

ATTACHMENT 2

PUBLIC OUTREACH SUMMARY



FNSB HS Access & Circulation Plan Demonstration Project Survey Summary Report

Background and Purpose

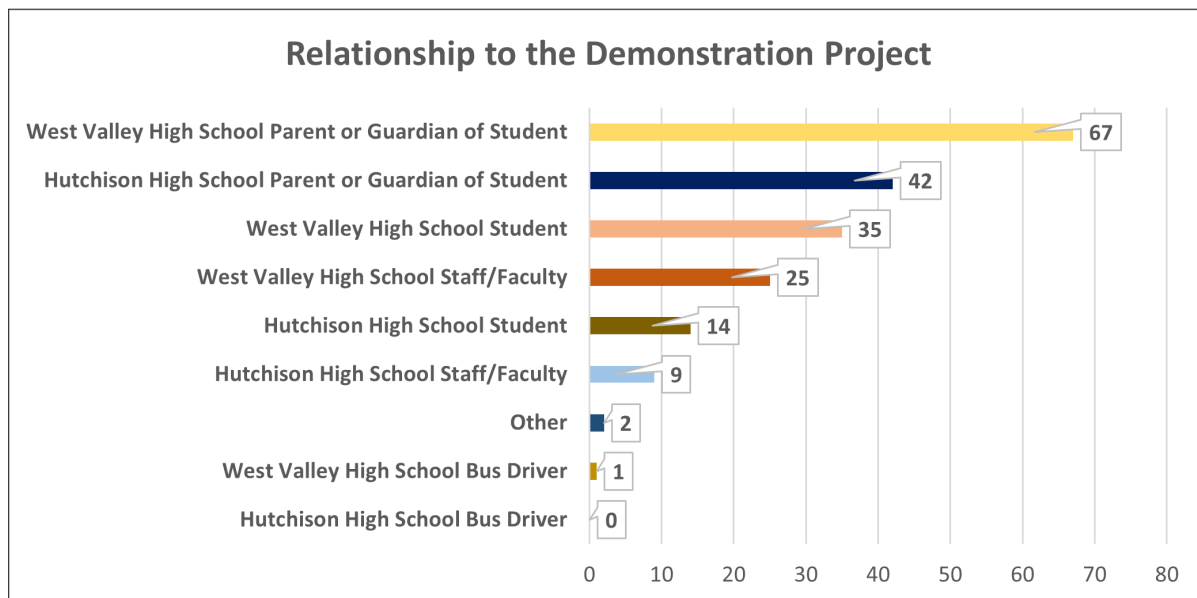
This report summarizes the findings of the FNSB High School Access & Circulation Plan Demonstration Project Survey. The survey was conducted between October 14, 2024 through November 30, 2024. The purpose of the survey was to collect public feedback during and following the close of the demonstration project.

Survey Distribution

The survey was available on the project website and a link to the survey was sent to stakeholder groups for West Valley High School and Hutchison High Schools. These groups included students, school faculty and staff, parents of students, bus drivers, and facility maintenance staff for both high schools.

Survey Questions:

The below chart displays the relationship survey responders had to the demonstration project. Over half of the survey responders (55%) were a parent or guardian that dropped students off at either West Valley High School or Hutchison High School. Approximately 25% of responders were students, 17% were school faculty or staff, and only one bus driver responded to the survey. Two people identified as other.



Survey Question 1: What is your relationship to the demonstration project?

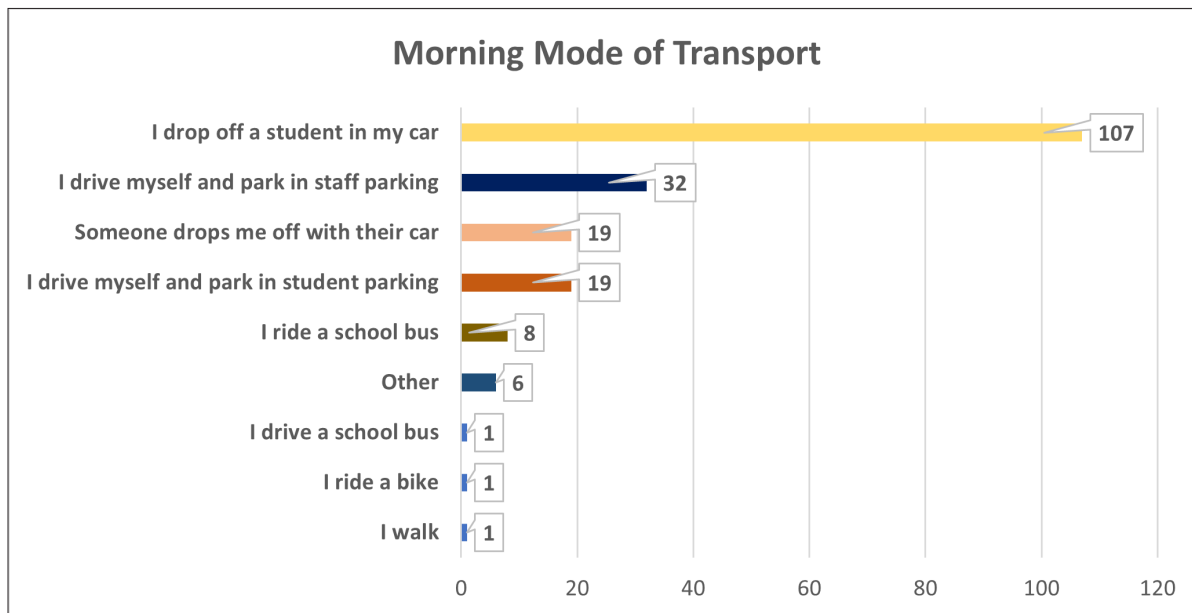




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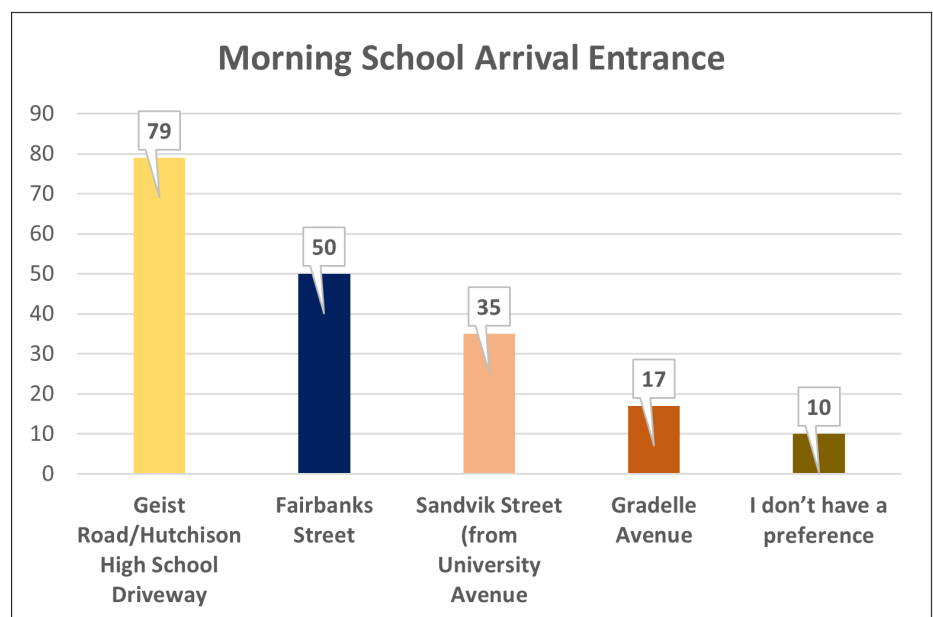
Morning Drop-Off

For morning drop-off, 55% of survey responders use a personal vehicle to drop a student off at school, while 26% of responders said they drove themselves and parked in either staff or student parking. Approximately 10% of responders said they are dropped off at school by a parent or guardian, 4% of responders rode the school bus, and less than 1% drove a school bus, walked or biked to school. Three percent of responders said they use some other mode of transportation.



Survey Question 2: How do you typically arrive on campus in the morning?

For morning drop-off, 41% of survey responders entered the campus from Geist Road/Hutchison High School Driveway while 26% entered the campus using Fairbanks Street. Approximately 18% entered using Sandvik Street (from University Avenue) and 9% from Gradelle Avenue. About 5% stated that they had no road preference for entering campus in the morning.



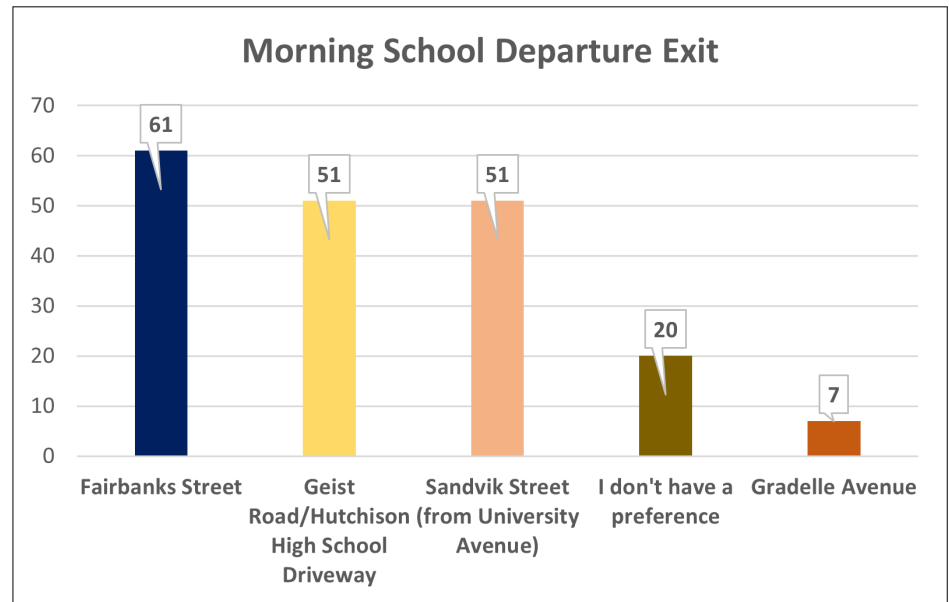
Question 4. What road do you typically use to enter campus in the morning?



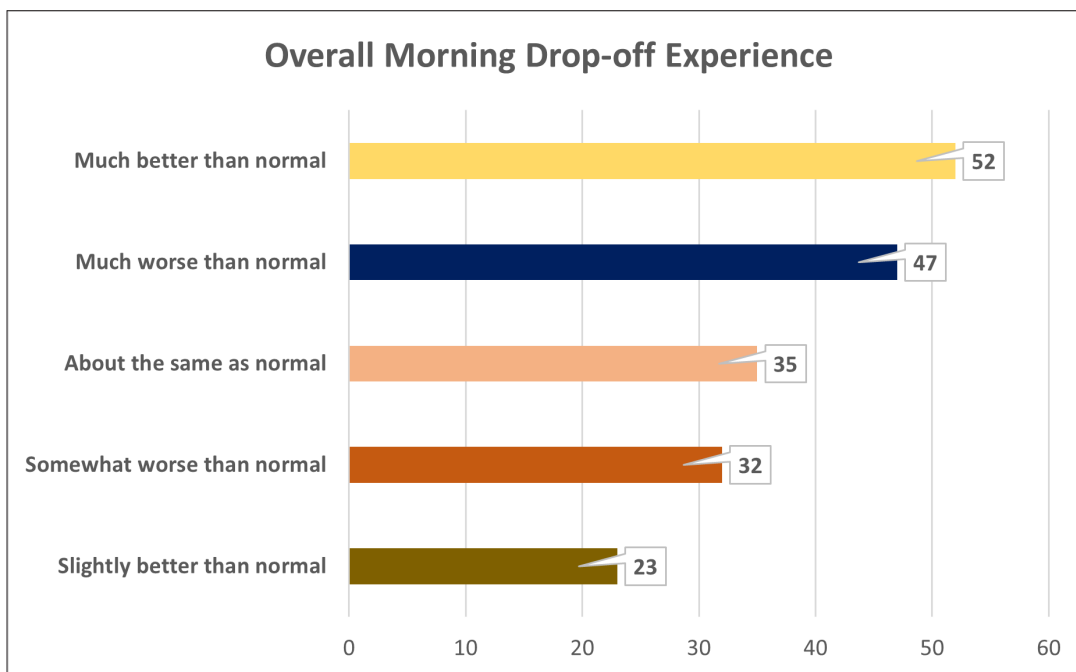


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For morning drop-off, 32% of survey responders exited the campus using Fairbanks Street, while 27% exited via Hutchison High School's Geist Road Driveway. An equal number of responders (26%) exited onto Sandvik Street from University Avenue, and approximately 4% exited campus using Gradelle Avenue. About 10% had no preference for exit departure .



Question 4. What road do you typically use to exit campus in the morning?



In terms of their overall experience with the morning drop-off during the demonstration project, 58% of survey responders said their experience was the same or better, while 42% said it was worse than normal.

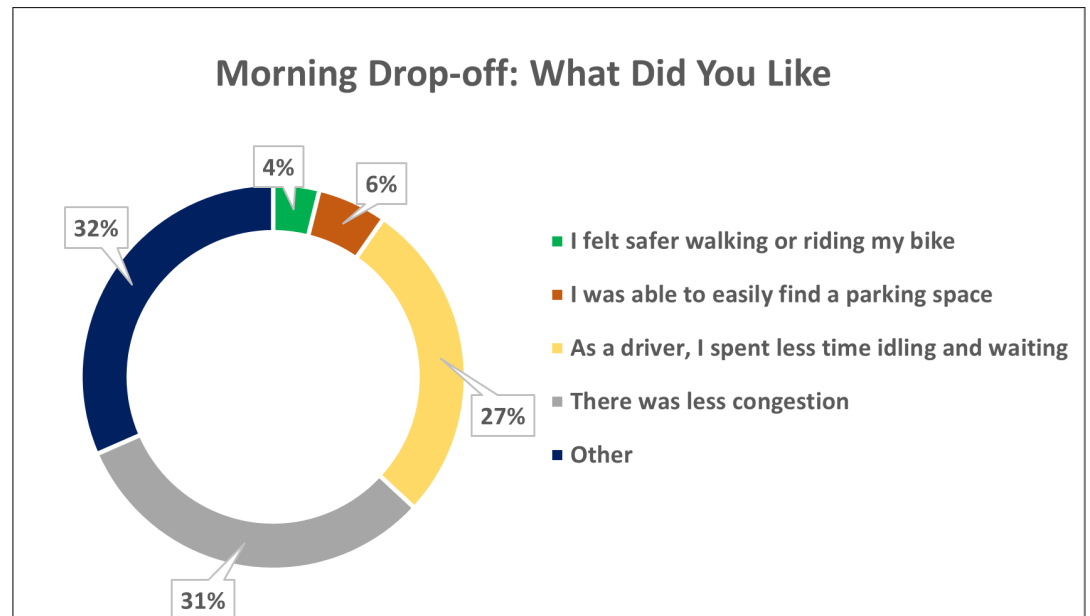
Question 5. Was your experience during the morning drop-off at school better or worse during the demonstration project?





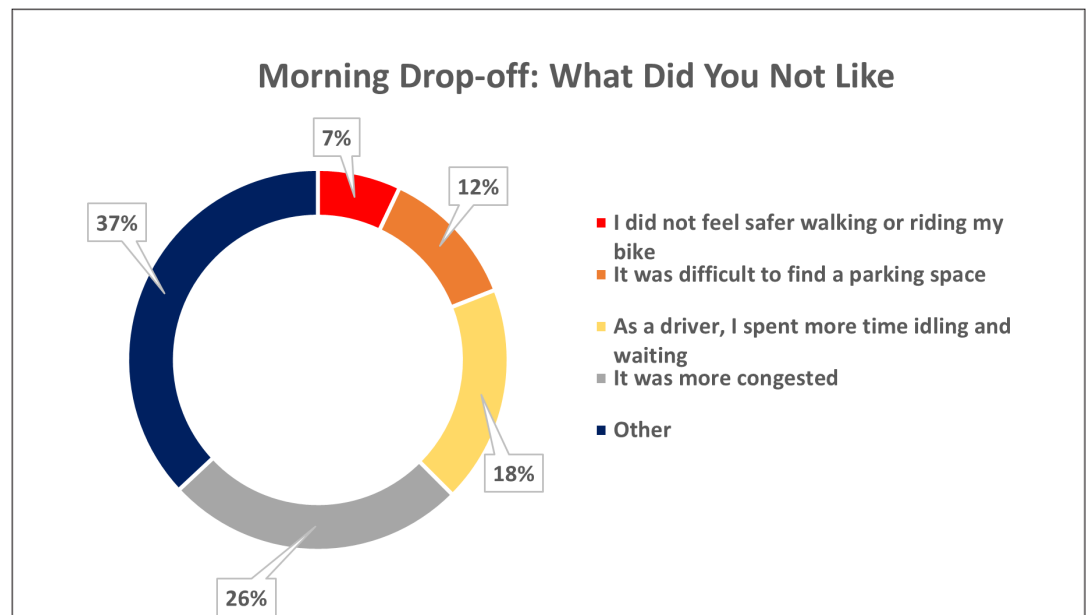
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When asked what they liked about the morning drop off experience during the demonstration project, 31% of responders said there was less congestion and 27% said that as a driver, they spent less time idling and waiting. Four percent said they felt safer walking or riding a bike, and 6% found parking easier. Thirty-two percent listed other attributes that they liked. These are shown in the supplemental (fill in the blank) survey questions



Question 6. What did you like about the morning drop-off experience during the demonstration project?

When asked what they did not like about the morning drop off experience, 26 % felt that there was more congestion and 18% spent more time idling and waiting. Seven percent of repsonders did not feel any safer biking or walking, while 12% said it was difficult to find a parking space. Thirty-seven percent listed other attributes they didn't like. These are shown in the supplemental (fill in the blank) survey questions section starting on page 11.



Question 7. What did you not like about the morning drop-off experience during the demonstration project?

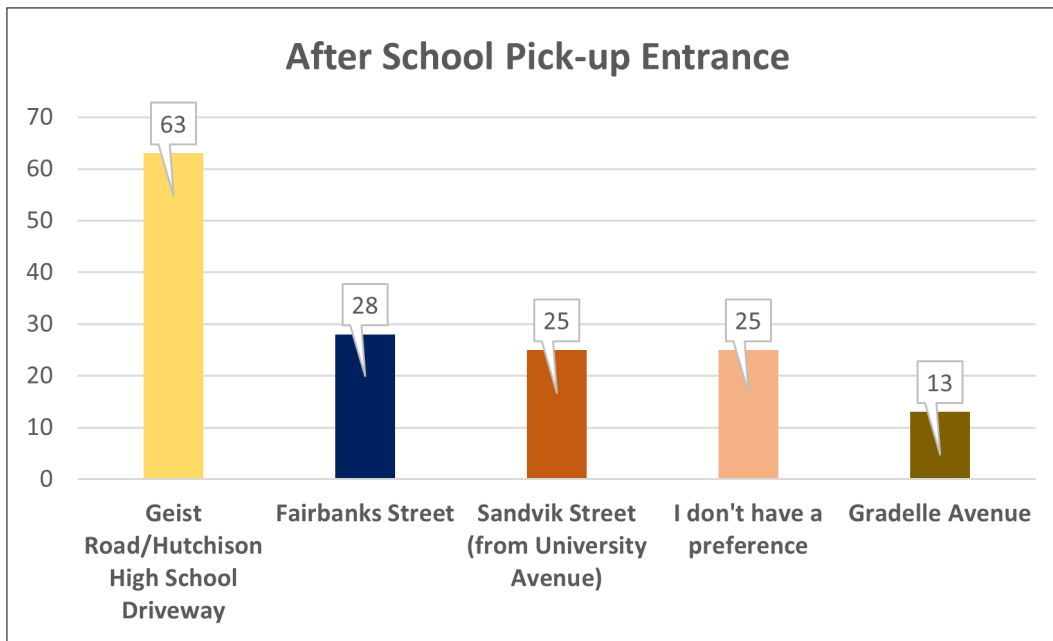




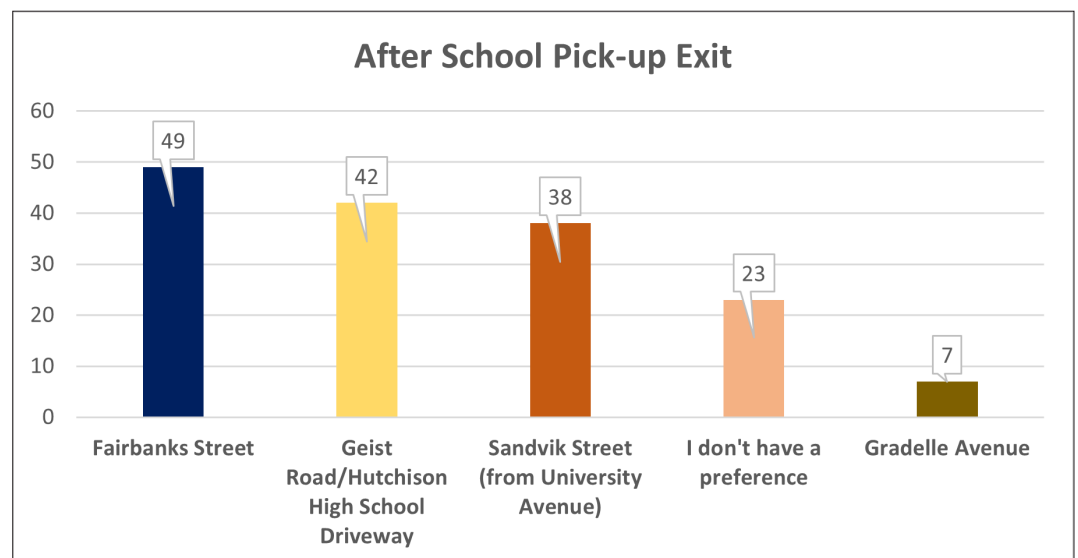
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Afternoon Pick-up

For afternoon pick-up, 41% of responders entered campus from Geist road using Hutchison High School Driveway, while 18% used Fairbanks Street. Sixteen percent of responders entered campus using Sandvik Street (from University Avenue), while 8% used Gradelle Avenue. To exit campus in the afternoon, 31% used Fairbanks Street, 26% exited onto Geist Road using Hutchison High School Driveway, 24% exited onto University Avenue via Sandvik Street, and 4% used Gradelle Avenue. Fourteen percent of responders said they had no preference for leaving campus in the afternoon.



