired extent of clean fill material), or a combination of the two. As you know, the area is extremely flat, and storage for water is probably the best we can do. We will address equalization as needed in these flat areas.

Bird nesting. Thank you for the information about the black bird you've observed in the area. The project's environmental document will have a commitment (that will be followed through in contract documents) to avoid mechanized clearing during the typically recommended bird nesting window of May 1-July 15. This is generally what is recommended by the U.S. Fish & Wildlife Service for migratory birds in the Interior. We will also have a commitment to comply with the Migratory Bird Treaty Act which prohibits the destruction or taking of nests. Following this clearing window recommendation is in support of that, and our project schedule for construction will take this timing into consideration.

Access control. We are currently considering design options to discourage access to the parking lot and path from anywhere except the gate when the lot is open, to include a fence parallel to the developed portion of Gordon Road, within the Chena Lake boundary. FNSB Parks & Recreation is sensitive to the fact that this entrance is in a residential area, and they do not want to allow entrance after hours. We hope these access control measures will reduce parking on Gordon Road, something that we've heard from residents is happening currently. The new proposed parking lot is focused on day use only (no camping), which is another reason for the evening gate closure.

Maintenance. Moose Meadows RSA will be responsible for maintenance of the road post-construction. FNSB parks and recreation will be responsible for maintenance of the parking lot and non-motorized path. The current RSA chairman believes the pavement will save ongoing gravel road grading costs and we are working with the RSA's knowledge of the road to address known problem areas like soft spots. Increased traffic due to the parking lot addition is the main reason paving Plack Road is proposed - to reduce ongoing maintenance costs and mitigate dust. Drainage is being considered in the design as mentioned earlier. RSA contractors would be responsible for culvert maintenance as directed in their contracts. Gordon Road is not specifically in this project, and it is understood it may pick up more traffic from the Tanada Road area if they are accessing this site. We still believe the majority of access will be from Plack Road. Our project team has let the RSA know of other means to upgrade Gordon Road using FAST Planning funding if that is something desired in the future.

Safety. We are concerned about safety for all users on Plack Road as well and appreciate the suggestion to consider non-motorized users. A separated path was considered early in design but dismissed primarily because of the extent of vegetation removal required and additional cost. Based on growth projections, the size of the parking lot, and utilizing data from the Laurance Road CLRA entrance, we believe traffic may approximately double from current day counts (250 vehicles per day at Plack and Nelson) on a peak summer weekend day, but that average annual daily traffic would be 397 vehicles per day by the design year 2045. This means Plack Road is still a very low volume road, and a four-foot shoulder should reasonably accommodate non-motorized users. The other reason a separated facility was dismissed is because a shoulder facility matches surrounding non-motorized facilities on the west side of Plack Road and Nelson Road to the south.

Your technical expertise and historic knowledge of the area is appreciated. Thank you again for engaging with this project. Feel free to reach out to me at any time with comments or questions. We plan to host another public open house early this summer and will post information about that meeting, along with more project updates, on our website: <https://dot.alaska.gov/nreg/chenalakeaccess/>

WRITTEN COMMENT AT PUBLIC OPEN HOUSE, EMAILED RESPONSE

Visibility of stop sign traveling eastbound on Plack is difficult to see until you are on top of it. Make it more visible. Please keep the visual appearance of the road narrowing as you cross Nelson and continue on Plack. This will help reduce vehicle speeds as they move from 40 MPH section into the slower neighborhood section. Recommend adding speed humps.

RESPONDED VIA EMAIL

Thank you for attending the Chena Lake Recreation Area Bicycle and Pedestrian Access project open house on January 30 and for submitting a comment. We recognize your concern with the stop sign visibility at the intersection of Plack Road and Gordon Road and will consider this in our design. We will also evaluate if brush clearing is needed and ideal placement for visibility.

Our proposed design is to have narrow 10-foot lanes on Plack Road east of Nelson, along with four-foot-wide shoulders. This contrasts with the 40-mph section of Plack west of Nelson Road which has 12-foot lanes and six-foot shoulders. The goal is to have a narrower roadway and a greater feeling of constraint for drivers which can help control speeds since there is not as much of an "open road" feeling. The narrower road and shoulders also help drivers understand (particularly when crossing over from Plack west of Nelson) that they are entering a local road in a residential area. We intend to post the speed limit at 25 mph. There are no speed limit signs posted currently. Speed humps can be problematic from a winter maintenance perspective so they are not in the plan at this time, but this situation will be monitored post-construction. Thank you again for engaging with this project. Feel free to reach out to me at any time with comments or questions. We plan to host another public open house early this summer and will post information about that meeting, along with more project updates, on our website: <https://dot.alaska.gov/nreg/chenalakeaccess/>

BARBARA HANEY, BOROUGH ASSEMBLY, EMAIL TO JOHN

Thank you for the update. I was out of town for a funeral or I would have attended that meeting. I think the hot topic the commissioners talked with me about what a problem property that keeps getting cleaned up, and then re-junked. I do not live in the RSC, but I certainly know a lot of folks over there.

Thank you for taking the time to meet with *[property owner name 1 redacted to protect privacy]* regarding this project. I kinda screwed that part up. He is a good guy and has a planning background, and I am sure he will have some thoughtful suggestions.

I did not know if *[property owner name 1 redacted to protect privacy]* mentioned it, but there is another landowner adjacent to the project- *[property owner name 2 redacted to protect privacy]*- they bought from the previous owners a few years ago. (My kids would often bike over that way to escape the borough fees associated with using the lakes "back in the day," and the previous owners were the check in people for my kids (pre-cell phones)). Have you had any discussions with the new owners?

