

Richardson Highway/Steese Expressway Planning and Environmental Linkage Study

Public Comments

Date	Source	Issue/Impact	Comment/Question	Response/Resolution	Comment Source	Contact
6/24/2013	Comment Sheet	Steese Interchanges	The Steese Expressway needs interchanges at Third and Steese, College and Steese, Johansen and Steese, and Airport and Steese. The proposed plans for Zone 4 would greatly alleviate congestion during rush hour. Additionally, the Trainor Gate and Steese intersection needs to be addressed. Preferably, eliminate the connector road between the Steese and Old Steese because the traffic becomes so backed up at the yield sign, vehicles cannot turn at the Steese/Trainor Gate stop light.		Brandon Brefczykuski	brandon.bref@gmail.com, 907-347-4569
6/24/2013	Comment Sheet	Roundabouts	Look at stop lights going into roundabouts used in the UK (and maybe here).		Mary Ann Nickles	manickles@alaska.net, 907-456-6074
6/24/2013	Comment Sheet	Tweaks to Proposals	Connecting Old Farmer's Loop to Old Steese near Johansen shopping district is a great idea! However, I dislike the proposed roundabout. I feel it would unnecessarily slow eastbound Farmer's Loop to southbound Steese traffic. I think a signal or stop control would be more appropriate. I am a fan of the Zone 3 Interchange Option 3 proposal. Getting people on and off the Steese and onto the Johansen without lights is a great idea. Regarding the separated interchange in Zone 4: good idea. This would be even better if the northbound traffic on Steese could stay at 55 mph even longer. This might require change the Steese and 10th intersection. In my opinion, that intersection just slows through traffic. The eastbound Mitchell Expressway to northbound Steese ramp is in a strange configuration and doesn't cause me to slow down enough soon enough.		Cayman Irvine	cayman.irvine@gmail.com, 406-451-5349
6/24/2013	Comment Sheet		1) Look at poor access to/from south Cushman off Rich/Mitchell. 2) Steese Airport - yes overpass (grade separated). 3) Steese-Johansen - yes Option A, Farmer's Loop connect via Old Steese bad idea, creates more problems than solves. 4) Mixed feelings on dual roundabouts on Chena Hot Springs. But need at present a left turn lane (to southbound Steese) under the bridge and better clarity for those coming from east and west. 5) Steese - 3rd (illegible) - current improvement planning status and design unknown by me, but something needed.		Gary Newman	gary@chena.org, 907-488-2001
6/24/2013	Written on roll plot at open house	Johansen intersections	Build an interchange to replace where Northside and Hunter streets cross the Johansen Expressway			
6/24/2013	Written on roll plot at open house	Farmers Loop/Steese interchange	Close the signal at the existing Farmers Loop Road/Steese Expressway intersection and build an interchange at a new (realigned) Farmers Loop Road/Steese Expressway intersection at Crest Drive.			
6/24/2013	Written on roll plot at open house	Roundabouts	Put in a roundabout at West Trainor Gate Road and the Old Steese Highway.			

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7/14/2013	Email	Interchanges, ARRC	This Study is very important as this Corridor will be most impacted, more than other corridors by the future growth of Fairbanks. This due to the importance and uniqueness of the corridor. There just not any good alternatives for north/south traffic and especially commercial and industrial traffic particularly north of the interchange with the Mitchell Expressway. Appropriate, major/expensive, improvements rather than band aids will be necessary. Starting with the intersection with Airport Way a grade separation is/will be needed, traffic volumes being what they are. Granted this will just move the point of congestion for northbound traffic further north until further mitigation is accomplished. I have not put much thought into what is required, additional lanes and turning movements, from the Airport Way Intersection through the Johansen Expressway with the exception of Trainor Gate Road.	Thanks for all of your thoughtful comments and suggestions. You've given our team a lot to think about and we'll make sure that your comments are included in our public outreach summary and given due consideration during the planning discussions and alternatives development.	John Phillips	j_c_phillips_iii@yahoo.com
7/14/2013	Email (con't)	Interchanges, ARRC	Something must be done to get the northbound left turning traffic into the still growing retail area known as I refer to as North Town. Something as radical as extending Trainor Gate Road West at least until it connects to the street on the west side of Fred Meyers. I know that involves ARR right of way, but the presence of ARR "Alaska Railroad" is the eight hundred pound gorilla as far as transportation in Fairbanks. There are three major at-grade crossings and a fourth is being constructed this summer in North Town and arguably a fourth is needed. Even with a fourth crossing the situation leaves much to be desired. Moving on to the Johansen Expressway intersection with the current high volume of traffic at this intersection, future inevitable traffic increases and the possibility of extending the Johansen Corridor to the East as a major new access point to Fort Wainwright an interchange will be needed long term and is even desirable today. I will not try to design the grade separation other than it appears logical to take the Steese Expressway over the Johansen from a traffic standpoint and from a geographical stand point as well.		John Phillips (con't)	j_c_phillips_iii@yahoo.com

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7/14/2013	Email (con't)	Interchanges, ARRC	At the Farmers Loop Intersection which I am very familiar as I pass through it four to six or more times a day too little attention is paid to the traffic movements other than the northbound left turn to Farmers Loop. True this is a high volume movement, but interruption of south bound traffic is as often times as not due to left turning traffic from Farmers Loop, but even more so by traffic entering the intersection from Fairhill Road to go south on the Steese Expressway. Diminishing or even eliminating this movement will not eliminate and probably only minimally reduce the signal interruptions for Steese Expressway traffic. Knowing this should raise more questions of constructing The Old Steese Highway through to Farmers Loop. Not only will it be through an area of ice rich permafrost, its intersection with Farmers Loop it is too close to the existing intersection with the Steese Expressway and in a very sharp super elevated curve.		John Phillips (con't)	j_c_phillips_iii@yahoo.com
7/15/2013	Email	Interchanges, ARRC	The current situation and for the immediate future can best be handled by better signal timing management. Specifically making sure that north bound left turning traffic waiting or approaching the intersection be allowed to clear the intersection trying to eliminate another immediate call for left turning traffic. Long term @ Farmers Loop consideration should be given to a grade separated urban style intersection with the Steese going underneath. This configuration would be best fit the existing terrain and other existing features and maintains the theme of giving the Expressway traffic preference, no or at least minimal stop conditions. This Corridor is important now and will become more important for industrial traffic, heavy and oversize loads, as the town and traffic grow. This is and will be the primary corridor for industrial traffic as there are no other good options.		John Phillips (con't)	j_c_phillips_iii@yahoo.com

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7/15/2013	Email (con't)	Interchanges, ARRC	Again it would be easy to overlook/underestimate the significance and the randomness and its impact of the traffic entering the Corridor from Fairhill Road on the signal operation at that location. Thanks in advance for considering my comments about this most important Study which long term is most important in our effort to address long term transportation needs for Fairbanks. It is vital that it be correctly done. I am readily available to explain my rationale and reasoning as I want Fairbanks to have the best transportation system possible. One of the reasons, there is a Fairbanks and its future growth is tied to continuing as a transportation hub for central and northern Alaska. Thanks again for the opportunity to provide input.		John Phillips (con't)	j_c_phillips_iii@yahoo.com