Question 8. What road do you typically use to enter campus for afternoon pick-up?



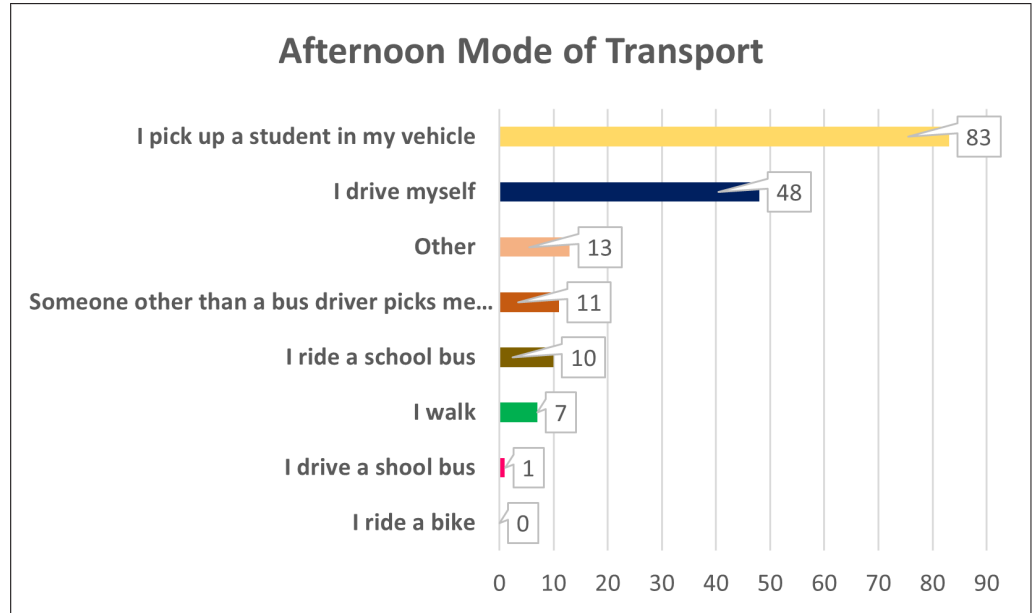
Question 9. What road do you typically use to exit campus for afternoon pick-up?



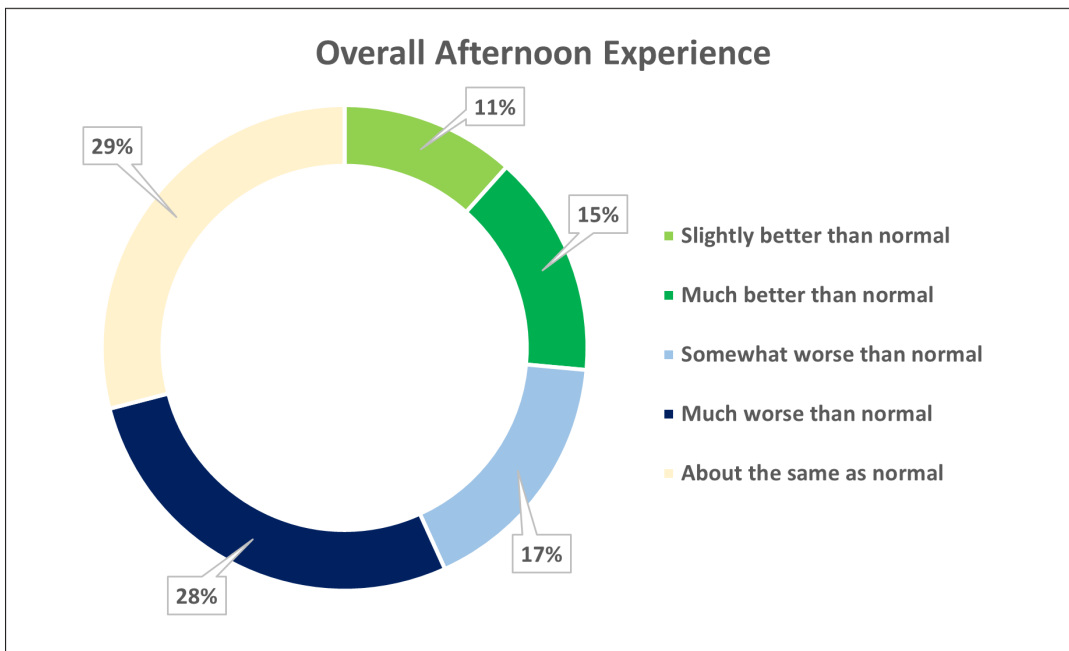


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For afternoon pick-up, the main mode of transport for survey responders picking up a student in their vehicle (48%), followed by 28% of responders who drove themselves. Six percent of responders noted that someone other than a bus driver picked them up from school, while 6% rode a school bus. 4% of responders walked and none rode a bicycle. 1 person drove a school bus. Eight percent cited another mode of transport.



Question 10. How do you typically leave campus in the afternoon?



Question 11. Was your experience with afternoon school pick-up better or worse during the demonstration project?

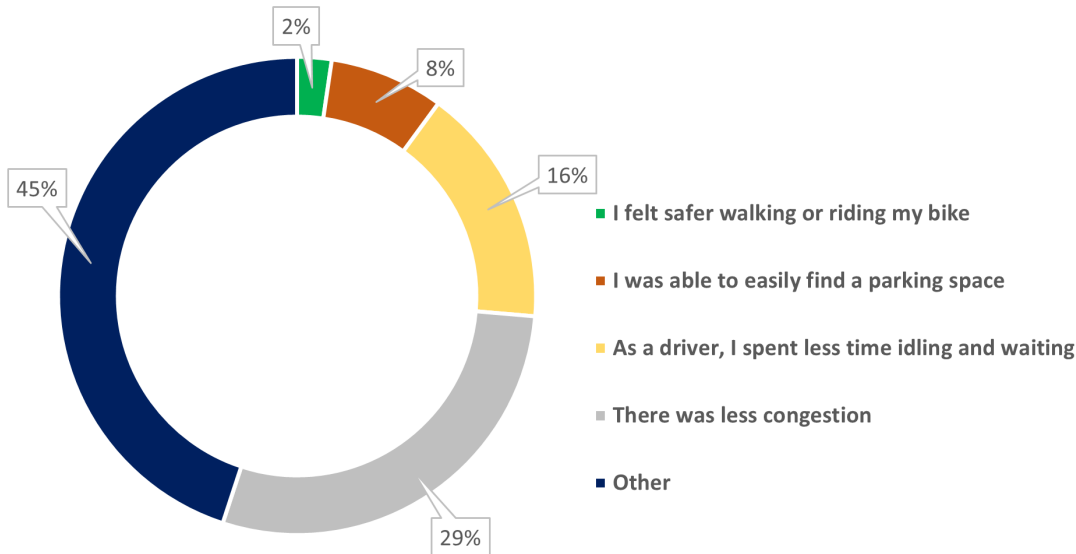
In terms of their overall experience with afternoon pick-up, 55% of survey responders said their experience was the same as normal or better, while 45% said their experience was worse.





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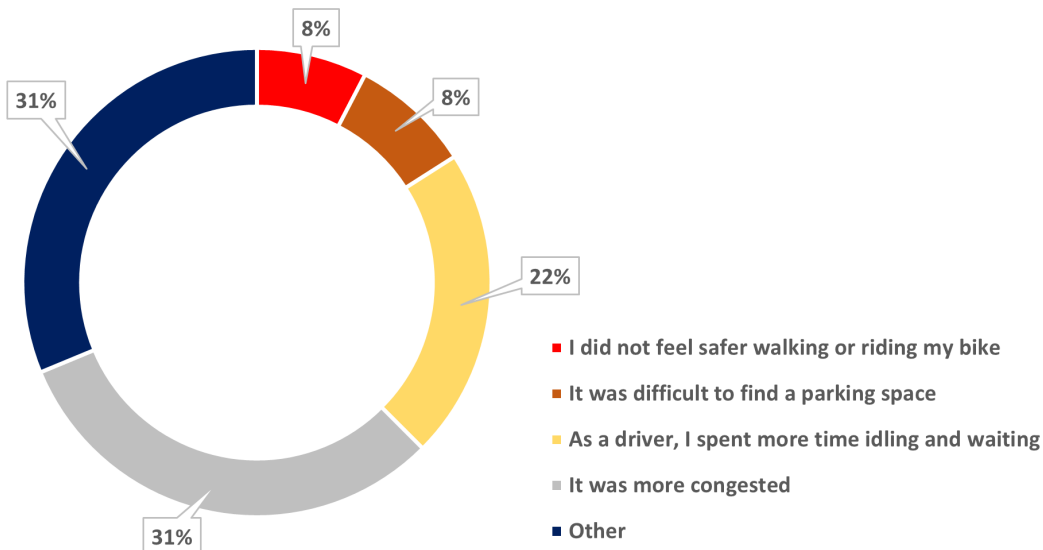
Afternoon Pick-up: What You Liked



Question 12. What did you like about the afternoon pick-up experience during the demonstration project?

When asked what they liked about the afternoon pick-up experience 2% of responders said they felt safer walking or riding their bicycle, 8% said they were able to easily find parking, 16% said they spent less time idling and waiting, and 29% said they experienced less congestion. Forty-five percent of responders listed other attributes they liked. These are shown in the supplemental (fill in the blank) survey questions section starting on page 11.

Afternoon Pick-up: Dislikes



Question 13. What did you not like about the afternoon pick-up experience during the demonstration project?

When asked what they did not like about the afternoon pick-up experience, 8% of responders said they did not feel safer walking or riding their bike, 8% said it was difficult to find parking, 22% said they spend more time idling and waiting in their car, and 31% said they experience more congestion than normal. 31% listed other attributes they did not like. These are shown in the supplemental (fill in the blank) survey questions section starting on page 11.

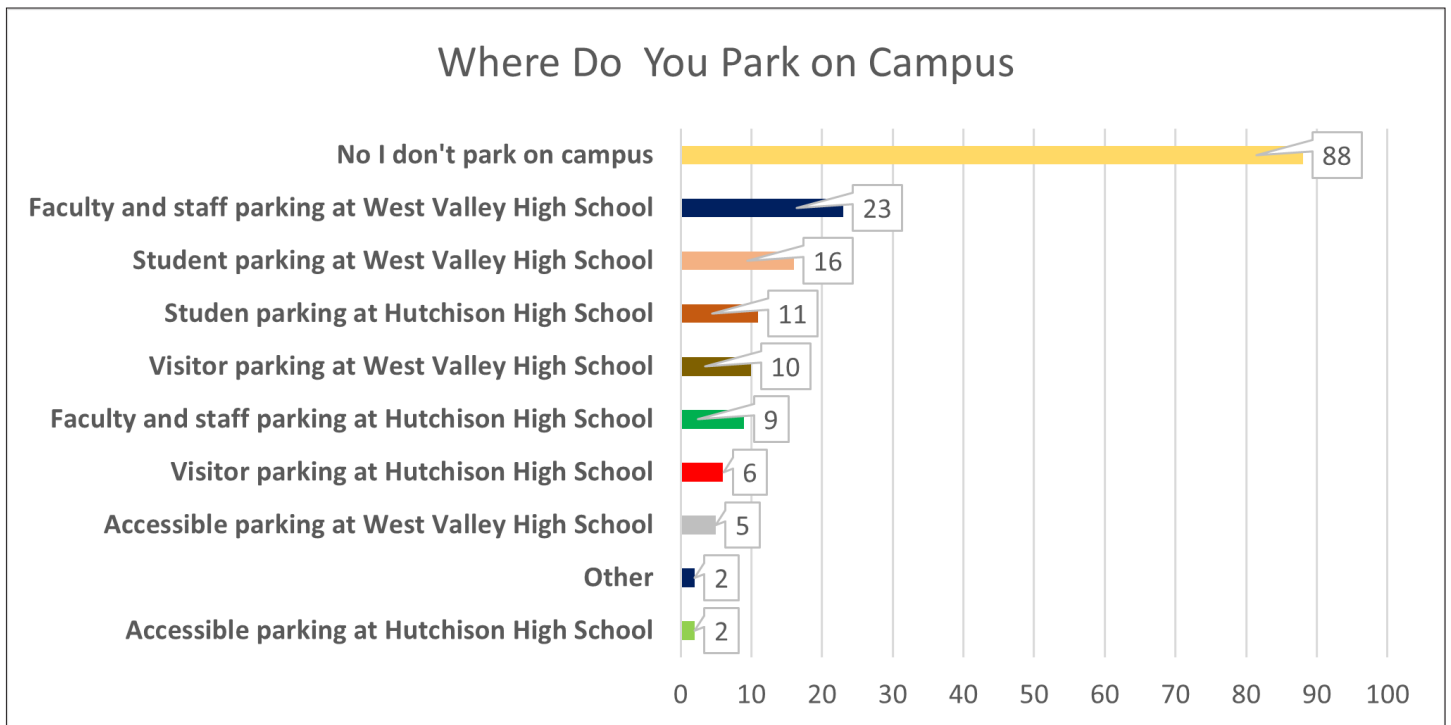




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Parking

When asked about parking on the West Valley High School and Hutchison High School campuses, 51% of survey responders said they did not park on campus. 12% of survey responders park in faculty and staff parking at West Valley High School, 8% park in student parking at West Valley High School, 6% park in student parking at Hutchison High School, 5% park in faculty and staff parking at Hutchison High School, 3% park in visitor parking at West Valley High School, and two people utilized accessible parking at Hutchison High School. 2 people also indicated that they used another area to park on campus.



Question 14. Do you park on campus? If so, which lot do you typically use?

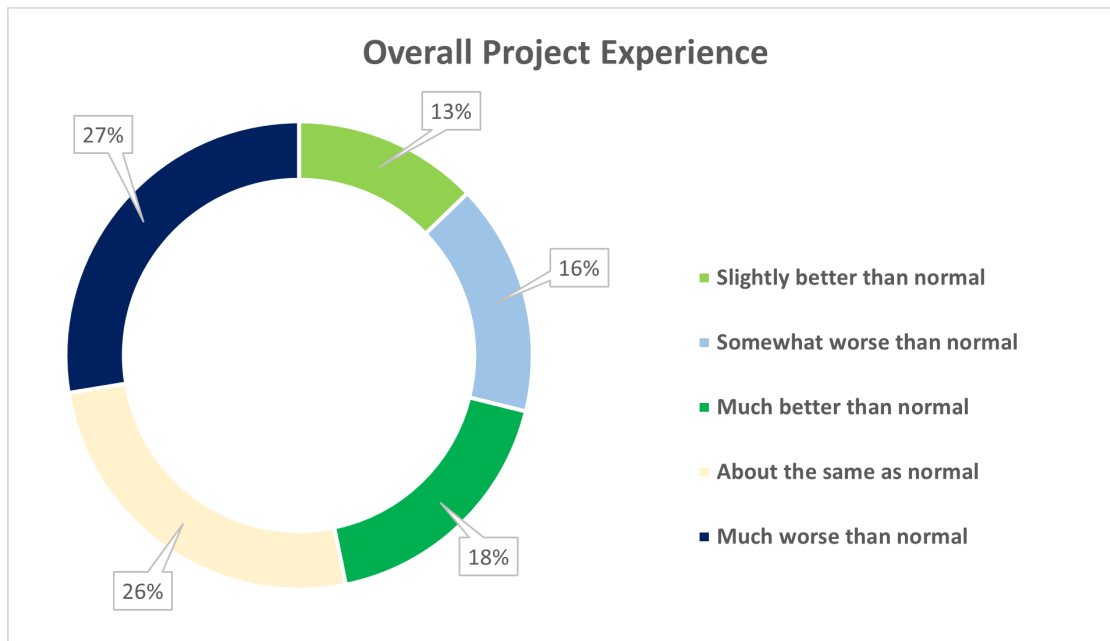




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Overall Experience

When asked about their overall experience with the demonstration project, 57% of survey responders said they thought their experience was the same or better than normal and 43% of responders said their experience was worse than normal.



Question 15. How would you describe your experience during the demonstration project?

Supplemental Survey Questions (Fill in the blank)

The following section includes answers to 7 supplemental questions included in the survey. These questions allowed survey respondents to fill in their own answers. They included:

Question 1 - What did you like about the morning drop-off experience during the demonstration project?

Question 2 - What did you not like about the morning drop-off experience during the demonstration project?

Question 3 - What would you change about the way traffic flowed during this demonstration project to improve your experience with morning drop off at school?

Question 4 - What did you like about the afternoon pick-up experience during the demonstration project?

Question 5 - What did you not like about the afternoon pick-up experience during the demonstration project?

Question 6 - What would you change about the way traffic flowed during the demonstration project to improve your experience with afternoon pick-up from school?

Question 7 - Is there anything else you want to tell us about your experiences during this demonstration project?



What did you like about the morning drop-off experience during the demonstration project?	
1	Bad
2	Didn't notice any change
3	Didn't really like anything
4	Don't like it. Like parking in the normal staff parking.
5	Drop off it self was quicker
6	Fewer students walking across the road between the parking lot and the school
7	I arrive at 6:30 and park behind the shop where I teach.
8	I arrive early so no one is there - so no change
9	I did not notice a difference
10	I didn't like it
11	I didn't experience any of those benefits.
12	I didn't like anything
13	i didnt like anything about it. the new traffic pattern made it difficult.
14	I didn't see any improvements, it just changed where the congestion occurred, in this case on University and with the railroad tracks it was even less safe
15	I don't do drop off so I don't know
16	I don't do morning drop off
17	I drop of my student at fifth period and the loop was just in the way no one was there it just blocked the driveway I would use the second drive in future if the pattern was there
18	I drop off my kids at 645 am so there's no traffic at that time.
19	I found it not much different than driving to the staff parking lot to park
20	I typically avoid the traffic at school pickup and drop off times for facilities management activities
21	It took me over 20 more minutes for me to get to work each day, I also almost got hit multiple times due to the traffic pattern, it was too congested, and senior parking was removed angering students
22	It was dark!
23	It was frustrating.
24	It was increasingly slower on Sandvik. Each morning the traffic seemed to increase
25	It was more difficult for me to get into the staff parking lot.
26	It was organized with flaggers helping direct traffic
27	It was organized, and parents were directed to fully pull up to the end of the drop off. Not just stop at the front doors with kids getting out 1 car at a time.
28	It's absolutely terrible
29	N/A but front door unlocked sooner
35	Nothing

36	Nothing
37	Nothing
38	nothing
39	Nothing
40	Nothing
41	Nothing
42	Nothing at all!!!
43	Nothing it was absolutely horrific
44	nothing its bad for bus riders
45	Nothing there was not anything to like ot qas slower had longer lines and had a higher chance of causing an accident
46	nothing, I could not even park in the handicap spots
47	Nothing.
48	Nothing. It should not be changed.
49	Nothing. Change is hard. Lol
50	Nothing. It was a huge inconvenience and much worse for traffic movement.
51	People were not allowed to try to left turn on to Geist...this was great, because those people are the ones who hold up traffic while trying to exit. It was nice not to have to wait to right turn on to geist.
52	The limiting of left-hand turn exiting on Geist was the only good thing.
53	There was a lot of confusion from staff
54	There was no line in the main roadway to wait in
55	There weren't no signs today let us know where to go a d students coming from the parking lot were sliding (on the purpose) in the crosswalks without looking for oncoming traffic.
56	too much congestion

What did you not like about the morning drop-off experience during the demonstration project?	
1	A two lane drop off only increaed the number of vehicle to pedestrian clashes. My kid had to walk acorss the second lane of drop off.
2	Arrive early to avoid traffic
3	Confusing
4	Confusing
5	Did not notice a change
6	Drivers who park and have students ready to exit their cars.
7	Everything that had been changed because of how slow it was and the saftey concerns it raises
8	Had to walk further to the building than before
9	I am special education student, so therefore I have to ride a sped bus. This new revision makes it harder for me to safely enter the school. And it gets my afternoon bus off schedule.
10	I arrive early so no one is there so no change in opinion
11	i arrive early, so, useless, truck is almost to long to do the hairpin on the east side
12	I couldn't just go straight through to the door even though there was nobody behind me
13	I did not like having two rows to drop off where my child had to get out in front of a vehicle in the next row and walk in front of them.
14	I did not notice a difference. It was every bit as terrible as it has always been
15	I did not think the drop off was used as much as was expected. I think a lot of parents still just used the front drop off because that is easier so not sure this was a true test of what works best.
16	I fall down more in that area cause of ice
17	I felt it was much smoother of an experience, with it being in an out.
18	I felt unsafe.
19	I had to walk much farther to get into the building when arriving after 7:30.
20	I have a much longer walk outside from my car. Parking lot is wider and icy, the much longer icy sidewalk into the building. Small steps to keep old lady
21	I honestly didn't think it made a difference.
22	I loved new drop off
23	I ride the bus
24	I schedule visits to the schools outside of pick up and drop off times.
25	I think I'm not supposed to exit at Fairbanks street
26	I tried turning in from Geist and going around to the front of the school, but it was not clear that it was two lanes for drop-off. The map provided prior to the test showed that vehicles exiting the student parking lot would be able to turn right and exit onto Geist Road. That was not the case and was disruptive when I drove my student to campus thinking I could exit that way based on how the map was drawn and reviewing the map a few times prior
27	I was walking the entire time
28	It did not affect me.
29	It felt like only on the last 2 days were people catching on that there was a less congested way to do the dropping off and that we were able to see
30	It is difficult to find a parking space in the visitor parking in front of building. Parking spots are really tight. Also, I'm worried about backing out to leave and hitting traffic passing. Also it changes without warning from a two lane to one without any opportunity to merge.