Also, *[property owner 3 name redacted to protect privacy]* owns that vacant piece on the other side of the street and there are some protective covenants that are in place as part of Pleasant Places Subdivision. Have you had any interaction with them?

Also, has there been any thought to making some changes at the Plack-Badger intersection? It seems that there are a lot of accidents at that intersection. There is a bit of a visibility issue turning from Plack to Badger. If there is an effort to increase pedestrian traffic, it might be worthwhile thinking about the configuration of that intersection and how pedestrian traffic would fit into the mix.

RESPONSE VIA EMAIL

Thank you for your email. I sincerely apologize for my delayed response, but the good news is that I can provide more complete information than I could have in December. As a general update, we had a public open house meeting at Hotel North Pole last week on January 30. It was well attended, with about 30 people in attendance. We emailed postcard invitations to almost 500 area residents on January 10 and advertised it through flyers in North Pole, in the News-Miner, and on social media.

Below is a response to your questions:

- Our team will remain in touch with *[property owner name 1 redacted to protect privacy]*. They have provided helpful local insights that continue to shape our design. He expressed thanks to the team on October 26 and again at the January 30 open house for adjusting the design based on his feedback. Primarily, he is relieved to see the parking lot shift approximately 120' east of the original concept, allowing more of a vegetative buffer between the new parking lot, Gordon Road, and their home. They still have concerns about drainage and access control (ATVs and pedestrians trying to access along Gordon if the parking lot gate is locked) that we are addressing, and we will respond to their written comments about these issues.
- At the October 26, 2024 Moose Meadows Road Service Area meeting, *[property owner name 2 redacted to protect privacy]* was in attendance and expressed multiple concerns, similar to *[property owner name 1 redacted to protect privacy]*. His concerns were primarily neighborhood behaviors occurring now that he believes may be exacerbated with the project: cars parking along Gordon, vandalism and trash, and ATVs and snowmachines trying to access from various places along Gordon. He was also concerned with increased traffic on Gordon, understanding the primary access will be on Plack, but some additional cut-through traffic may occur from Tanada Road. He was not at the January 30 open house; our staff confirmed that with the *[property owner name 1 redacted to protect privacy]*, who had mentioned their neighbors and their concerns.
- *[property owner name 2 redacted to protect privacy]* attended our January 30 open house and we spoke with him. He submitted a written comment we will be replying to. His concerns are along the lines of drainage and access control, like *[property owner name 1 & 2 redacted to protect privacy]*. We are working on a response to his written comments, and his knowledge of the area was very helpful.
- The intersection of Plack and Badger are not in the scope of this project, but we inquired with our traffic engineer about crashes here. He replied:
 - “We have purposely not analyzed Badger Road in our Highway Safety Improvement Program (HSIP) screening process for the past 3 years. The Badger Road Two Way Left Turn Lane HSIP project was completed in 2020, and as part of the HSIP’s data driven process, projects need to gather 3 years of post-construction crash data before those areas/intersections/corridors are able to be screened for the HSIP Hot Spot Analysis. This year’s nomination period will be the first year we are able to screen for Badger Rd now that we have 2023 certified crash data (the most recent 3 years of data available to us are 2021, 2022, and 2023, with 2023 just becoming available January 13, 2025).” So,

this year will include this intersection in an annual review of crash data again. HSIP projects are targeted at reducing fatal and serious injury crashes.

- DMV reports indicate 17 recorded crashes at Plack and Badger between 2019 and 2023. There were no fatalities in any of these crashes and no bicycle or pedestrian crashes. One crash was a serious injury crash. Four of the 17 crashes reported minor injuries, and the rest were property damage only. Your comment is noted about the potential for increased traffic, and we are passing that along to our Traffic & Safety section, who is monitoring turning movement counts at this location.

Thank you for your interest in this project, I hope this information helps. Please visit our [website](#) for latest project information and to sign up for updates and contact me with any questions.

GRIER HOPKINS, FNSB BOROUGH MAYOR, EMAIL TO JOHN

Thank you for reaching out to me about this project and it's timelines and possible design. It is much appreciated.

One question, how is it being funded? Just asking so that I can track it through those channels as well as attending your public meetings.

Other than that, I look forward to collaborating with Alaska DOTPF on this! I'll do my best to attend those public meetings, and learn as it progresses. I had heard about it from a staff to Senator Myers, but was not as informed as I am now after reading your email. Thank you again. Grier Hopkins

RESPONDED VIA EMAIL

Hello Mayor Hopkins, my apologies for this late reply. In course of replying to comments submitted at our open house last week, I recalled you had asked this question.

The project is being funded with Federal Highway Administration funding through the Congestion Mitigation/Air Quality and Carbon Reduction Programs managed by FAST Planning. These projects are targeted at improving air quality and this project qualifies because it is paving an existing gravel road and providing new non-motorized facilities that can help reduce vehicle emissions. Fairbanks North Star Borough is providing a 9.03% local match on total project costs. This was agreed to by match agreement approved by the assembly in August 2023, though construction match is generally not collected until the time of construction. We are working closely with Trisha Levasseur in your Parks and Recreation department, and she has been an excellent resource for us on this project.

As information, we had a public open house in North Pole last week on January 30, and about 30 residents attended. Our team thought it was a productive meeting with good turnout. We are tentatively scheduled to have a work session to go over this project with the Planning Commission on April 8, 2025, and intend to apply for local planning approval in late summer 2025. Construction is tentatively planned for 2026.

Thank you for your interest in the project and please feel free to contact me or Trisha if you have any questions on it. Our project website is regularly updated with materials as well. The materials from our January 30 open house meeting last week are uploaded there if you are interested.