31	It took longer to drop sibling of to Hutch in the morning and it made West lose half our student parking to teachers
32	It was cumbersome and I'm someone who turns left on Geist to leave. I'm there usually 0655-0705 so it's not a traffic issue.
33	It was further to walk to get to my classroom when I parked in The student parking and I didn't like how the staff was split up, I didn't get to see people who I usually enjoy greeting in the morning
34	Late busses
35	More congested especially taking the Sanvik route with west valley exiting this direction as well. Maybe a staggered release to maybe pick/ drop off designation to the front and back of the building?
36	More congestion at Sandvik/University intersection, especially when trying to turn left onto University. It was more dangerous, even more so when roads were slippery from the ice and snowfall.
37	More dangerous getting out with traffic backed up on university
38	N/A
39	N/a
40	No problems
41	None
42	Not being able to exit from the student parking lot
43	Nothing
44	Nothing bad to say. It was great
45	Nothing to not like, west side drop off was faster in & out
46	Nothing, the demonstration was clearly better
47	One way in and out. The only change needed is blocking/stopping the left bound onto Geist
48	Parents in the inside lane almost hit my kid as she was crossing their lane from the outside drop off lane and Parents ignored the suggested guidelines and continued to turn left on Geist disrupting the flow of traffic
49	people taking TOOOOOO long when it's their turn to drop off
50	People using it incorrectly
51	People were driving in front of me as I crossed the lot; the walkway was icy; the floors inside where I walk were wet and slippery; I dipped to my knees in front of the counseling office.
52	The buses were late and took too much time in line
53	The change wasn't really necessary considering all the things on the inside of the school that should be priority to fix...not the pick-up and drop-off situation; in my opinion the normal routes have been working fine
54	the confusion by other people
55	The light at Fairbanks street gets backed up coming into school.
56	The Sandvik St. entrance from University was very congested and unsafe. Exiting Sandvik onto University was just as bad
57	The turns were too sharp
58	The u- turn at the far end of the cte parking lot was very sharp."hard" and sharp
59	There weren't no signs today let us know where to go and students coming from the parking lot were sliding (on the purpose) in the crosswalks without looking for oncoming traffic.

60	This was an awful experience. Having the bus kids enter through one single door led to congestion in the morning. The idling of the buses in the morning and afternoon led to poor air quality in the building as that is the fresh-air intake for the building. Finally, without a dedicated staff parking lot, the staff now have to dodge parents who are dropping kids off. I was almost hit by a truck one morning.
61	Took 10 minutes longer than the "typical" route due to congestion on Geist waiting to turn onto Fairbanks. Took 3 light cycles before I was able to turn onto Fairbanks Street. I have another student to bring to Randy Smith after, so I had to return to Fairbanks St, wait through 2 light cycles and then turn left onto Geist.
62	took a little longer to get to the front door for drop off.
63	Unable to access parking in Senior lot due to loop; staff parking lot was slightly more convoluted to access due to drop-off blockades.
64	Was not affected

What would you change about the way traffic flowed during this demonstration project to improve your experience with morning drop off at school?	
1	Nothing, it needs to be left alone. The entire week was more dangerous for my teen driver and myself. Time was wasted going around large unneeded loops. Traffic backed up on University because every student driver had to come in that way. I was almost in 3 accidents in one morning alone.
2	A center divider taking away fully the option of a left hand turn out of hutch all the time. No left turns ever. You did it out of the Oasis why not do the same at hutch?
3	A significant amount of congestion is caused by the drop off cars having to wait for pedestrians (those who parked and are walking into the school) to cross the drop off lane. There are also a lot of stop signs and short distances between them how the set up is currently done that cause some back up for traffic flow. Student Pedestrians arriving from Fairbanks Street have no "good" or safe space to cross the street to get to the school. They are left waiting in the dark until a car recognizes and/or stops for them, but then that backs traffic up in the drop off line and 4 way stop, especially when the buses are pulling out. A light at the designated or appropriate crossing would be a start to at least make them visible. With the new traffic pattern, I was able to notice that there are a lot of students walking to school!
4	all good - I like it WAY BETTER than dropping off my student at the front door of WVHS. Way better.
5	Although my experience as a parent dropping off my student from the west side/Fairbanks St. was excellent with very little congestion and wait time, my student will be driving on their own soon and I have GREAT concerns over the student access point from the west side of town. Having student drivers access West Valley from the Gradelle St. area (crossing traffic without a light) is not a smart move. I will have my student still access West Valley from the streetlight at Fairbanks St./Geist intersection.
6	At least under current pick up/ drop off options you have a choice of which way you enter which means less congestion, under the week long test, there was more congestion because of one entrance flow and it caused more delays and it made people who were running late drive dangerously, especially in the morning!
7	Back to normal
8	Bad
9	Being bottle necked at Hutch took up so much of my time. I have one child that needs to be picked up at West and one that gets picked up at Hutch. I waited in line for 10 minutes to get out of the hutch parking lot. I don't have that kind of time to just sit. All those cars idling. I cannot understand how this helps anything
10	Build a loop
11	change it back.
12	Close the the east entry to Hutch and use the West entry. Have students drop off on the west side of the school and not the front door, they can walk to the front door. This leaves staff to be able to enter off Geist at the west entrance to hutch, turn right into the parking lot and park without the congestion of student related cars. IF they are seniors or guests, they can also turn right and go through the staff parking lot to the senior lot.
13	Closing off the side parking makes it more difficult for staff parking. Also, the time to enter staff parking increased.
14	Divers need to pull all the way to the end of the drop off area and not stop at the main entrance
15	Do what you did before. Leave it the way it was.
16	Don't fix something that isn't broken.
17	don't set up the cones so early
18	Drop off was fine, pickup was way worse

19	Dropping off from Fairbanks street was SO MUCH EASIER and took 2 minutes compared to the 10 minutes it usually takes. Super simple and felt VERY safe! Thank you!
20	exiting sandvik and going left (as well sometimes left) sometimes takes a long time. most people who go down sandvik are turning and having a light i think would make it a lot safer and less backed up.
21	Get rid of the cone pattern and fully enforce the no turn on left sign during school hours to save mass exit congestion.
22	Get rid of the demonstrator and make it so people can't turn left onto Geist
23	Have a sign for vehicles to pull forward instead of stopping immediately this would allow more students to disembark. There are two walkways and they are about equi-distant to the doors
24	I am unsure at this time.
25	I believe that the exit at Geist closest to the West Valley entrance should have a permanent sign for no left turn. The sign now indicates during peak times, but people ignore it all the time.
26	I didn't like having to follow the same path as the buses. We also waited in line a long time to turn left onto Fairbanks St. It took 3 rotations of lights before we could turn. That part was horrible.
27	I didn't notice any difference except that it felt more congested since people were being diverted into my normal route.
28	I don't think this new pattern works if the parents aren't even following it, 3 mornings in a row the same car was in such a rush they almost hit my kid while crossing the lane to go in and then proceeded to turn left onto Geist even with multiple signs saying nor to. Unless you intended to have people guiding traffic every day I don't think it will work. Even one of the men guiding traffic had to yell at the parent to stop to avoid hitting my child.
29	I drop off early at 0700. The extra loops are not necessary at that time. It's more of an inconvenience than issue tho.
30	I hated how it forced student's to go out the back way and it got super congested. Also not being able to park in senior parking.
31	I prefer to exit at Fairbanks street to have a light to get onto Geist. During the demo week, I exited via the Geist road driveway and can only go right (west) on Geist. I needed to U-turn to get where I need to go. Gradelle has no light, so turning left is near impossible.
32	I think it was better the way it was before
33	I think it was great, other than in front of the school I would make the right lane drop off (merging both right and left turning cars) and have the left lane be the driving lane.
34	I think that it is good to split up the entrance points; maybe if the traffic light at Geist could stay "green" longer and more cars could get through that would help.
35	I think the new parent drop off is really nice, because when we had the old flow it was super congested.
36	I think you should keep the new traffic pattern. Kids are safe, cars aren't in the street waiting to turn in to hutch, I think it was a great trail run.
37	I thought it was good, what needs to change is parents who don't follow the rules. I'm always terrified I'm going to hit a kid as they jump out of cars in the drive thru lane and go running in front of cars in the drop off lane not where crosswalks are so you don't expect them.
38	I wish there was a way to enforce the no left turns during congested times sign on Geist Road. Many people ignore it and wind up holding up the line of people trying to leave at the end of the school day.
39	I would allow parents that are dropping off their kids early to go straight through to the front instead of rerouting them through the parking lot. Especially when it's early enough that the traffic isn't as busy.
40	I would change nothing. The improved circle pattern and not allowing left turns onto Geist made big differences.
41	I would completely do away with it and go back to the way it was. It's unsafe and it's making bus drivers late to their next destination.

42	I would go back to the usual drop off and pick up. Enforce the NO LEFT TURN onto Geist.
43	I would just enter by the second drive to avoid the loop since I enter at a none congested time
44	I would keep the traffic how it has been since Hutch started it does not cause that much congestion and has been fine for a long time by trying to change it up you just confuse the already large amount of poor drivers which could cause more accidents and injury and if you change anything about the dropoff zone you create a safety hazard because emergency services almost couldn't get behind the building if they had to but they could right now if they needed so I do not believe trying to change it is a good idea.
45	I would like it to go back to normal
46	I wouldn't change a thing! This was the best week for pick up and drop off.
47	I'm not sure how you could make parents actually participate, they seemed to just continue with what they are used to instead of using the alternate route and drop off.
48	I'd close the median?
49	idk
50	If possible improve the left turn light timing at Fairbanks street during the school drop off hours to improve traffic flow.
51	Instruct students to be ready to exit the car with bag in hand to eliminate dawdling around and congesting traffic.
52	It was perfect.
53	It would be nice to be able to leave out of the student parking lot. People were still turning left onto Geist. That hold up traffic drastically.
54	Keep it as it was before the demonstration. The new traffic flow really accomplished nothing and made things worse.
55	Keep the same before project
56	Leave it the way it was
57	Let the old teachers have a shorter walk and keep their parking in the back. Let the younguns hoof the longer front sidewalks.
58	Let the teacher park somewhere there is a plug in. Without plug ins there is no savings on emissions.
59	make it the way it was
60	Making both lanes in front of the Hutch High School available for drop off was both a traffic nightmare and seems unsafe for students crossing across another lane of cars. Currently when cars are stopped, there is room to navigate around stopped traffic if there is a car stopped for a prolonged period. Not being able to drive south from Sandvik to Hutch to drop off my student was an inconvenience.
61	Morning drop off was greatly improved
62	NA
63	Never doing this again
64	None
65	Not much, people weren't parking in the student parking lot like they normally do, so it was easier to get in and find a parking spot.

66	Not so much change but coming from Chena pump turning onto Fairbanks is extremely congested. I liked the quicker drop off after the long wait for the traffic light. Today was exceptionally congested due to road conditions and is a huge concern for potentially accidents. I find it easier to enter off of Geist I have less wait time to turn into the school on the flip side the wait for the drop off in front of the school is crazy. The other concern is that the students coming in from the parking lot pay NO attention to the cars they are constantly staring at phones and crossing without looking or talking with friends or looking at the ground. In my 3.5 years of dropping off kids at the school I have only ever had a student stop and look at cars to make sure it's safe to go a handful of times. Put up a crossing sign get a crossing guard out there. That would significantly help the long unnecessary congestion. My wait time is because the kids just walk like they are in the grocery aisle looking for cereal.
67	Nothing
68	Nothing it was perfect! Hope you make it permanent!
69	Nothing to add, thanks
70	Nothing! It was great!!!
71	Nothing! Loved it!
72	Once my student was dropped off against the curb of the school, I was unable to leave the lane I was in due to traffic cones. This caused me to hold up traffic behind me even though my student had been dropped off. Also, because students were being dropped off on the inside lane, there were more students crossing in front of me than normal.
73	People don't follow directions and drop off in the student parking that backs up traffic for people doing the correct thing. The exit for student parking should be blocked off in the morning to stop people from using it as a drop off lane. Also people are not following the new directions and is slowing it down. Make it clearly marked with signs, and maybe people to guide for the first few days
74	Put parking right up to the front of the building. Have families drop off students by the football fields
75	put the buses back where they were.
76	really liked the no left turn onto Geist. That turn can be a long wait if someone is trying to turn left into busy morning traffic. Also it bottlenecks all the cars behind, entering from the front of the school and the parking lot.
77	Staff parking was not clear. People seemed to be entering the parking lot through the exit that is clearly marked "do not enter "
78	The extension of the line was excellent choice but not two lines, just one
79	The Fairbanks street light needs to have an extended time. I had to wait over 5 minutes making a left turn at the light. Someone needs to connect with DOT to fix this choke point.
80	The minimal lighting is really bad and did not give you a sense of where to go. Two lanes around the front door is just too tight so keep it a single lane.
81	The only pinch point was people leaving from the front door drop-off and turning right towards Fairbanks street. It creates a backup for those of us turning left into the west drop off lot, but even that is better than circling the entire lot to get into the front drop off lane. In general I love this revision!
82	The revised pattern caused much more congestion, not to mention illegally eliminated the handicapped parking area
83	The train schedule. Let traffic go. Definitely stop the left turn availability onto Geist.
84	The turn around point in the student parking lot was extremely slick even at slow speed with good tires. It needs gravel.
85	The turn-off from Sandvik onto University Ave. is quite difficult to make.
86	The vehicle driver need to slow down when driving.

87	The vehicle drop off line should not cross the student crosswalk from the parking lot. Students cross in all areas on slick roads causing congestion and safety hazards.
88	There is a back entrance that is not being used or minimally used. This portion of the building should be used for drop off and pick up.
89	There is only so much room to create a new traffic pattern. Unless the school moves to a bigger campus, I highly doubt changing the traffic patterns is going to do anything about the congestion.
90	There is was absolutely zero signage. No one knew where to go or how traffic flowed. Today was day 3 and it was still confusing and chaotic.
91	There was no staff access from Sandvik, but students could. Then, when coming from farmers loop/university, I had to drive through the Johanson intersection and go past the parent cars.
92	This change worked out really well for me
93	This survey will yield flawed data, due to the inability to select more than one relationship to the project.
94	Traffic flow from the west drop-off area
95	Traffic very backed up at cross streets
96	Turning against traffic is the biggest problem followed by the backup onto Geist Rd. Getting traffic off of Geist Rd is key to prevent traffic backup. Forcing left turns on everyone definitely cleared out the parking lot. Solution: protected right turn lane out of parking lot leading to a merge on Geist. Enforcing no left turn onto Geist. I strongly encourage a roundabout at Geist/Fairbanks if not Univ/Sandvik. Forcing right turns really clears out the parking lot in a safe manner. A protected lane would allow for faster traffic integration with less backup.
97	Unsure
98	We also tried the Fairbanks street entrance once, which was NOT better. Waited 3 light cycles to turn left, although the drop off was faster, easy and safer than the drop off line in front of the school main entrance. I would prefer to enter from the Geist street turn off, ten turn left into the drop off line usually used for buses. The light at Fairbanks street remains an issue backing up drivers approaching from the west.
99	West Valley traffic on Sandvik is a nightmare. If the road could be widened, I would like to see a dedicated left turn lane for Hutchison at the stop sign to assist morning drop-off. Also, I suggest adding a NO LEFT TURN DURING THE HOURS OF ____ A.M. and ____ P.M. to the Geist Rd exit signs as a way to control accident-prone traffic.
100	What was wrong with the way it was? This new demonstration felt like a huge waste of taxpayer dollars to conduct a study to this magnitude.
101	With both lanes of the drop off loop being used there was no way to progress out of the parking lot until the person at the front of the line was ready to leave. This would work better if there was one line for parking and one for leaving.

What did you like about the afternoon pick-up experience during the demonstration project?

1	Absolutely nothing
2	As long as my daughter e it's the school quickly I don't have to deal with too much afternoon traffic from Hutch.
3	Did not really think there was any improvement, more congestion from what I saw, but less than the morning congestion which is normal
4	Didn't affect us
5	I did not utilize it
6	I didn't
7	I don't like it
8	I didn't like anything about it
9	I don't pick up in the afternoon
10	I don't pick up someone
11	I had a several concerns and can't think of positives.
12	I leave at 3:30 and it did not affect me.
13	I pick up students after hours so there was no change for me
14	I ride the bus
15	It felt safer to not have so many pedestrians passing in front of cars who were trying to get through the pick up line.
16	it was hard to locate my bus and the back parking lot feels less safe to walk around
17	It was more difficult for me to get out of the staff parking lot.
18	It was much worse. I did not like anything
19	It was terrible
20	No difference
21	No left-hand turn onto Geist Rd was the only positive to keep that traffic moving.
22	No parking for afternoon pickup
23	Nothing
24	nothing
25	Nothing
26	Nothing
27	nothing
28	nothing
29	Nothing
30	Nothing
31	Nothing
32	Nothing it was slow and had a higher possible accident rate due to outraged drivers because of the lack of efficiency
33	Nothing was improved, Nothing to like.

34	Nothing!!!!
35	nothing,I fall on ice and its more difficult to find my bus
36	Nothing. Much harder to get out and it caused a lot more close calls with accidents.
37	Please Describe
38	Same
39	Shorter walk.
40	Slightly easier to exit parking space
41	Student pickup in old bus parking went good but car feeding from those picking up in front of school using bypass road caused considerable congestion because traffic assistants were not expeditiously directing traffic. I'm sure they are not going to be there when this pickup and drop off is implemented. So they gave improper impressions.
42	The only benefit I saw was that the driveway that goes behind the school from the east side was blocked, so cars waiting in line for the main entrance didn't have to deal with the traffic entering or leaving there (though it's typically very few vehicles).
43	The traffic was better than normal on the days I left by Gradelle Avenue, but the traffic was the same or worse on Sandvik Street.
44	There was no line out in the main road to wait in. I felt much safer
45	There were less people driving to avoid the traffic revision so there was less congestion due to their being less people.
46	too much congestion

What did you not like about the afternoon pick-up experience during the demonstration project?	
1	After coming in on Sandvik, I was unable to exit directly onto Geist Road.
2	Again, it makes my bus off of schedule, and I am a special education student.
3	All of the above i idled more it was slower it was less safe for walkwrs that had to cross because there was so much traffic trying to go down scanvic instead of being able to hit guiest like normal
4	Backing out. Too much traffic passing. Afraid I'll hit another car. No opportunity to merge from two to one lanes.
5	Cars should only be able to turn right onto Giest rd
6	Confusing
7	Didnt experience it, but I assume it was just like the morning drop off
8	Flaggers at cross road backed up traffic more than normal
9	Flaggers commenting on driving ability with megaphones.
10	Had to walk further from the school building to get to the car
11	having to loop around more to get a parking space was a waste of time, if you get there early
12	I don't pick up someone
13	I don't like it
14	I don't like One Way roads. They are easy to mess up and then you have nowhere reasonable to go. I had to go all the way around to get headed in the right direction.
15	I feel the traffic flow change was not necessary (there are situations inside the school that need attention and money for upgrades, fixing and changing so much more than the drop-off/pick-up routes). Felt like overall it was a waste of time, energy and resources for the school and
16	I felt unsafe, in fear someone was going to run into me from behind.
17	I generally park for the two periods my child is there I wait for him
18	I loved the change for pick up!
19	I made my student walk across the street to a different parking lot to pick up to avoid getting stuck in line
20	I ride the bus
21	It did not affect me.
22	It was different but not to bad
23	It was more difficult for me to get out of the staff parking lot.
24	It was snowing
25	No difference
26	no left turn onto Geist
27	None! Everything was better about the pick up experience with the alternate west side pick up!!
28	Nothing
29	On the last day they doubled the line so you had wait until the left lane was gone to go around someone or wait for the person in front of you instead of using it like a passing lane like usual.

30	Parents were picking up students in the small bus zone. It was hard to see the students entering the roadway trying to get to the side parking lot. It was extremely unsafe.
31	Please Describe
32	Same
33	Same problem as morning: long icy walk to car.
34	Same thing as previously mentioned
35	chicken.
36	The people directing traffic didn't always make the people waiting in pick up line move up as far as they could go, leaving gaps that created longer wait times.
37	Unnecessary detour for later pickup after sports

What would you change about the way traffic flowed during this demonstration project to improve your experience with afternoon pick-up from school?

1	Allow people to leave the sophomore/junior parking turning right instead of having to take a left, that led to the most congestion, I would also not focus on the intake of people into the parking, but the outtake
2	Back to normal
3	Being able to leave from student parking lot, to turn right onto Geist rd.
4	Build a loop
5	Cars should only be able to turn right onto Geist road
6	change it back.
7	Didn't seem to help congestion in the afternoon. I saw few cars picking up students from the west pickup location.
8	Do away with this nonsense
9	Do not accept recommendations from the traffic demonstration. Cut your losses on how much it cost and go back to the way it was.
10	Drop off from West end of town great. The pickup takes for ever is contested and dangerous because everyone is annoyed. Then to make it worse we waited for over 5 minutes stopped as the buses exited
11	Enforce the no left turns and force only turning right to stop mass congestion
12	Everything
13	Extend the line, but please remove second lane
14	Get rid of the demonstrator and make it so people can't turn left onto Geist
15	Go back to the old set up. I don't see how changing where the staff parks and the buses pick up or drop off has any effect on the stated goal of less idling.
16	Guess I didn't even realize pick-up was different as I park in the main lot and make my student walk out to me.
17	Everything! Leave the system alone. My teen driver was almost in multiple accidents during this demo
18	Having both lanes of the pick-up loop for waiting made leaving after getting my student was a huge wait because you have to wait for the people at the front of the line or whoever is in front of you to get their student before you can leave. On four different pick-ups I had to wait roughly 20 minutes for the vehicles in front of me to get their students to leave.
19	Having the lanes in front of the school be pick up/drop off for the right lane and driving for the left lane.
20	<p>I cannot express how much easier it was to pick up my students after school with the revised traffic pattern. It was infinitely better!! I used the west side pick-up. The week previous, it took me 15 minutes to pick up my student in the front parking lot and get back onto Geist Road. During the test week, it took 3 minutes. I could pull right up to the curb, my students could easily see me, and once they were in the car, it was easy to pull out and exit the pick-up area. I am truly saddened that we have to go back to the previous system for the remainder of the school yet. The revised pattern was quick, efficient, and safer.</p> <p>I didn't understand the need for the people directing traffic at the 3-way stop. I felt it was more confusing than helpful to have them there.</p>

21	I did not get to experience it to make an informed decision.
22	I don't know why there was so much more traffic the past few days but it took me almost 20 min to leave campus and I was late picking up my middle schooler.
23	I don't pick up my son in the afternoon.
24	I experienced the same issue while picking up my student as I did with drop off. I pulled along the curb to pick him up and once he was in the vehicle, we were unable to get out of the driveway due to traffic cones, thus holding up the vehicles behind us and causing further delays. Perhaps if the traffic cones were removed, the new traffic pattern would be more successful.
25	I parked in the lot by the gym and the line of other people picking up their kids in the actual parking lot took up the whole row and I was blocked in for about 10 minutes after I had my student.
26	I pick my kid up at 6 from sports so it's never congested when I pick her up
27	I truly believe fairbanks st needs a traffic light alot of the congestion would be much easier to handle. If this was the case people may use the Geist exit less for turning left.
28	i want the demonstration to go away.
29	I would change nothing. The improved circle pattern and not allowing left turns onto Giest made big differences.
30	I would leave the pick up and dropoff at hutch alone because trying to improve it wont happen without causing other problems and because everything that gets done has to be calafornia compliyant due to dot standards the work done to increase flow will in turn slow down traffic just like at the new gars intersection that everybody hates and thinks is piomtless so much so that some drivers dont follow the road at all
31	I would request an actual traffic light be installed at University and Sandvik to normalize the traffic pattern leaving Sandvik. As it is, turning left is easiest when the crosswalk is engaged. All traffic stops and it seems no one really knows who should have the right of way after the crossing is completed. The crosswalk alone doesn't fill the need.
32	I wouldn't change it
33	I've never had much of a complaint before about traffic as I live in University West, but having a standing double line in the round-a-bout was terrible.
34	I'd fund transit schedules
35	It look me longer to get out of the parking lot
36	It was difficult to get out, people were cutting g down the middle making it mor chaotic.
37	Keep it the same before the project
38	Let the 4 way stop remain for traffic control in the Fairbanks Street access & exit.
39	Make a no left turn on giest and everything else would be fine. Take out the traffic demonstration.
40	Make it how it always has been with a turn lane on Geist rd
41	Make it the way it was before
42	Most people seem to be exiting from Sandvik, if there was some way to make this turn-off onto University Ave easier, it would significantly improve the speed of pick-up.

43	No complaints, keep the new traffic pattern, it was way smoother than the old way.
44	Not sure, but minimize One Way drives.
45	On Friday there were two lanes for pick up in front of the school which blocked everyone in until all the students found their ride. We ended up waiting 10 minutes to leave because some students took a longer time to get out of school. It was not good use of space to have both lanes full of cars with no exit.
46	Pick up was fantastic!
47	Please do not allow parents to park and pick up their students in the bus zone! A Hutch staff member should be monitoring this. It is so hard to see students who are trying to cross the road! They just pop out from in between cars. I don't want a student to get hurt. It would also help to have a staff member monitor the merging of traffic from the main lane in the parking lot and cars trying to come out of the curb area. If one car was allowed to go from the curved area and then one from the main lane it would help with congestion. Often cars in the main lane refuse to let cars in the curved area out. This causes a back up and increases congestion. Trying to get out of Sandvick onto University takes a very long time and is extremely congested. Not sure if there is a fix for this or not.
48	put it back the way it was
49	put the buses back
50	Put up a permanent no left turn sign at the Geist Road exit closest to West Valley.
51	Same problem as above. I need a light to exit campus safely in any direction.
52	See above
53	seemed a lot better. I went from huge congestion in front of the school - to now, congestion on Fairbanks street - seems safer for the students.
54	Shorter outdoor icy commute for teachers.
55	Simply making the exit to Geist a forced right turn only with a concrete barrier would solve most of the problem. If you are going to force people to exit on Sandvik there needs to be a traffic signal so people can turn onto University in a timely manner.
56	The flow was better getting out except at university/ sandavic that intersection is hard to get safely out at especially if needing to turn left
57	The Hutchison parking lot was more closed off, so I wasn't able to exit from there onto Geist and skip waiting on Sandvik Street.
58	The new traffic and parking was worse than before.
59	This was a nightmare. The Sandvik/University intersection is bad on a good day but became even more congested during this week. There are no good routes out of Hutch or West Valley if you are traveling to the north or east.
60	With both lanes being used for pickup there was no way to exit after picking up my child until the cars in front of me left. Leaving the second lane open allows for vehicles to leave after their student gets in the vehicles.

Is there anything else you want to tell us about your experiences during this demonstration project?

1	student drivers leaving the school in the afternoon is worse due to only one way out of the school parking lot. Very congested & slow. Pile up waiting to leave. Seems worse for student drivers leaving after school
2	Another parent generally drops off and picks up my child from WV for us.
3	Awful
4	Care needs to be taken to ensure access to handicapped parking. It was illegally eliminated during this test
5	change it back.
6	Curious to know if there was better cleanout of the "bus" area in terms of snow and ice.
7	Current drop off next to visitor parking is too congested. Not safe where two lanes merge to one and students are crossing from the student lot, across
8	Dont block handicap parking
9	Educate parents and students to exit the vehicles quicker.
10	Hard to use University and Sandvik
11	Have parents drop off on the student parking lot side and make students walk across with parking students too so you don't have people trying to park or leave at the same time parents are all dropping students off. Designated drop off not directly in front of school
12	Hutch needs better parking lot lighting if you are going to institute this change.
13	<p>I always like to say there should be a shuttle bus for North Pole students; cutting back on the amount of vehicle traffic going to Hutchison.</p> <p>Find ways to separate the flow of West Valley traffic from the Hutchison traffic. There are a lot more of them than there are of us.</p> <p>Remind parents that they are not supposed to park in the fire lane behind the school. Vehicles line up behind the bus causing difficulty parking especially after a big snow. And it's not safe for my kid to weave through them to our parked car.</p>
14	I applaud efforts to address the issue. Something definitely needs to be done. I just think the solution will require something more than the demonstration project offered.
15	I appreciated that drivers were not allowed to turn left onto Geist from the Hutchison driveway freeing not blocking that area. However, Sandvik was much more congested especially during pickup than usual.
16	I appreciated the effort taken to alleviate congestion at the two high schools. It is a concern that needs immediate attention.
17	I did not like not being able to make a left turn onto Geist at 7/7:10am. That time is ok for traffic, closer to 7:30 I understand and do not make a left out of the school. Too much congestion exiting the school out back on Sandvic for both times.
18	I don't see how any of the proposed changes will have any significant impact on the issue of idling.

19	I drop off and pick up my child during a less congested time. We arrive at the school before 7:15am and I pick him up closer to 2:30pm, to avoid heavy traffic. So, my experience didn't change much during the demonstration project. The overflow traffic being directed through the parking area to the right of the front doors was "fine" even though the turn at the end of the lot was a tight one. With heavy snow fall that may be problematic for some vehicles. The double lane drop off/pick up made it difficult to leave once the drop off/pick up was done which caused frustration and defeats the purpose of the new traffic patterns. Thanks for the opportunity to provide feedback.
20	I enter and exit through different means each day depending on where I am coming from. I enjoy having staff parking all in one area away from the entrance the kids are using. I did not enjoy different parking lots each day for where I enter and exit campus. My other concern is that if we moved staff parking, would you ensure we all had plug ins at our new parking locations? Currently the bus lot and most of visitor parking does not have plugs, and working our usual days we need to be able to be plugged in to leave at night. I also did not like having my entrance the same as students and where dropoff and pickup are. It felt more congested and I did not feel safer walking into the building from these locations.
21	I feel it's smoother and safer for the kids. The old way was not a good pattern, it was chaos most of the time. The new pattern was safer for kids and parents picking up their kids.
22	I feel that IF it made traffic flow better than I could see the change, but just to change it for air quality doesn't make too much sense, and it made the situation more dangerous in new locations. University up to the Sandvik was super backed up through College Rd intersection and people were changing lanes in the intersection to avoid the bus and the railroad tracks. Witnessed several super dangerous driving incidents. idling and wait times did not seem to improve. It is always better in the afternoons and that's the case either way.
23	I greatly appreciate the communication surrounding this demonstration. It was very clear what was happening and when it would be done. It feels as though it is a very well thought out process, asking for public input along the way, which in turn lends confidence to accepting whatever the outcome may be. Thank you.
24	i just fell like parents should primarily pick up somewhere that's not the front so pick up and students driving don't mix and become really backed up
25	I LOVE that all the student park in one lot. No more Seniors racing through the parking lot or not letting people merge. Keep the Seniors in the main student parking lot.
26	I loved the west side pick up option. I fully support implementing this pattern as quickly as possible!
27	I think there should be no left turn from Hutch on Geist. Too many people try to turn left there during congested hours in spite of the sign telling people not to do that.
28	I used to enter via Geist... and exit using Sandvik. I now enter via Fairbanks Street and exit via Fairbanks Street - lots of congestion on Fairbanks street with the parent drop off competing with the student drivers and Bus's. It now takes longer to get in and out with the Fairbanks street congestion - BUT, I like this better than using the front of school drop off. This new pattern is preferred. Drop off is quicker... I only drop off my student in the morning and they take the bus home in the afternoon. Please keep it this way!!!!!! get the bus's to the back of the school

29	I'm not sure what you guys did that was different but trying to get out any exit was so congested. I hope it will go back to the way it was next week.
30	I'm not sure when the project was going on.
31	It is a shorter walk to park in visitor parking. It's hard to see what parking spaces are open in that front row. You might think one is open and there isn't and now you have to loop back around. Also, it's a high traffic area to cross the road into the building and students are wild drivers.
32	it is dangerous to have traffic spilling onto geist road, which happens at both morning and afternoon drop off/pick up. The roads are icy and there is so much congestion at both intersections (front of school and closer to the student parking lot) that it feels very unsafe. Thanks so much for the opportunity for improvement!
33	It is SUPER dark at the corner where you pull into the bus/west drop off lot. If anyone is walking in the vicinity it's very dangerous. I would highly recommend adding a street light at the entrance to that west lot!
34	It was a nightmare and stupid idea. It caused anxiety and stress
35	It was dumb and a waste of time for everyone and an inconvenience
36	Leave it as it was before the demonstration project. It was much better that way. Staff parking was already in the front of the building many years ago and was proved to be a failed design back then. That's why it was changed. I don't know why you would want to put a proven bad system back into place.
37	Loved it!!! Felt safer particularly when coming from the east on Geist.
38	Make a no left turn mandatory.
39	Make the no left turns fully enforced and make the forced right turn accountable
40	No, I think you guys are doing great! :)
41	Nope
42	Overall good experience
43	Overall the process took longer and congestion increased. That was with flagger assistance. I wonder what it would look like without flaggers.
44	Overall, the drop-off situation was much improved from a student's perspective.
45	People violated the sign saying "do not enter" for staff arriving from the West.
46	Please consider letting anyone use Fairbanks street to exit campus. Alternatively, give Gradelle a traffic light.
47	Please do not allow people to turn left onto Geist rd. That is what holds all the traffic up.
48	Please help figure out a better pickup plan
49	please put the buses back the way they were
50	See previous comments.
51	Stop trying to micromanage adults

52	Thank you for attempting to improve it. Traffic engineering is no easy task. There is a reason Civil Engineers go to so much schooling.
53	The icy conditions revealed many flaws with the plan as students as staff slid both driving and walking. Witnessed one incident in the parking lot due to poor design needing to walk in front of drop off line to access building. Delivery persons blocking entrance due to inaccessibility. Wheel chair users traveling farther due new route. This creates additional traffic congestion.
54	The pedestrian crossing on Fairbanks Street seemed to have a bit more traffic during this revision. It is not well designed. Kids have to walk an indirect route to get to the crossing, and it's hard for motorists to tell who is approaching the crossing vs. who is walking to the far side of Fairbanks Street.
55	The traffic flow was so much better. Will hate going back to old traffic flow for the rest of the school year.
56	The whole trial was horrific and should not be attempted again for the safety and wellbeing of everyone from staff to students or parents by trying to change the traffic pattern you will just screw up the parking / pickup -dropoff more than you will fix it. the whole goal was to try to keep traffic from backing up guest and it failed at that there were still lines out on guest waiting to dropoff students. The safety situation got worse because the parking lots more congested. And, emergency services couldn't get behind school because there was so much traffic in senior parking that it creates a safety hazard
57	This was a horrible idea. Whoever came up with it should feel bad about their decision making skills.
58	This was stupid
59	This wasn't a problem the past two years so I don't know what has changed to make it so bad this year even with adding shuttle service from hutch to
60	Thumbs up! I hope everyone had a good experience with the revision and that it becomes the normal route.
61	To improve the congestion you would need to completely redo the parking lot. No matter which way you flow traffic within the preexisting parking lot it will be congested because the problem is the current parking lot.
62	West Valley lost half of our student parking lot due to the project.
63	Wherever staff are parking, the nearest entrance needs to be a "fob entrance." And even without a change in parking, the PAC doors need to have a fob entrance. Likewise with the gym entrance and current bus entrance.
64	Why change? It was fine. The money spent on this traffic demonstration was a waste.
65	With familiarity with the system will make the system perform as anticipated.
66	You should keep this traffic pattern from now on

Scott Thomas

From: Jensen, David D (DOT) <david.jensen@alaska.gov>
Sent: Tuesday, October 8, 2024 2:30 PM
To: Phoebe Bredlie; Graetz, Ethan E (DOT); Staker, Shawn L (DOT); John Perreault
Cc: Jeanne M. Bowie; Scott Thomas; Aiza Miguel; Beau Collin
Subject: [EXT] RE: FNSB HS Access and Circulation Plans - Project Website Update

Thanks, Phoebe. We will try to have this up as soon as possible.

David D. Jensen, P.E.
Engineer I
ADOT & PF, NR Design
(907) 374-3743

From: Phoebe Bredlie <Phoebe.Bredlie@kinneyeng.com>
Sent: Tuesday, October 8, 2024 2:21 PM
To: Jensen, David D (DOT) <david.jensen@alaska.gov>; Graetz, Ethan E (DOT) <ethan.graetz@alaska.gov>; Staker, Shawn L (DOT) <shawn.staker@alaska.gov>; Perreault, John M (DOT) <john.perreault@alaska.gov>
Cc: Jeanne M. Bowie <Jeanne.Bowie@kinneyeng.com>; Scott Thomas <scott.thomas@kinneyeng.com>; Aiza Miguel <Aiza.Miguel@kinneyeng.com>; Beau Collin <beau.collin@kinneyeng.com>
Subject: FNSB HS Access and Circulation Plans - Project Website Update
Importance: High

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Attached are project website update instructions and corresponding materials for <https://dot.alaska.gov/nreg/school-access/>.

I would greatly appreciate DOT's assistance in expediting this request. It is important to the success of next week's demonstration projects that this information be posted on the project website by tomorrow afternoon.

I understand you all have other priorities and appreciate whatever you can do to prioritize this request.

Please let me know if you have questions or if there is anything you need from me to facilitate this request.

Phoebe

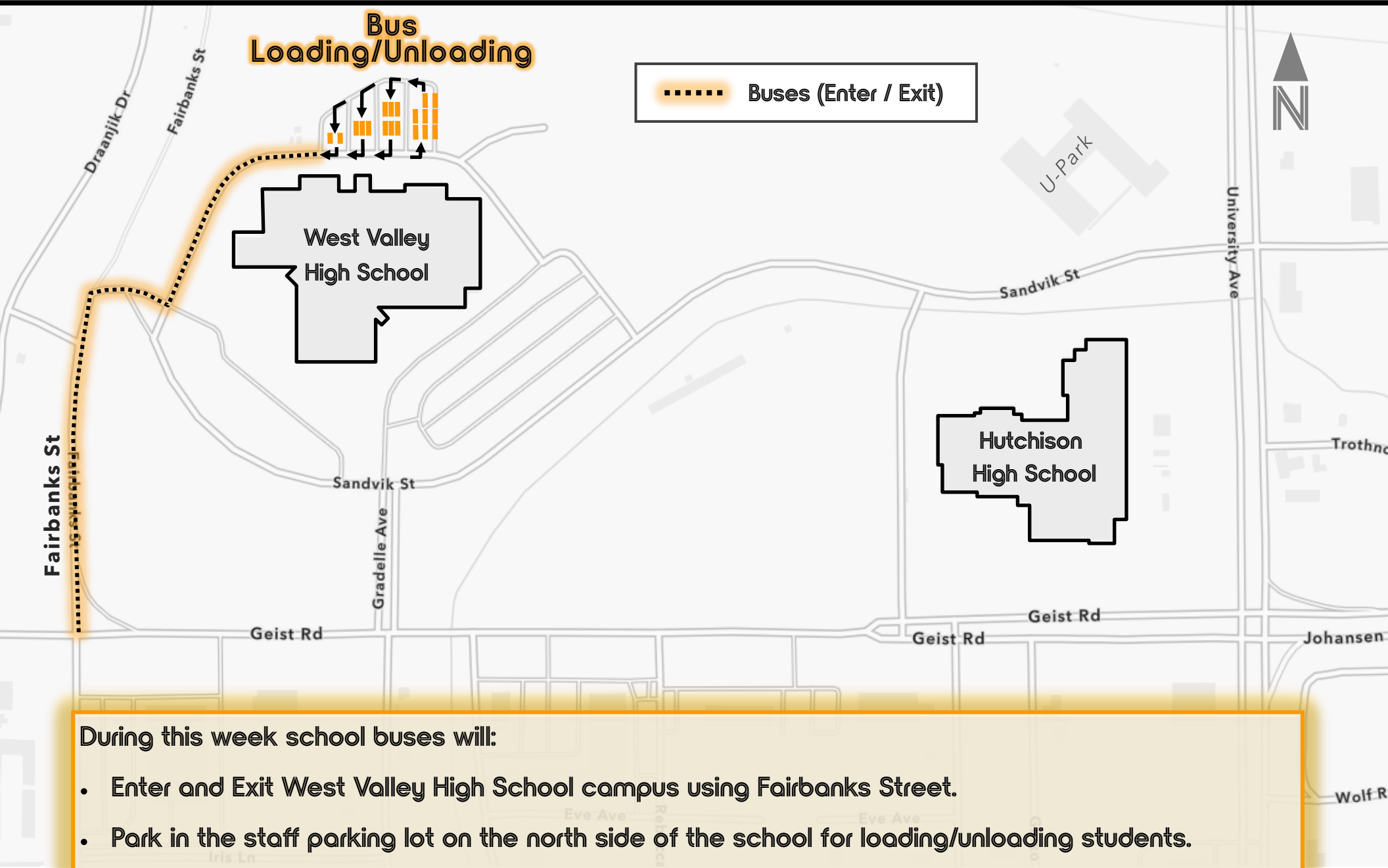
Phoebe R. Bredlie, P.E.



phoebebredlie@kinneyeng.com

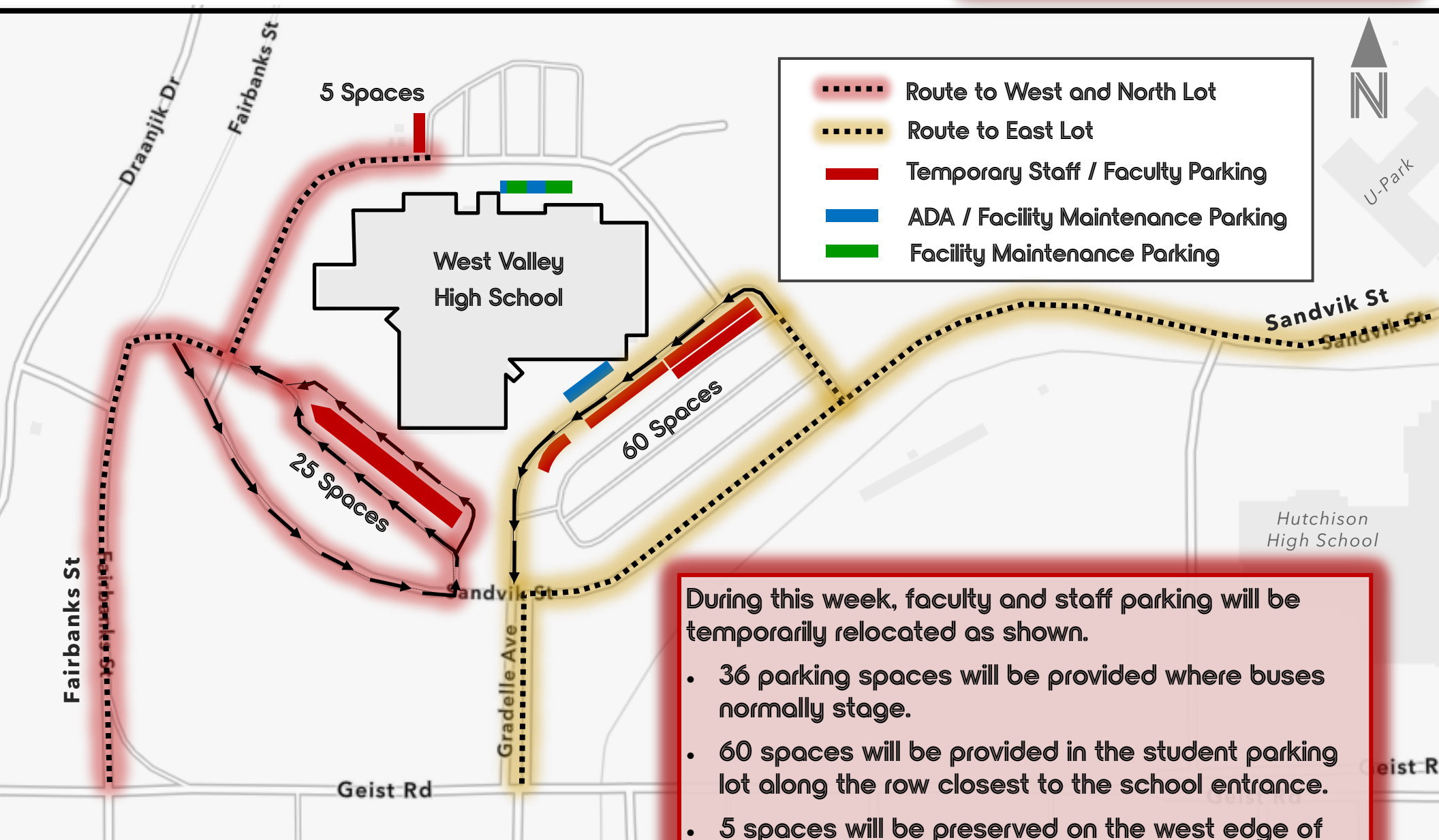
West Valley High School –Temporary Traffic Modifications Monday, October 14 through Friday, October 18, 2024

Bus Drivers & Riders



West Valley High School –Temporary Traffic Modifications
Monday, October 14 through Friday, October 18, 2024

Faculty & Staff Parking



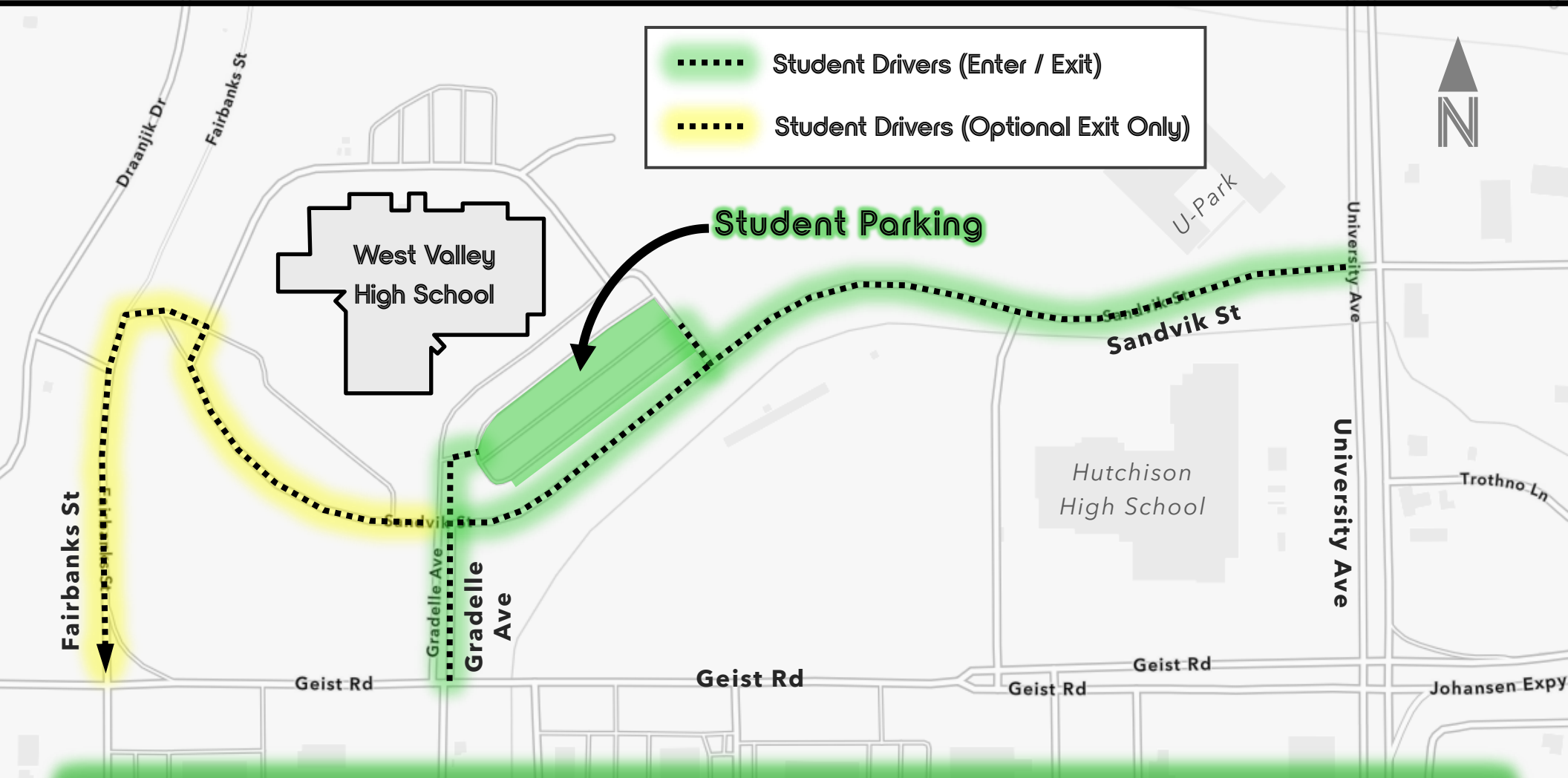
During this week, faculty and staff parking will be temporarily relocated as shown.

- 36 parking spaces will be provided where buses normally stage.
- 60 spaces will be provided in the student parking lot along the row closest to the school entrance.
- 5 spaces will be preserved on the west edge of the staff parking lot.
- ADA parking and facility maintenance parking will be maintained in their current locations.

West Valley High School –Temporary Traffic Modifications

Monday, October 14 through Friday, October 18, 2024

Student Parking



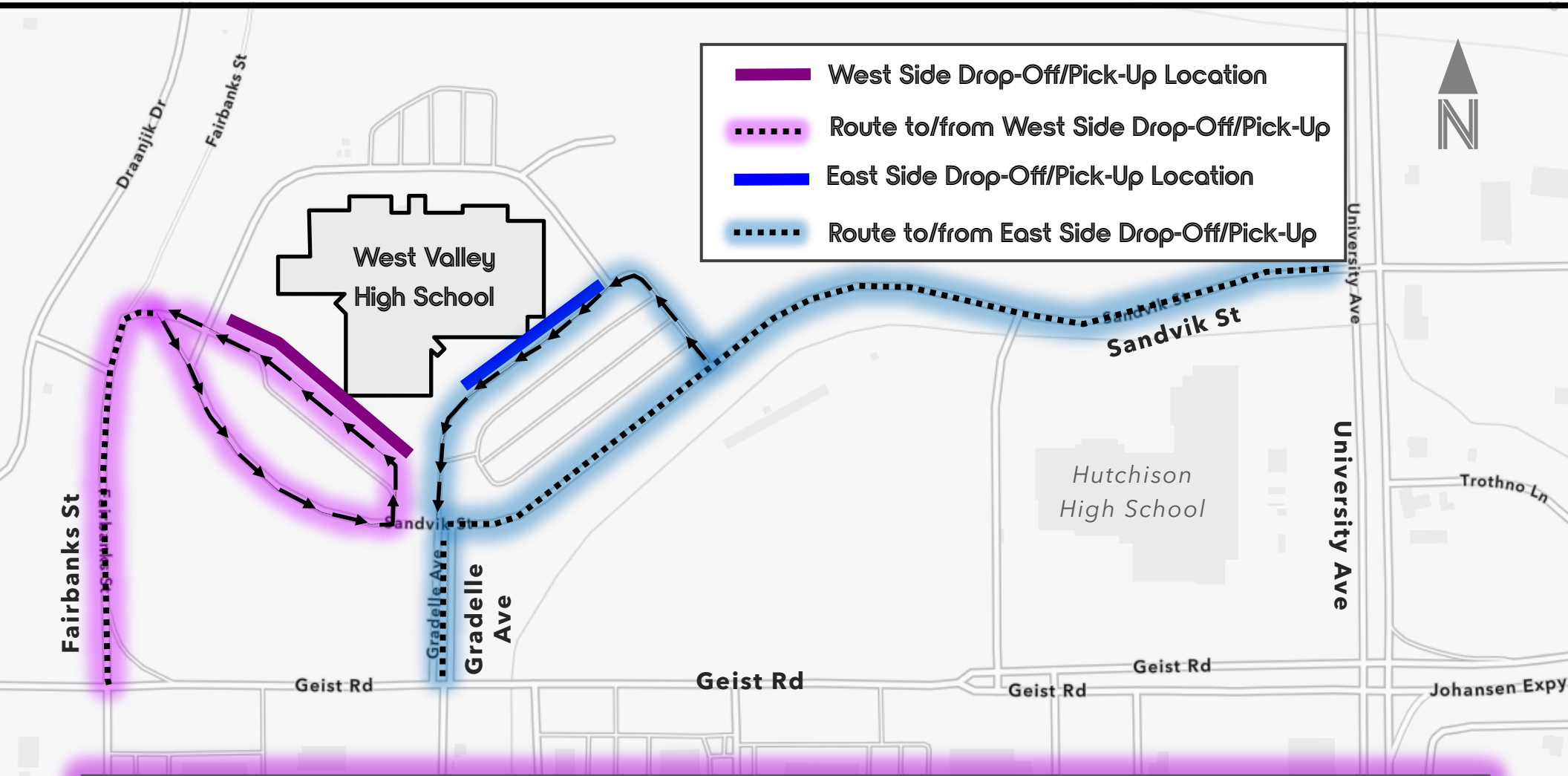
During this week, student drivers shall:

- Enter West Valley High School campus using Gradelle Avenue or Sandvik Street.
- Exit West Valley High School campus using Fairbanks Street, Gradelle Avenue, or Sandvik Street.
- Park in the student parking lot.

West Valley High School –Temporary Traffic Modifications

Monday, October 14 through Friday, October 18, 2024

Drop-Off & Pick-Up



During this week a temporary student drop-off/pick-up location will be set up on the west side of the school. Vehicles dropping off or picking up students at this location will use Fairbanks Street to enter/exit the campus.

The existing student drop-off/pick-up on the east side of the school will be available. Vehicles dropping off or picking up students at the existing location will use Sandvik Street or Grabelle Avenue to enter/exit the campus.

Hutchison High School –Temporary Traffic Modifications

Monday, October 14 through Friday, October 18, 2024

Faculty & Staff Parking

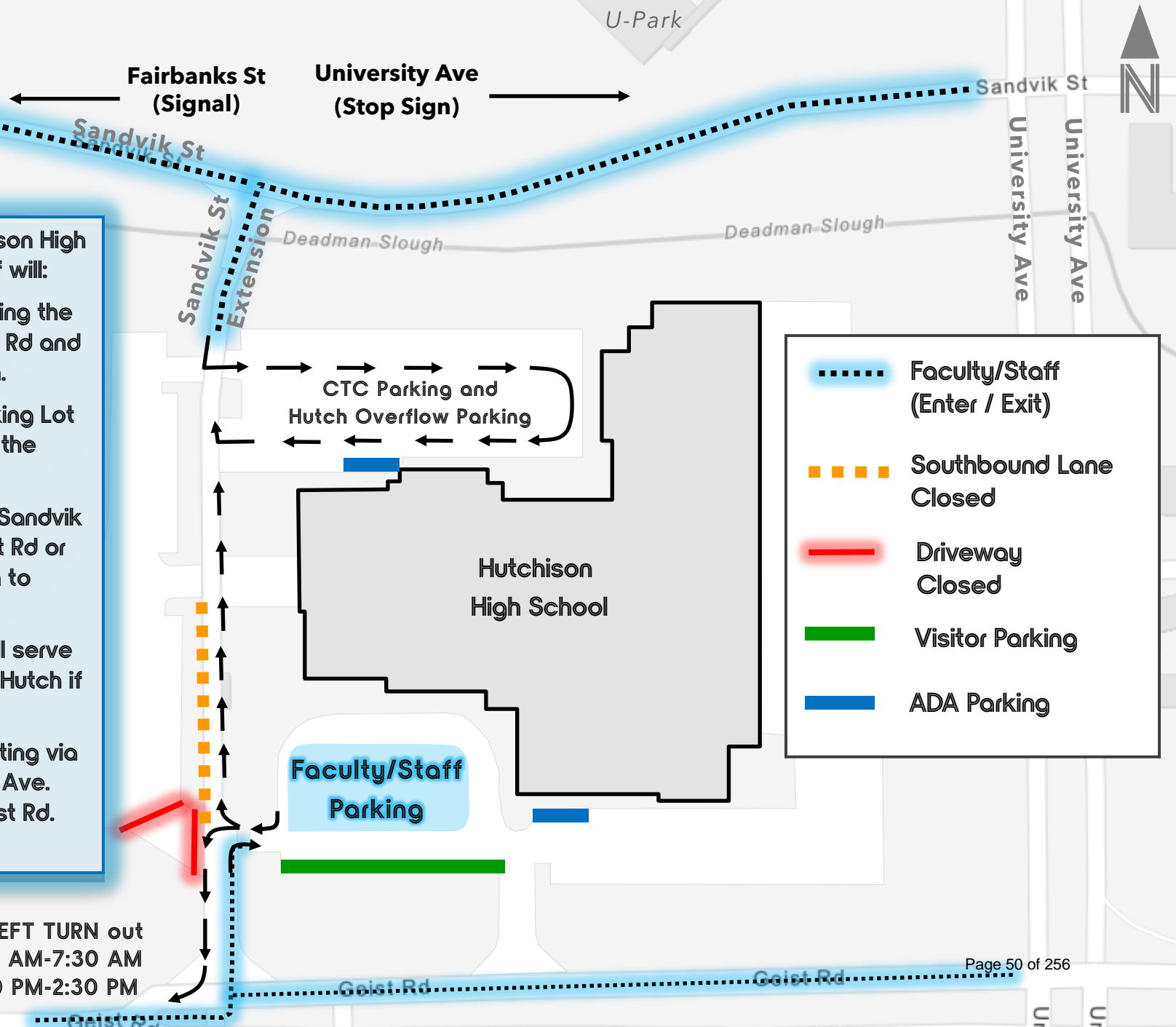
During this week Hutchison High School faculty and staff will:

- Enter the campus using the intersection of Geist Rd and Sandvik St Extension.
- Park in the Staff Parking Lot on the south side of the school as usual.
- Exit the campus via Sandvik St Extension to Geist Rd or Sandvik St Extension to Sandvik St.

The CTC Parking Lot will serve as overflow parking for Hutch if needed.

Note: Expect delays exiting via Sandvik St to University Ave. Use Fairbanks St or Geist Rd.

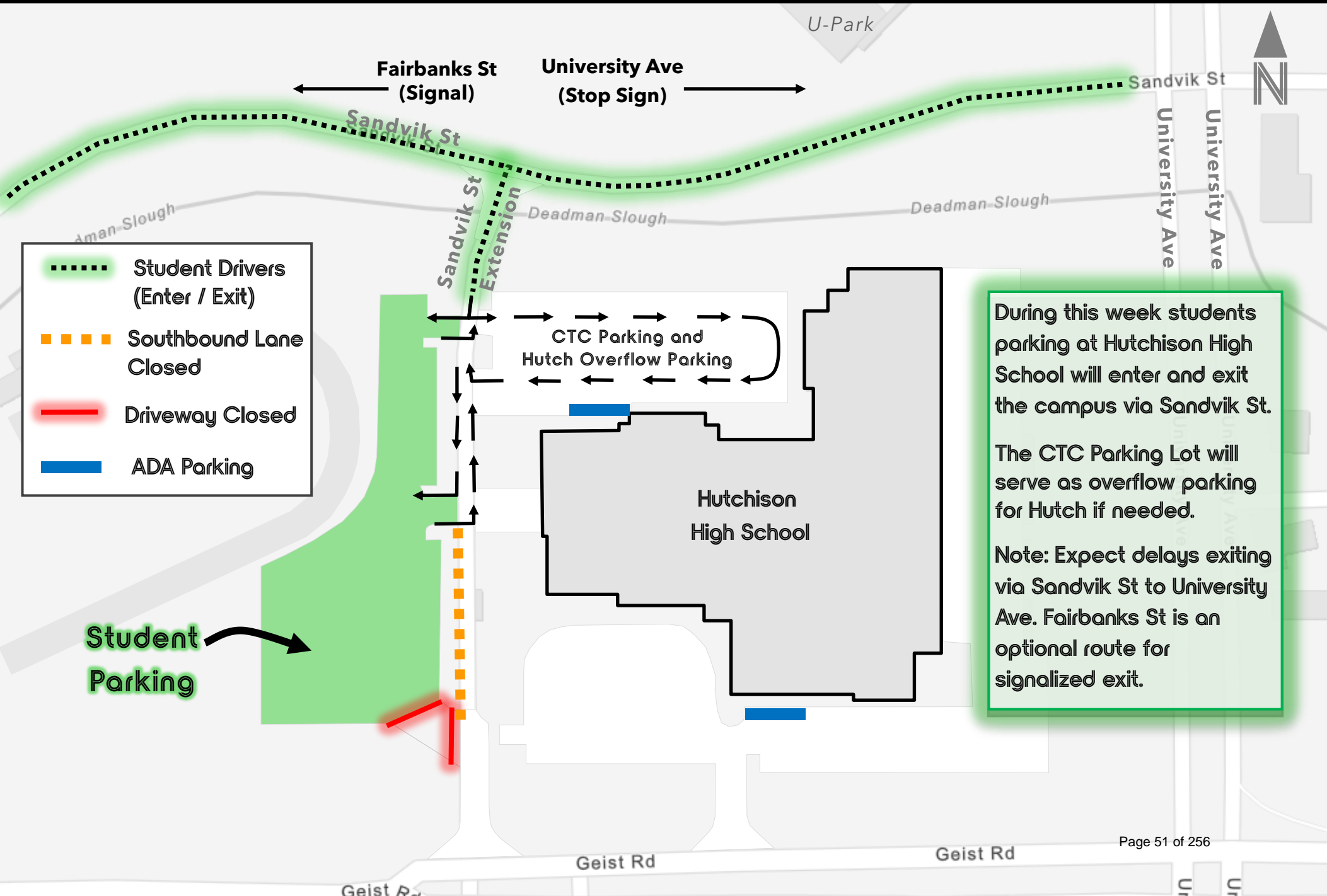
no LEFT TURN out
7:00 AM-7:30 AM
2:00 PM-2:30 PM



Hutchison High School –Temporary Traffic Modifications

Monday, October 14 through Friday, October 18, 2024

Student Parking



Hutchison High School –Temporary Traffic Modifications

Monday, October 14 through Friday, October 18, 2024

Drop-Off & Pick-Up

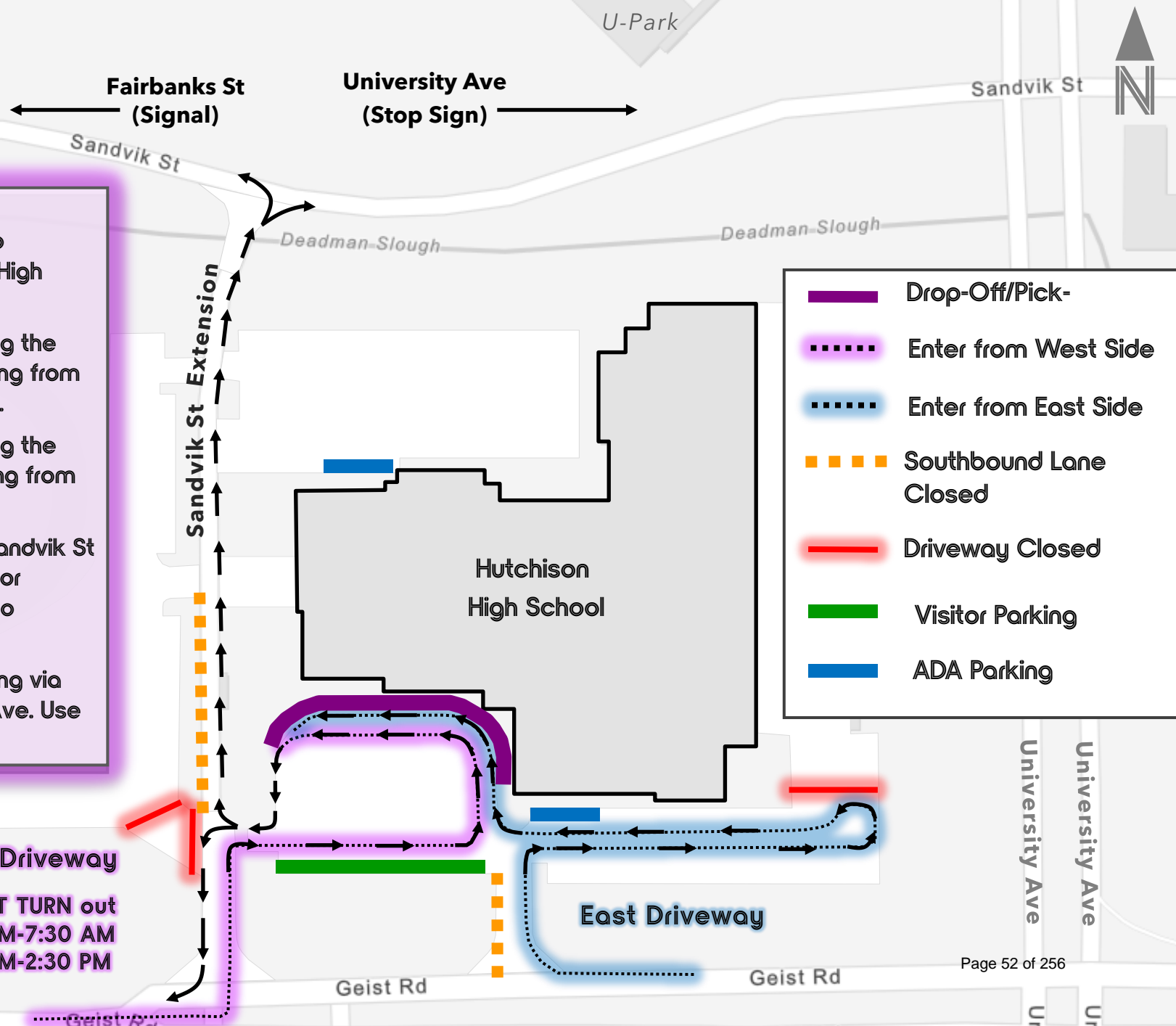
During this week vehicles dropping off or picking up students from Hutchison High School will:

- Enter the campus using the west driveway if arriving from the west side of town.
- Enter the campus using the east driveway if arriving from the east side of town.
- Exit the campus via Sandvik St Extension to Geist Rd or Sandvik St Extension to Sandvik St.

Note: Expect delays exiting via Sandvik St to University Ave. Use Fairbanks St or Geist Rd.

West Driveway

no LEFT TURN out
7:00 AM-7:30 AM
2:00 PM-2:30 PM





Alaska Department of Transportation and Public Facilities

NORTHERN REGION

You are here: [DOT&PF](#) > [Northern Region](#) > [Projects](#) > [Fairbanks North Star Borough High School Access & Circulation Plans](#)








Fairbanks North Star Borough High School Access & Circulation Plans

The Alaska Department of Transportation & Public Facilities (DOT&PF), in partnership with Fairbanks Area Surface Transportation (FAST) Planning, is conducting a planning study of the access and internal circulation at West Valley and Hutchison High Schools.


**Temporary Traffic Modifications will be in effect at the campuses of
West Valley and Hutchison High Schools
Monday, October 14, 2024, through Friday, October 18, 2024.**

The purpose of the traffic modifications is to implement temporary improvements on site that help mitigate identified circulation concerns and to allow for the testing and refining of traffic improvement alternatives prior to construction.

Click on the links below to view the temporary detours.

-  [Bus Drivers & Riders](#)
-  [Hutchison High School Drop-Off & Pick-Up](#)
-  [Hutchison High School Student Parking](#)
-  [Hutchison High School Faculty & Staff Parking](#)
-  [West Valley High School Drop-Off & Pick-Up](#)
-  [West Valley High School Student Parking](#)
-  [West Valley High School Faculty & Staff Parking](#)

We want to hear from you!

We'd like to hear from you about your experience navigating the temporary drop-off and pick-up modifications at West Valley High School and Hutchison High School during the week of October 14-18. To help us better understand what worked well, or what could have gone better during the demonstration, we have put together a quick, 10-minute survey. The survey will be open through November 1, 2024. [Click here to take the survey.](#) 

Project Objective

The objective of the study is to reduce carbon dioxide emissions by reducing congestion and to improve safety for all transportation modes.

Project Overview


West Valley and Hutchison High School campuses are in close proximity to each other. Both schools start and end at the same time causing vehicle and pedestrian traffic from both schools to interact with each other in a short time frame. This planning study will:

- identify the concerns between all modes of transportation (such as buses, pickup/drop-off traffic, student drivers, pedestrians, and bicyclists).
- propose mitigations to address the identified concerns.
- develop a Recommendations and Implementation Plan to document the findings of the study and identify a prioritized list of mitigations that address traffic and safety.

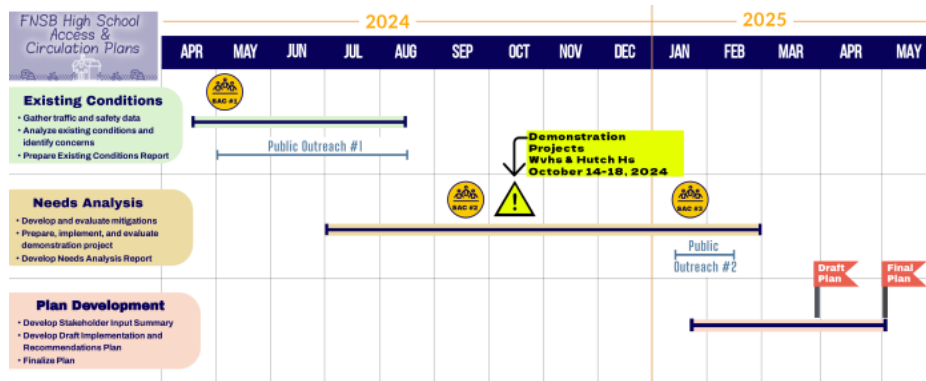
The study area is shown in the image below.



Project Funding

This study is funded by FAST Planning's Carbon Reduction Program. To learn more this program, please visit <https://fastplanning.us/cmaq/> .

Project Schedule



[Click here for larger image.](#)

Project Schedule (last updated October 8, 2024)

Thanks to everyone who shared comments about their experience and concerns with the current access and circulation at West Valley and Hutchison High Schools. The project team is currently working on the Need Analysis. We expect the final plan to be completed in May 2025.

This website was last updated October 2024. You can expect us to post updates approximately every three months throughout the planning process. If you would like more information, please reach out to the project team at info@fnsbhsaccess.com or (907) 451-2281.

Scott Thomas

From: Phoebe Bredlie
Sent: Monday, September 23, 2024 7:47 PM
To: Graetz, Ethan E (DOT); Jeanne M. Bowie; Aiza Miguel; Scott Thomas; Jackson C. Fox (jackson.fox@fastplanning.us); David Dershin; Beth Patton; michael.benson@k12northstar.org; Martha Westphal; mark.winford@k12northstar.org; rodrick.gray@k12northstar.org; Hannah Irigoyen; ryan.hinton@k12northstar.org; Forrest Kuiper; Wilm, Joni; Paulette Hoffmann; Corey DiRutigliano
Subject: RE: Reminder - FNSB High School Access & Circulation Plans Stakeholder Advisory Meeting #2 is tomorrow!
Attachments: 240920 SAC Meeting 2 Slides for SAC.pdf; SAC #2 Handouts.pdf

Good evening,

Thank you to the SAC representatives who participated in Friday's meeting. It was an enjoyable and productive meeting, and your time and input is sincerely valued.

Attached for your information are select slides from Friday's presentation, along with a pdf copy of the handouts that were distributed.

The project team is currently soliciting quotes from contractors to implement the temporary traffic control plan at each school for the purpose of demonstrating the effectiveness of the proposed mitigations. We will be in touch with you all again very soon with more information about the demonstration project. In the meantime, if you have questions or comments, please reach out to me and I will coordinate with the project team to provide you with the information you seek.

Take care,
Phoebe

Phoebe R. Bredlie, P.E.



phoebebredlie@kinneyeng.com

100 Cushman St., Ste 311 ~ Fairbanks, AK 99701

Phone 907.456.1418 - Cell 907.590.4361

www.kinneyeng.com

From: Phoebe Bredlie
Sent: Thursday, September 19, 2024 1:15 PM
To: Graetz, Ethan E (DOT) <ethan.graetz@alaska.gov>; Jeanne M. Bowie <Jeanne.Bowie@kinneyeng.com>; Aiza Miguel <Aiza.Miguel@kinneyeng.com>; Scott Thomas <scott.thomas@kinneyeng.com>; Jackson C. Fox (jackson.fox@fastplanning.us) <jackson.fox@fastplanning.us>; David Dershin <dave.dershin@k12northstar.org>; Beth Patton <beth.patton@k12northstar.org>; michael.benson@k12northstar.org; Martha Westphal <mmwestphal@alaska.edu>; mark.winford@k12northstar.org; rodrick.gray@k12northstar.org; Hannah Irigoyen

<hirigoyen2006@gmail.com>; ryan.hinton@k12northstar.org; Forrest Kuiper <fjkuiper@alaska.edu>; Wilm, Joni <Joni.Wilm@mbakerintl.com>; Paulette Hoffmann <pthoffmann@alaska.edu>; Corey DiRutigliano <corey.diru@fastplanning.us>

Subject: Reminder - FNSB High School Access & Circulation Plans Stakeholder Advisory Meeting #2 is tomorrow!

Good afternoon,

Attached is the agenda for tomorrow's Stakeholder Advisory Committee Meeting for the FNSB High School Access & Circulation project.

We recognize it's a big ask to share your time, especially on a Friday afternoon! We respect your time and assure you that your participation in tomorrow's meeting will be worthwhile and will help in the effort to improve driving, parking, drop-off/pick-up, and bussing operations at West Valley and Hutchison High Schools. Here's a little more detail about what you can expect tomorrow:

- **Existing Conditions Issues and Concerns.** The project team will provide a summary of the walk audit and present the existing conditions map and key issues identified. Stakeholders will be asked to share their feedback – *Did we capture your concerns? Did we miss anything?*
- **Demonstration Project Opportunities.** The project team will present traffic control plan options for each school that seek to mitigate some of the issues and concerns presented in Agenda Item 2. The traffic control plan options could be implemented for a temporary, short-term duration (1 week) at Hutchison High School and at West Valley High School this fall for the purpose of demonstrating their effectiveness at addressing the identified issues and concerns. Stakeholder collaboration is key for the successful implementation of demonstration projects. Stakeholders will be asked to share their concerns and feedback - *What concerns do you have about the TCPs? What can you do to help implement a successful demonstration project?*

Your participation in tomorrow's meeting will help DOT&PF and FAST Planning make informed decisions about next steps for the project.

On behalf of the project team, I look forward to meeting with you tomorrow.



Alaska Department of Transportation & Public Facilities

FNSB High School Access and Circulation Study Stakeholder Advisory Committee: Meeting 2

September 20, 2024



Agenda

- ☐ Introductions
- ☐ What did we learn?
- ☐ What can we learn?
- ☐ Next steps



Introductions

- Project Team
 - DOT&PF
 - Kinney Engineering
 - Michael Baker
- Stakeholder Advisory Committee
 - Name
 - Affiliation



Review of Existing Conditions: Issues and Concerns

Walk Audit Summary

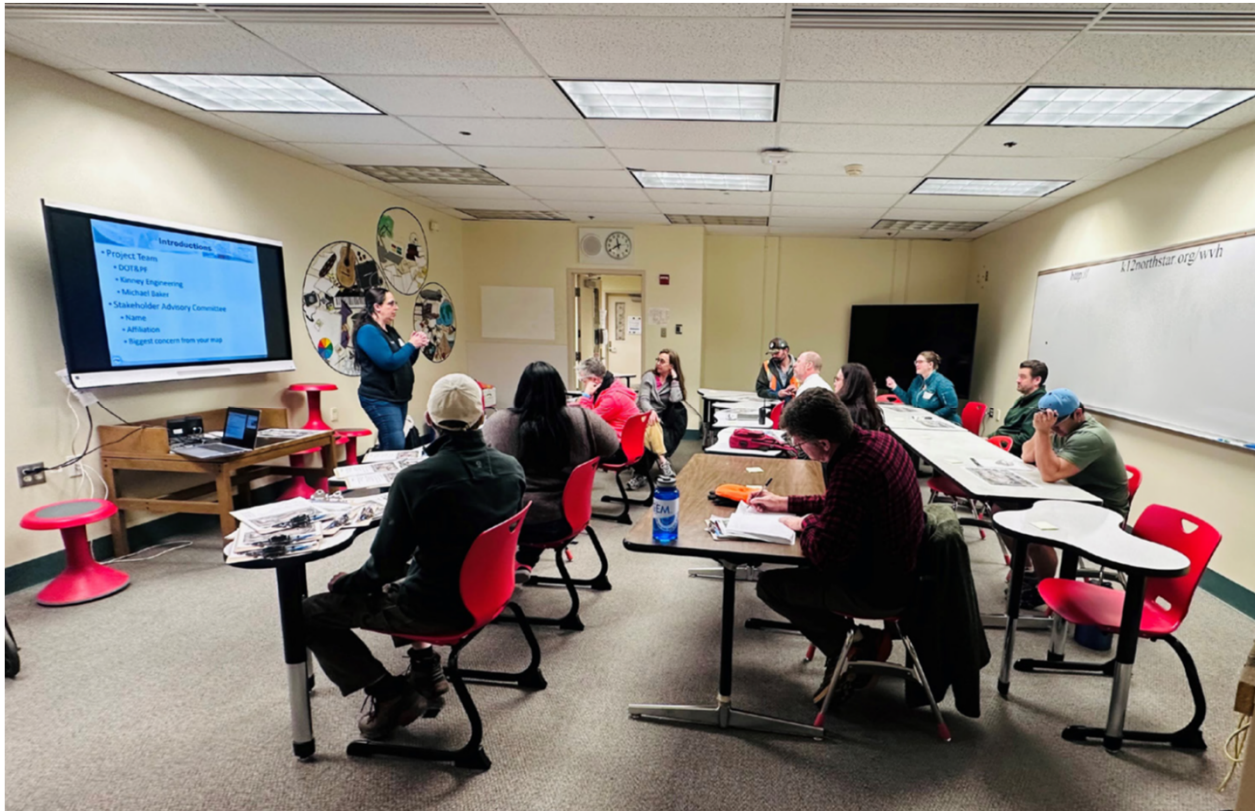
Thursday, May 2, 2024

9 Participants

- WVHS Staff
- HHS Staff
- Local Transportation Agency Staff
- Stakeholders



Walk Audit Summary



Walk Audit Worksheet & Map

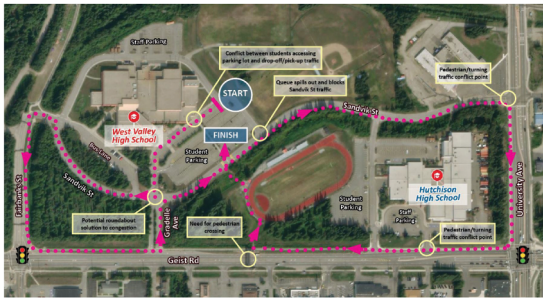
- Meet for project presentation in West Valley High School Library
- Hand out walk audit materials (scoring worksheet, route map, pens, clipboard, safety vests)

Walk Audit Summary

FNSB Highschool Circulation Study Walk Audit

Thursday, May 2, 2024 | 12:00pm-2:30pm | 1.4 miles

WORKSHEET



SIDEWALKS, STREETS AND CROSSINGS

SIDEWALKS & PATHWAYS

1. Are there continuous sidewalks or pathways between school entrances and adjacent streets?.....
2. Are sidewalks and pathways separated from the roadway by a curb, landscaped buffer or row of parking?.....
3. Do the sidewalks and pathways feel wide enough (at least 5 feet)?.....
4. Are the sidewalks and pathways in good condition?.....
5. Are the sidewalks free of obstacles (debris, utility poles, etc.).....
6. Are there curb cut ramps to accommodate wheelchairs?.....

YES | NO | OTHER

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

STREETS

1. Are crosswalks present?.....
2. Are crosswalks clearly visible to pedestrians and drivers?.....
3. Are traffic lights and/or stop signs present?.....
4. Are traffic lights and/or stop signs clearly visible to pedestrians and drivers?.....

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



1

FNSB Highschool Circulation Study Walk Audit

Thursday, May 2, 2024 | 12:00pm-2:30pm | 1.4 miles

WORKSHEET

1. Are there places to sit?.....
2. Are there grass, flowers and landscaping?.....
3. Are there awnings and other shelter structures for inclement weather?.....
4. Are there benches or bike racks?.....
5. If yes, is there seating available to see the bus (student)?.....
6. Are there trash receptacles?.....
7. Is there pedestrian colored lighting?.....
8. Does the study area feel safe and appealing?.....
9. Does the study area contain safe and appealing travel routes?.....
10. Does the study area feel safe and appealing for users of all ages, abilities, races, income levels, etc.?.....
11. Do the pedestrians appear to be safe from moving vehicles?.....

YES | NO | OTHER

Walkability based on street comfort and appeal: ☐ Green ☐ Acceptable ☐ Mixed ☐ Poor

PUBLIC TRANSIT ACCESS

1. Is there a safe, convenient access to transit within the study area?.....
2. Are the transit stops clear and well-maintained?.....
3. Are the transit stops well-lit?.....
4. Do the transit stops have adequate shelter for winter weather?.....
5. Who is responsible for cleaning and water maintenance of walkways and pathways?.....

YES | NO | OTHER

Walkability based on public transit access: ☐ Green ☐ Acceptable ☐ Mixed ☐ Poor



3

FNSB Highschool Circulation Study Walk Audit

Thursday, May 2, 2024 | 12:00pm-2:30pm | 1.4 miles

WORKSHEET

WINTER CONDITIONS

1. Are the walkways clear of snow and ice during the winter months?.....
2. Are the walkways well-lit?.....
3. Are the walkways clear of debris during the winter months?.....
4. Do the transit stops have adequate shelter for winter weather?.....
5. Who is responsible for cleaning and water maintenance of walkways and pathways?.....

YES | NO | OTHER

Walkability based on winter conditions: ☐ Green ☐ Acceptable ☐ Mixed ☐ Poor

SCHOOL LET OUT / END OF DAY PICK UP

We will observe school let out/end of day pick up at locations. Locations 1-5 are indicated on the map below. The 4th location will be chosen by each audit participant.

I am observing from location #.....



4

Walkability Scoring Categories

1. Sidewalks, Streets, & Crossings
2. Street Comfort & Appeal
3. Public Transit Access
4. Winter Conditions

End of Day Pick-Up Observations in Four Locations

1. Sandvik & University
2. Hutchison Parking Lot Near Geist
3. West Valley High School Near Student Entrance
4. Hutchison High School Parking Lot Near Sandvik Street

FNSB Highschool Circulation Study Walk Audit

Thursday, May 2, 2024 | 12:00pm-2:30pm | 1.4 miles

WORKSHEET

SCHOOL LET OUT / END OF DAY PICK UP

Please indicate your observations below. Things to watch for include conflicts between pedestrian and vehicles, poor visibility (poor line of sight observation), vehicle queuing/congestion, confusion, etc. What were your group's top 5?

SKILLS/NOTES

Collect data on the factors that affect walkability (category)

• Add up the total number of responses for each category

• Add up the total number of responses for each category

WALKABILITY	YES RESPONSES	NO RESPONSES	OTHER RESPONSES
Sidewalks, Streets, Crossings			
Street Comfort & Appeal			
Public Transit Access			
Winter Conditions			

FINAL NOTES AND OBSERVATIONS:

Icons representing various transportation modes: a person walking, a person pushing a stroller, a person in a wheelchair, a person on a bicycle, a person on a skateboard, a person on a kick scooter, a person on a motorcycle, a person on a horse, a person on a sled, a person on a snowboard.

5



Walk Audit Summary

Walk Audit Route Map



Walk Audit Summary

General Observations

1. Poor visibility and line of sight between non-motorized users and vehicles at key intersections
2. Faded crosswalk markings or lack of crosswalks
3. Limited winter maintenance resulting in less safe walking/bicycling conditions




Fairbanks/Geist Intersection



Crosswalk on Sandvik St



Signage on Sandvik St



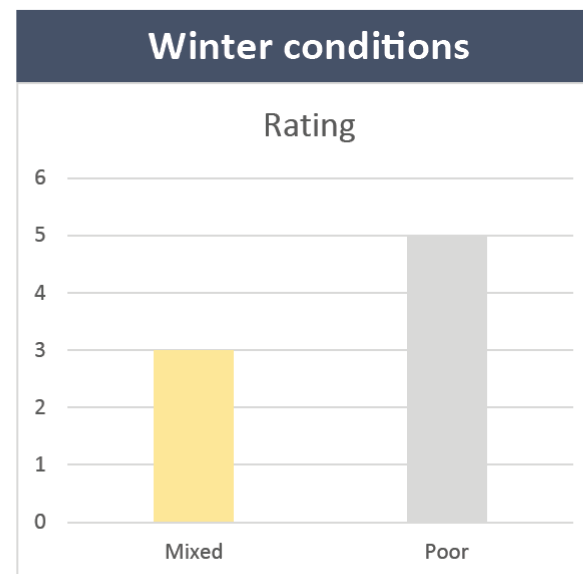
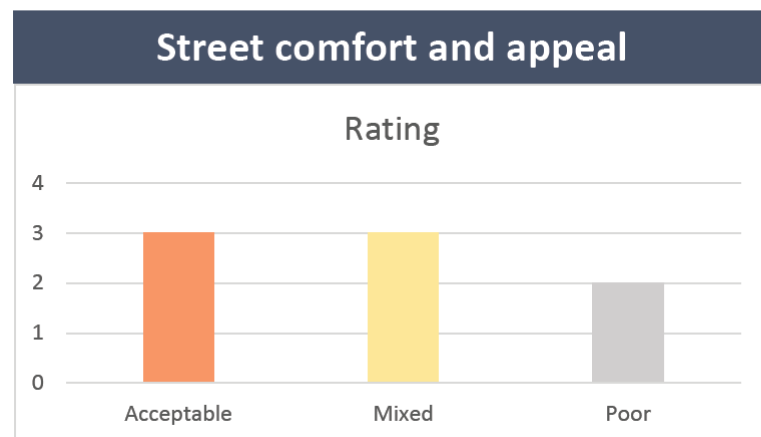
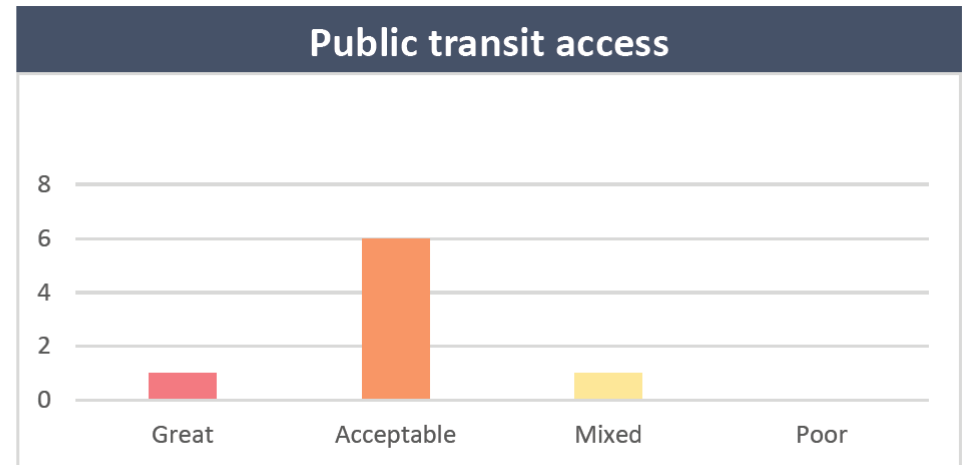
Walk Audit Summary



5. Congestion resulting in traffic queuing at several locations within the study area.

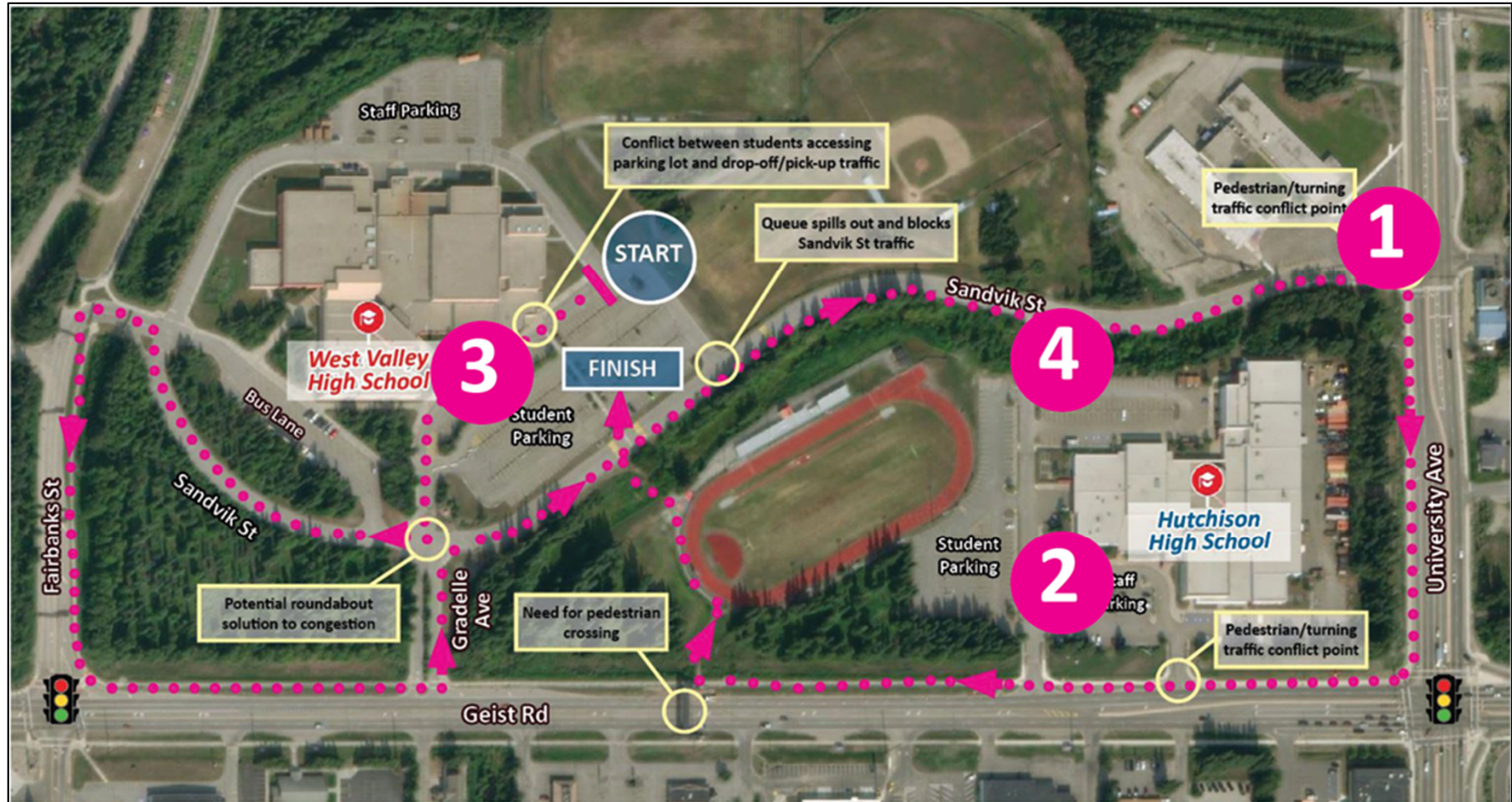
Walk Audit Summary

Overall Walkability Scores From Worksheets

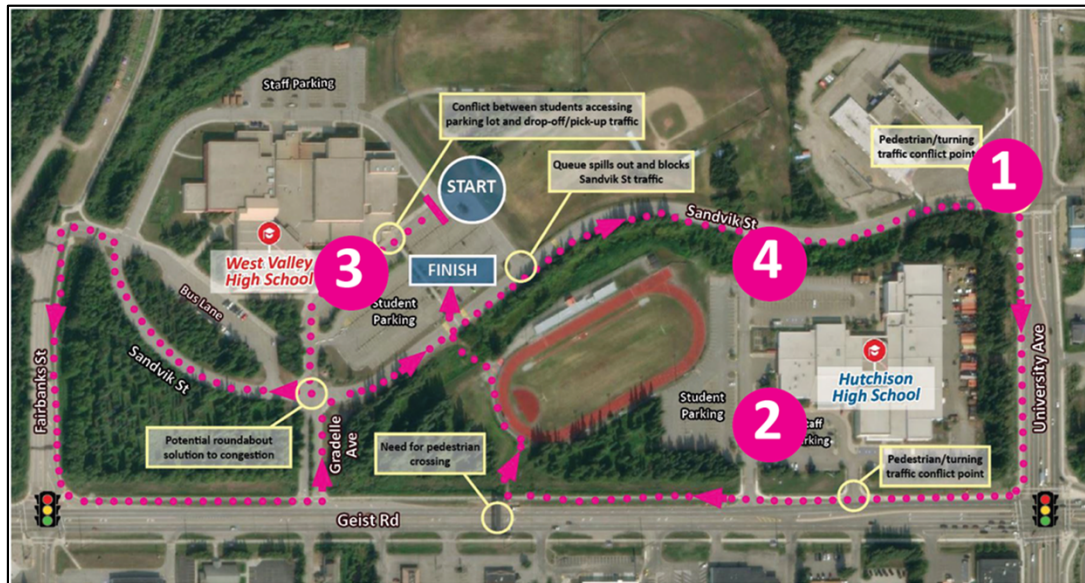


Walk Audit Summary

End of Day Pick Up Observation Locations



Walk Audit Summary

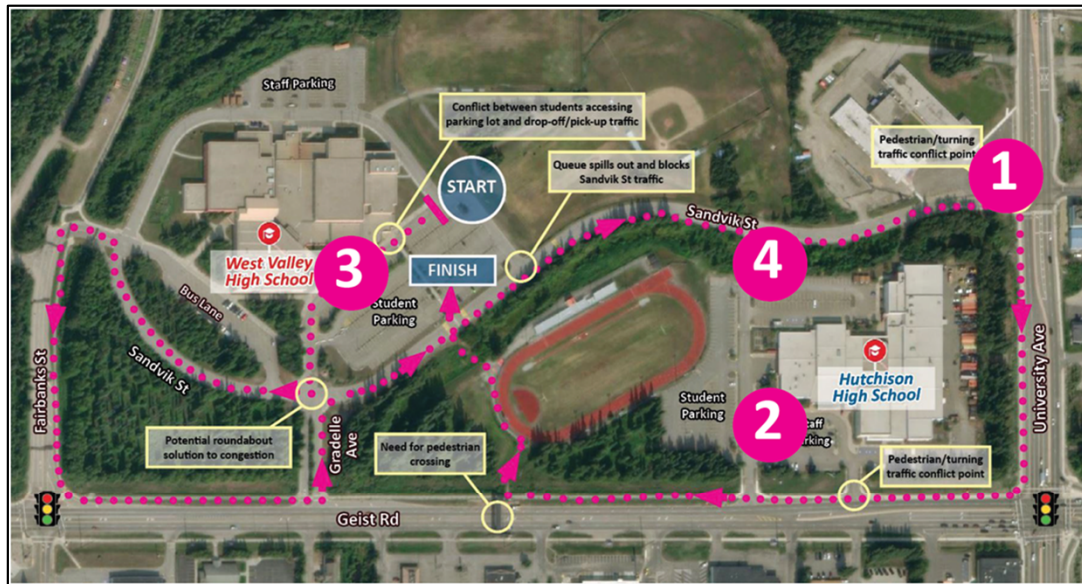


Location 1 (Sandvik & University)

1. Walkers, bicyclists, vehicles, ATV, senior bus
2. HAWK signal needs education
3. Speed is a concern
4. Long queue on Sandvik for exiting vehicles
5. Poor line of sight for all modes



Walk Audit Summary



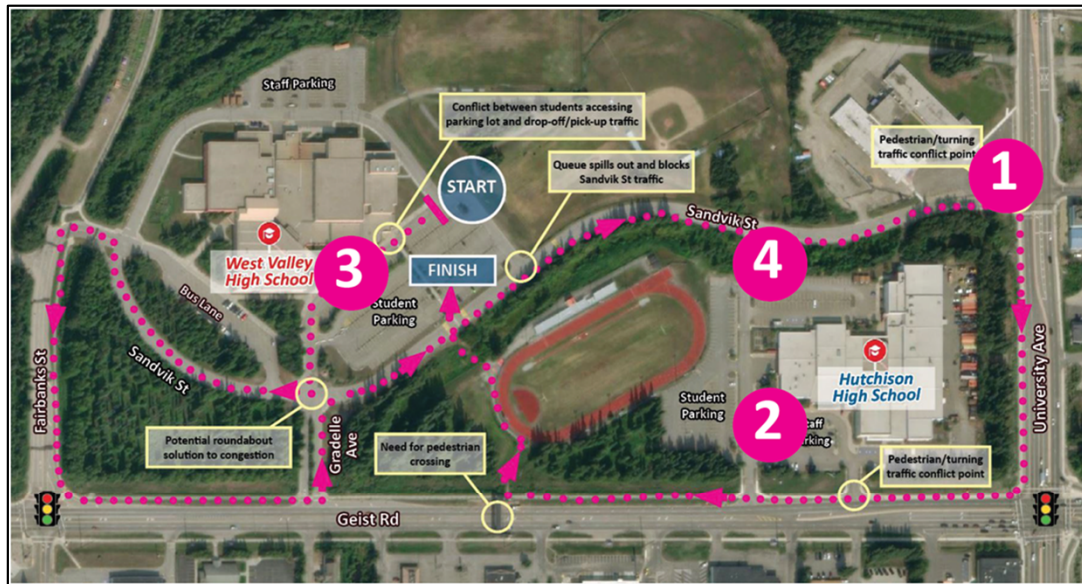
Location 2 (Hutchison Parking Lot Near Geist)

1. Approximately 10 minutes for dispersal of all vehicles
2. Students exited near side door near student parking (need crosswalk)
3. Student cut across football field to catch bus at West Valley High School.

Location 3 (West Valley High School Near Student Entrance)

1. Orderly dismissal.
2. Circumstances would become challenging in winter and low light conditions.

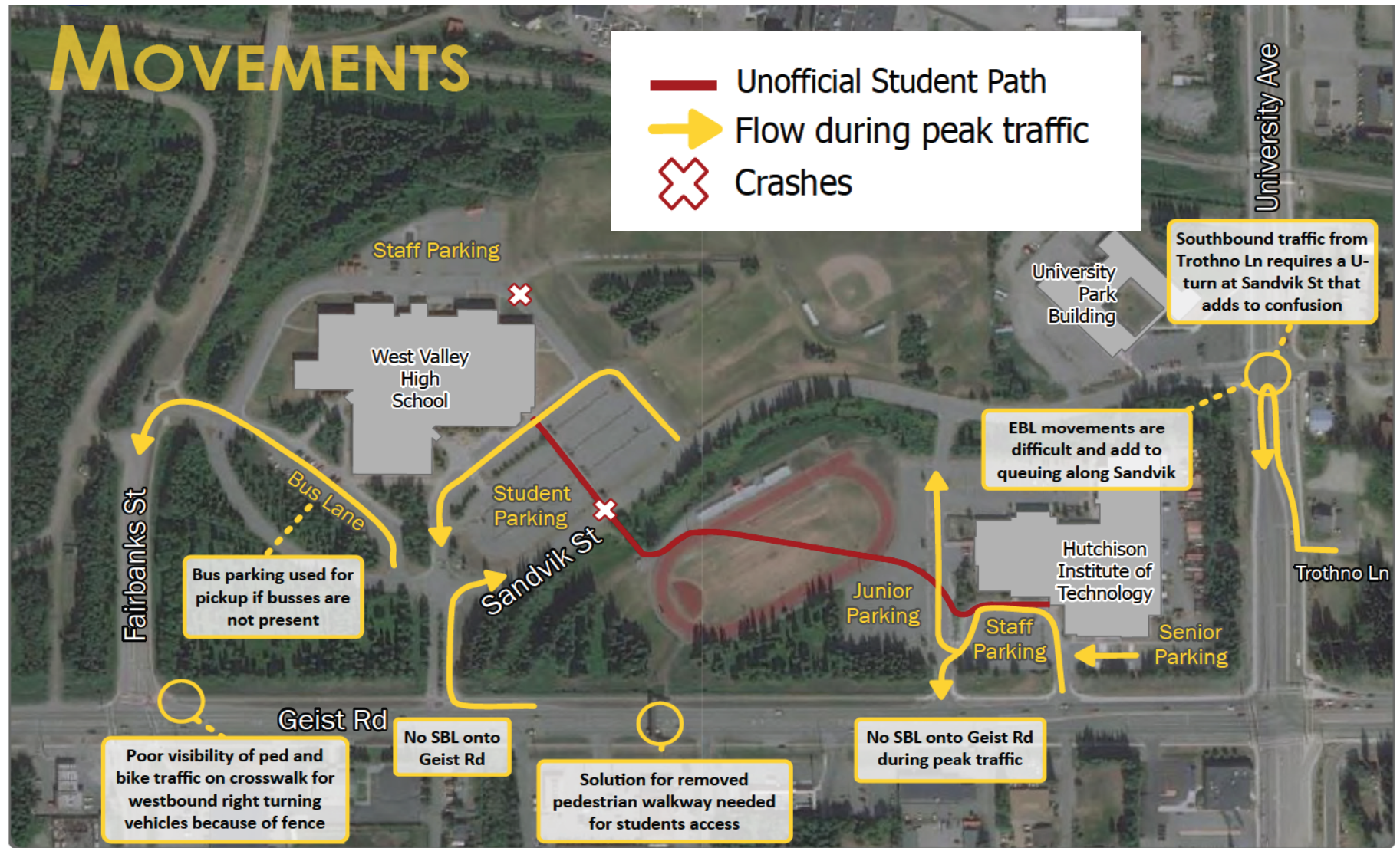
Walk Audit Summary



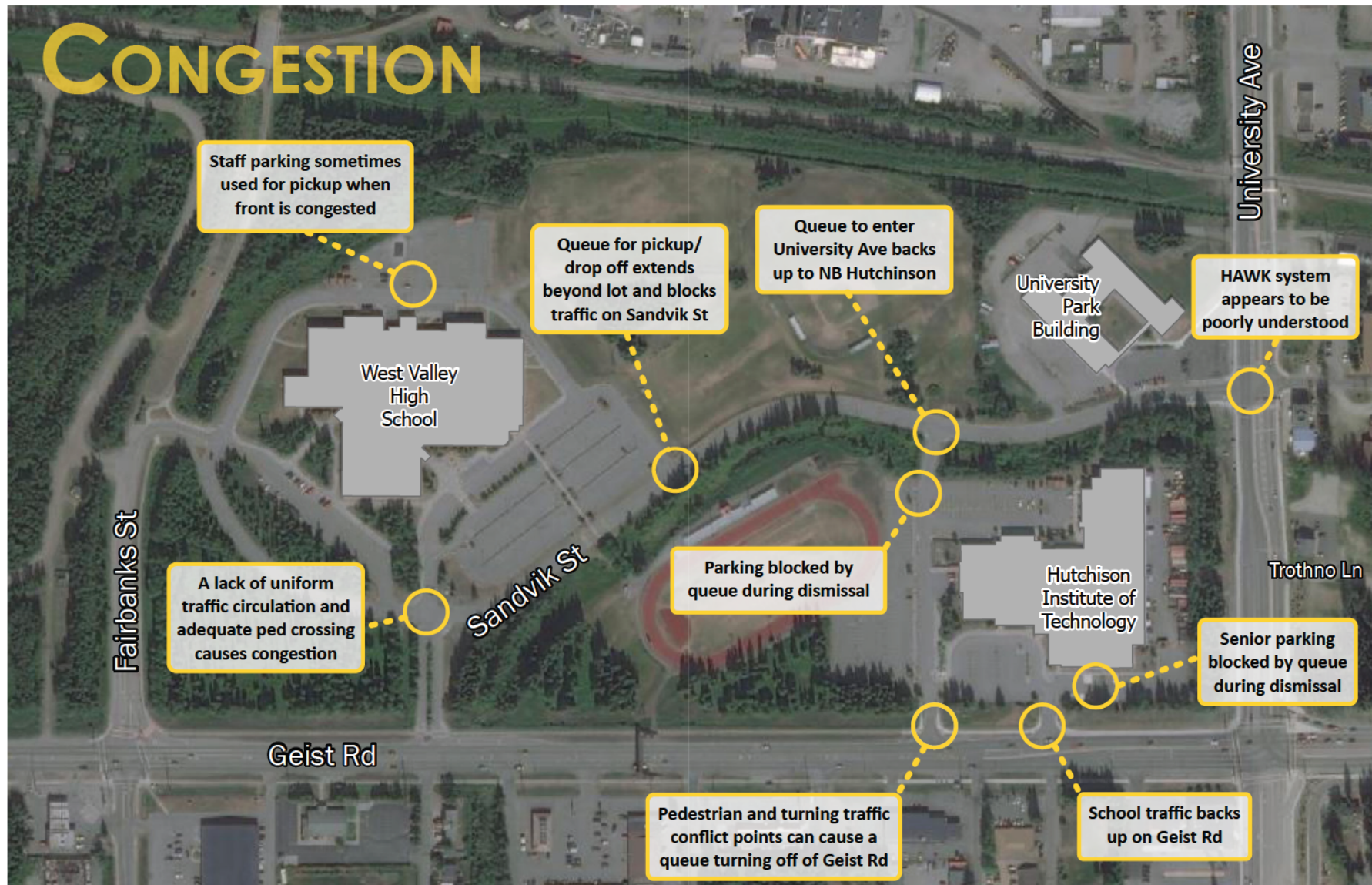
Location 4 (Hutchison High School Parking Lot Near Sandvik)

1. Pedestrians, bicyclists, vehicles
2. Through traffic vehicles (24 from east, 55 from west)
3. North bound vehicles turning east towards University Ave (42)
4. North bound vehicles turning west onto Sandvik (6)
5. South bound vehicles coming from West Valley High School (8)

Walk Audit Summary



Walk Audit Summary





Walk Audit Summary

Walk Audit Summary

1. Walkability is acceptable for sidewalks, streets and crossings, and access to public transit.
2. Walkability based on street comfort and appeal is mixed.
3. Walkability based on winter conditions is poor.

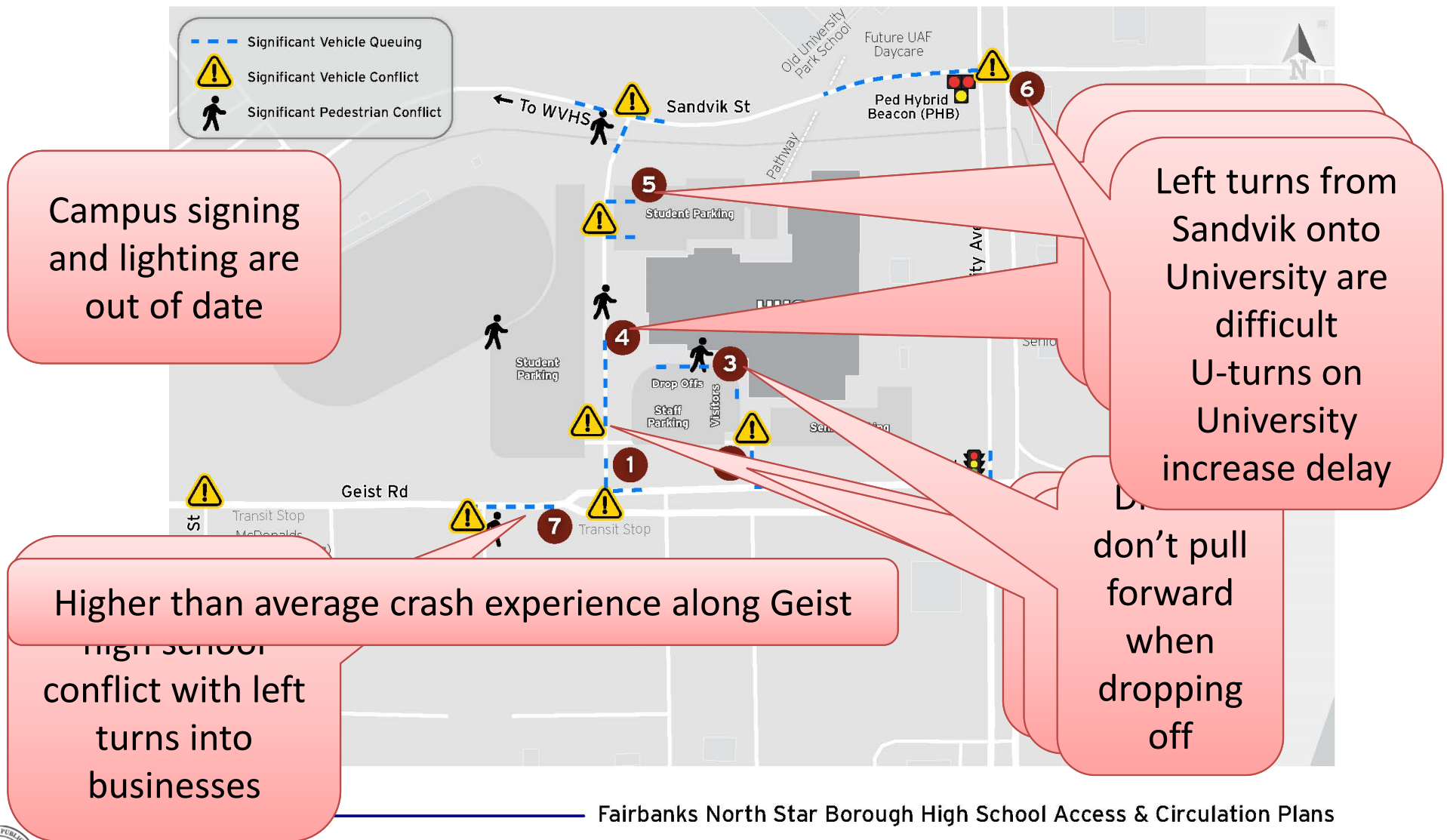
Potential Improvements

1. Evaluate at least one additional signalized pedestrian crossing opportunity on Geist (between Fairbanks St and University Ave)
2. Increased enforcement presence at Sandvik HAWK signal
3. More conspicuous striping of crosswalks within study area
4. Enhanced shelter amenities at key locations for pedestrians/bicyclists.
5. Evaluate how to improve winter maintenance in study area, particularly along Sandvik.

Review of Existing Conditions

Hutchison High School (HHS)

EXISTING CONDITIONS



Review of Existing Conditions

Valley High School (WVHS)

EXISTING CONDITIONS

Pedestrian route not clear and direct

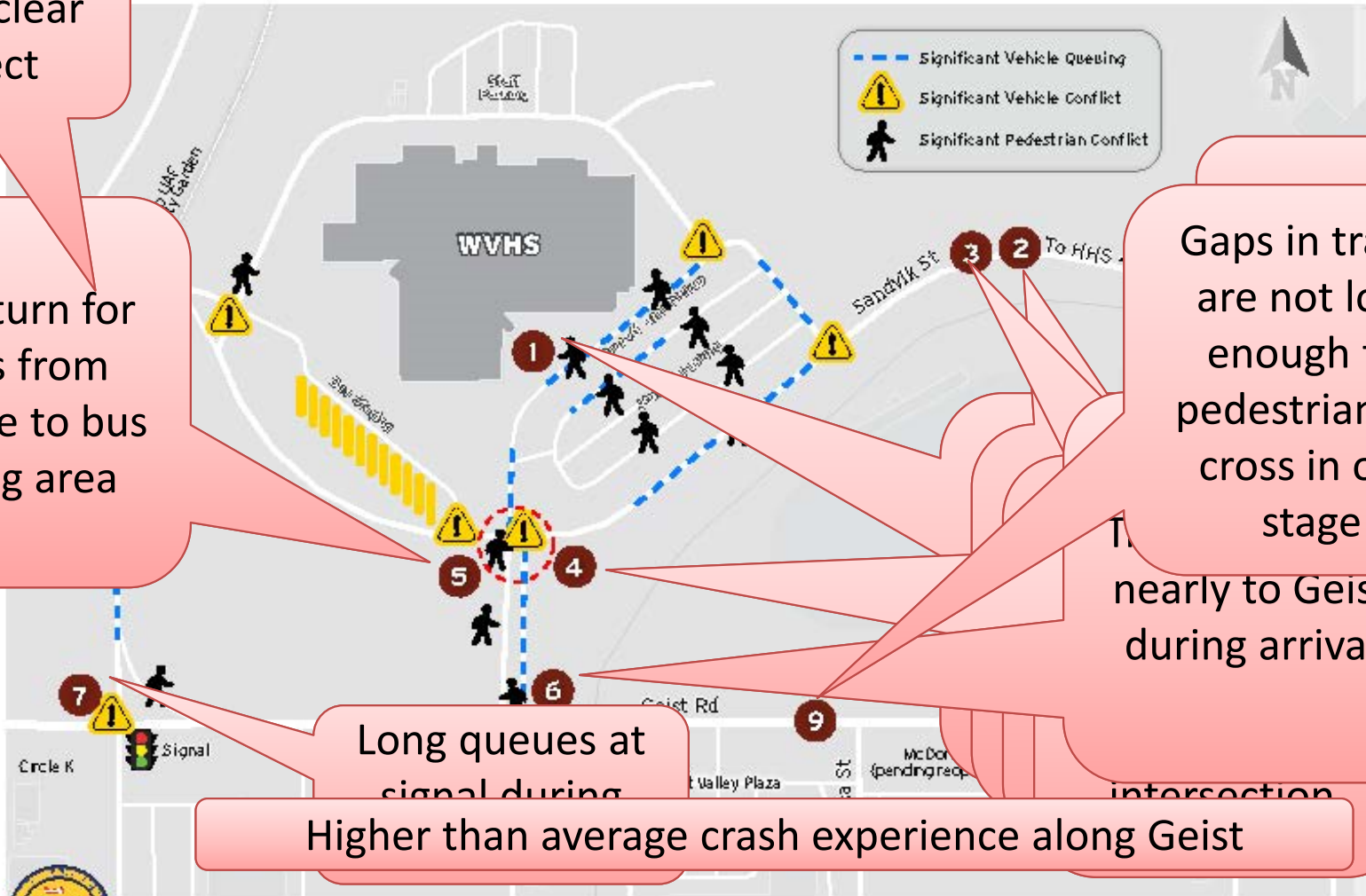
Quick turn for buses from Gradelle to bus staging area

Long queues at signal during

Higher than average crash experience along Geist

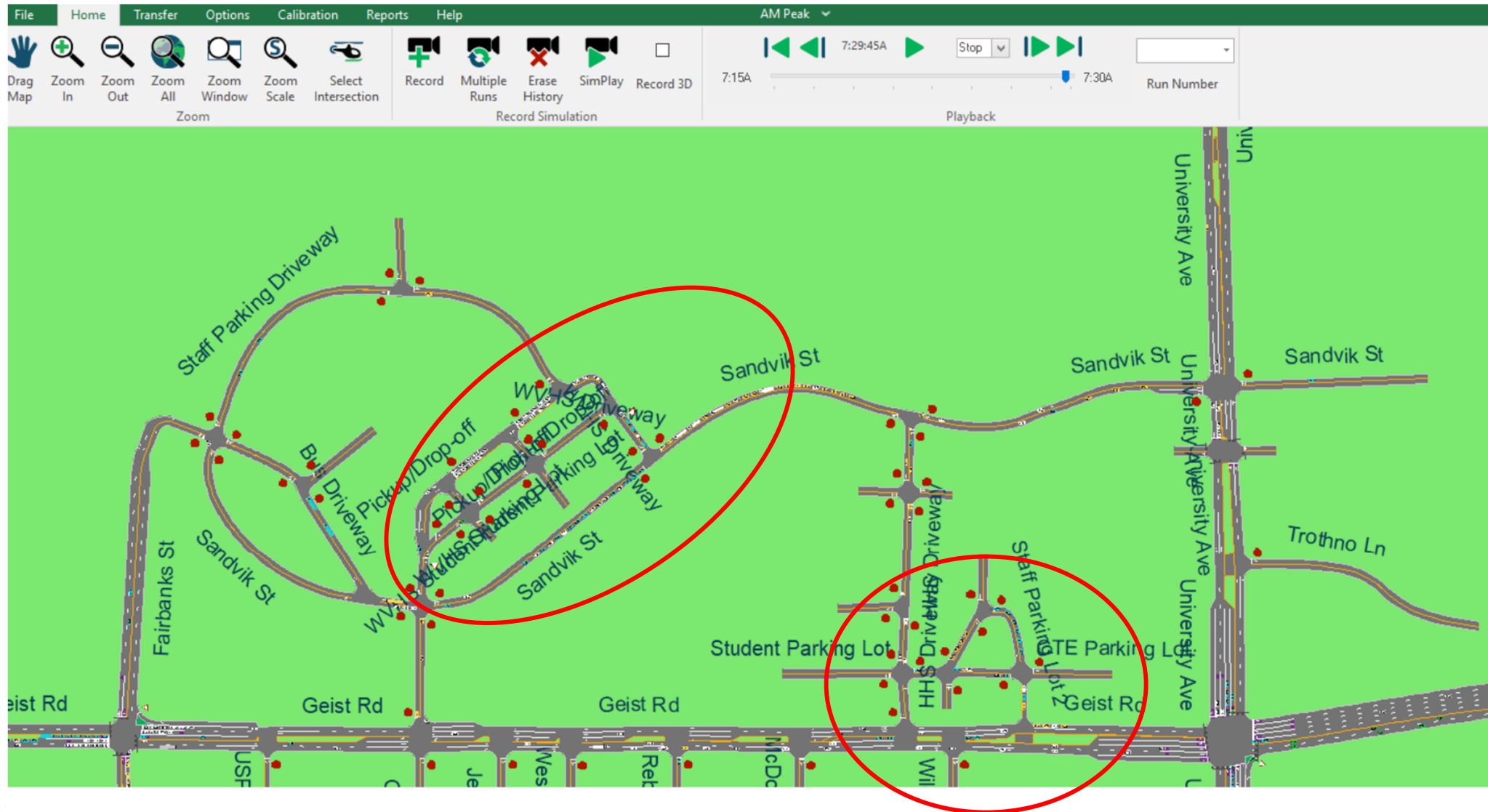
Gaps in traffic are not long enough for pedestrians to cross in one stage

nearly to Geist during arrival

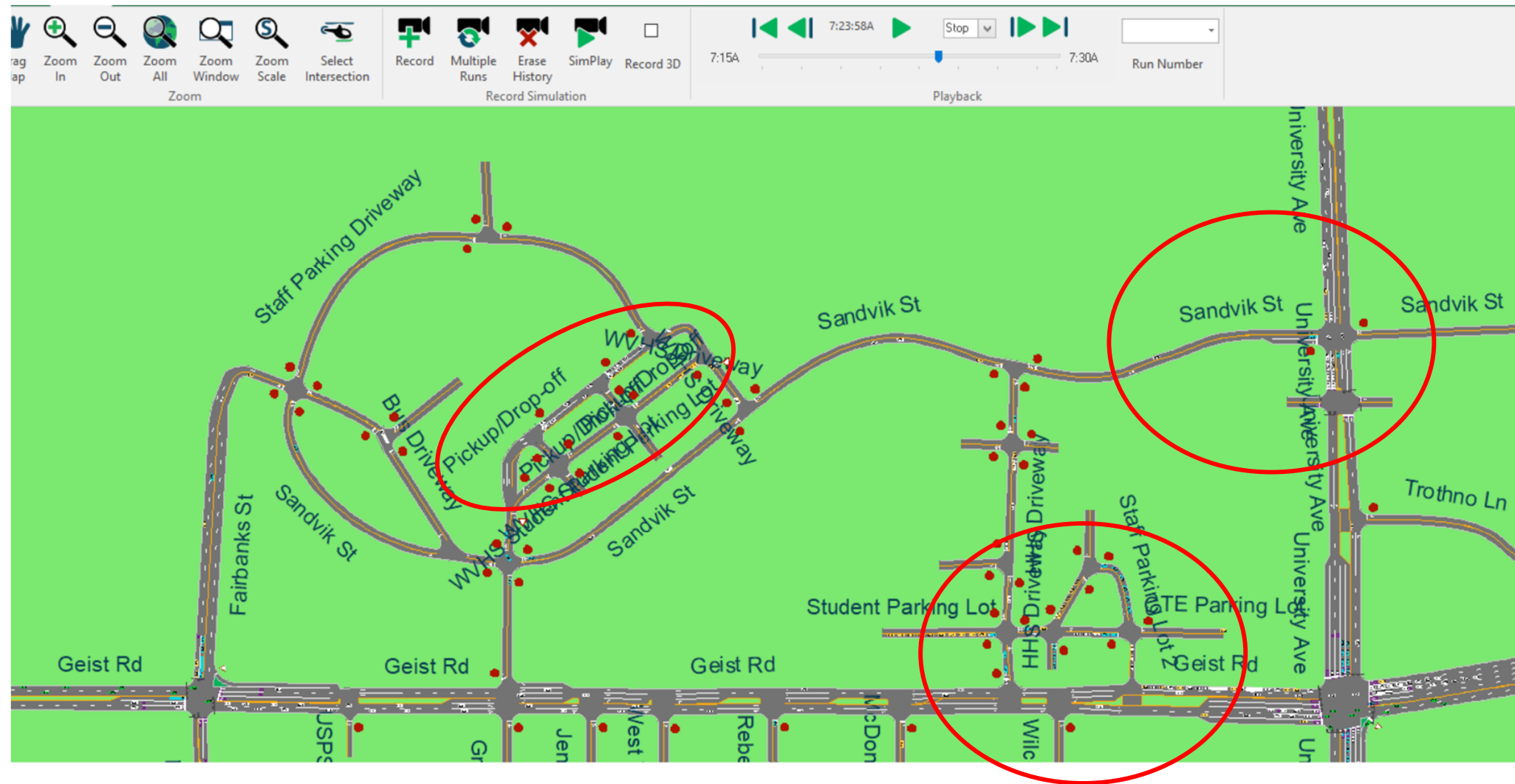


Fairbanks North Star Borough High School Access & Circulation Plans

Analysis Highlights – Existing AM



Analysis Highlights – Existing Dismissal





Demonstration Project Opportunities



Purpose of Demonstration Projects

- Short-term, low-cost, temporary
- Delineated with cones or barrels
- Opportunity to test ideas
 - Identify how well something works
 - Identify impacts and how to avoid them

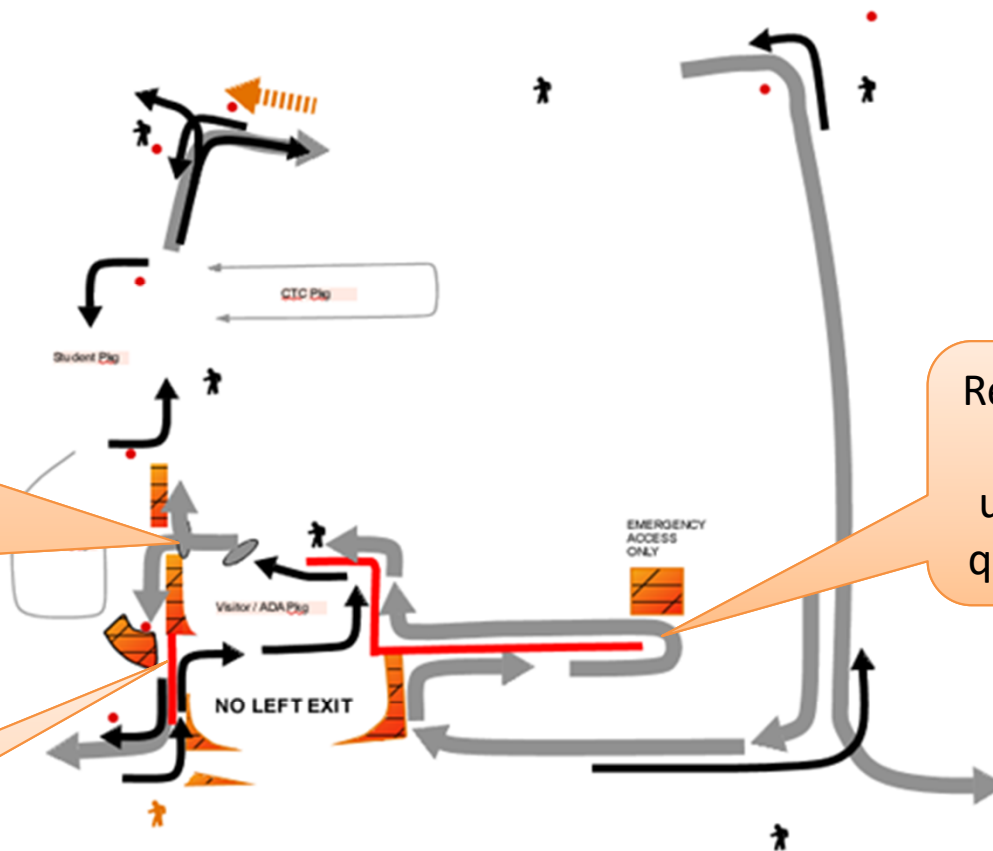
Hutchison HS; Option #1

- ← to/from EAST (1.5-2 X opposing)
- to/from WEST (1/2 to 2/3 of opposing)
- ||||| BUSES to/from west (15+)
- ▷ STOP/YIELD

Build temporary vehicle pathway to separate drop off entrance and exit

Remove senior parking and use space for queue storage

Limit movements close to Geist Road



ENSB SCHOOL CIRCULATION

Traffic Control Plan Concept
HUTCHISON HIGH SCHOOL
 TCP 1
 FULL N-S CLOSURE
 SPLIT & MAX DROPOFF
 NO FRONT PARKING

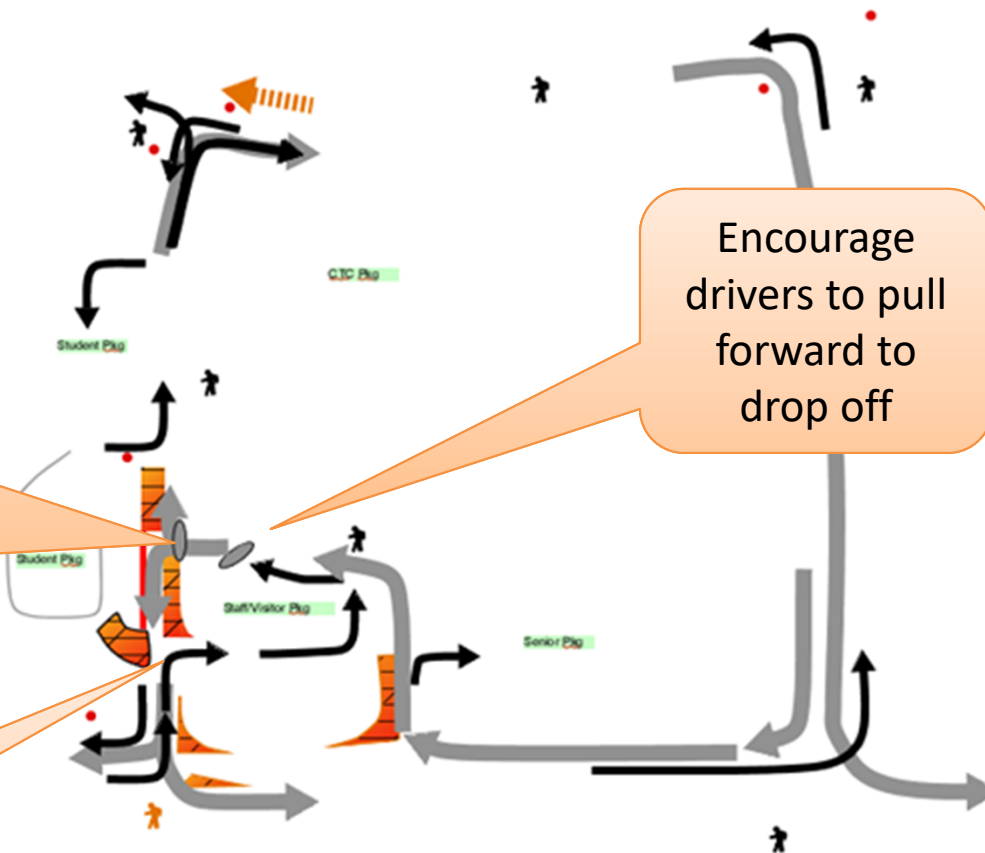
Hutchison HS; Option #2

- ← to/from EAST (1.5-2 X opposing)
- to/from WEST (1/2 to 2/3 of opposing)
- ▨ BUSES to/from west (15+)
- ▷ STOP/YIELD

Build temporary vehicle pathway to separate drop off entrance and exit

Encourage drivers to pull forward to drop off

Limit movements close to Geist Road

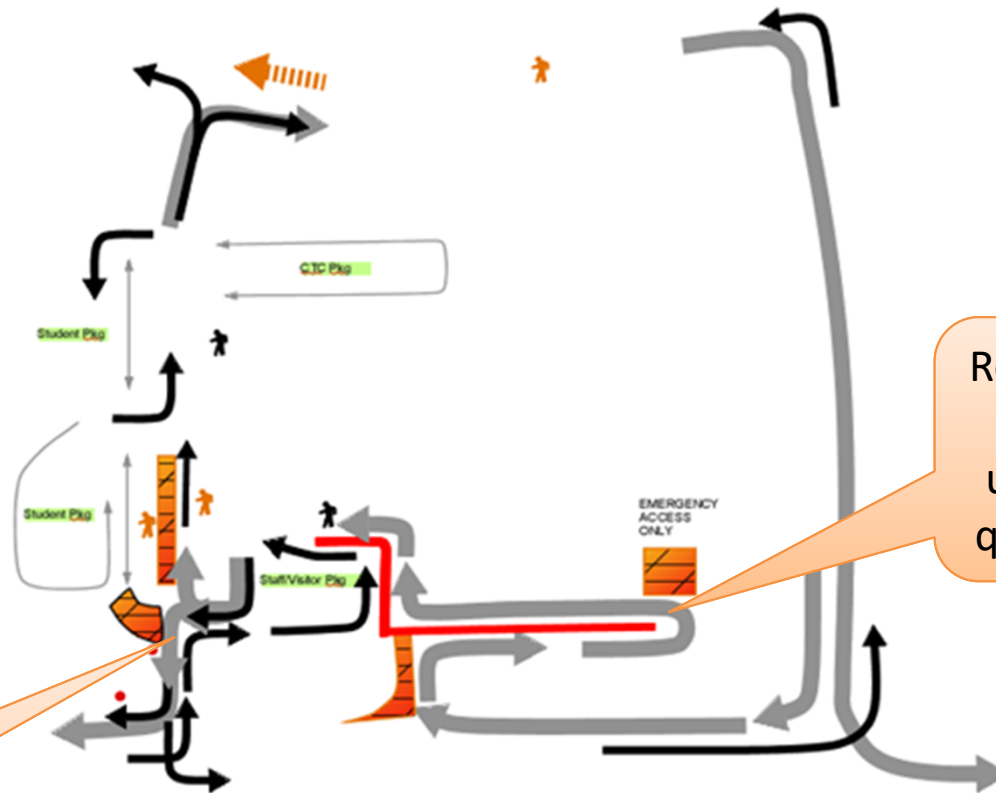


ENSB SCHOOL CIRCULATION

Traffic Control Plan Concept
HUTCHISON HIGH SCHOOL
 TCP 2
 FULL N-S CLOSURE
 SPLIT DROPOFF ENTRY/EXIT
 SOME FRONT PARKING

Hutchison HS; Option #3

- ← to/from EAST (1.5-2 X opposing)
- to/from WEST (1/2 to 2/3 of opposing)
- ||||| BUSES to/from west (15+)
- ▷ STOP/YIELD



Remove senior parking and use space for queue storage

Limit movements close to Geist Road

FNSB SCHOOL CIRCULATION
 Traffic Control Plan Concept
HUTCHISON HIGH SCHOOL
 TCP 3
 PARTIAL SB CLOSURE
 MAX DROPOFF
 NO FRONT PARKING



Discuss HHS Options

- What do you like best?
- Do you see any unsurmountable obstacles?
- Do you have other ideas?

West Valley HS; Option #1

Serve staff,
visitor parking,
and parent
drop-off in bus
area

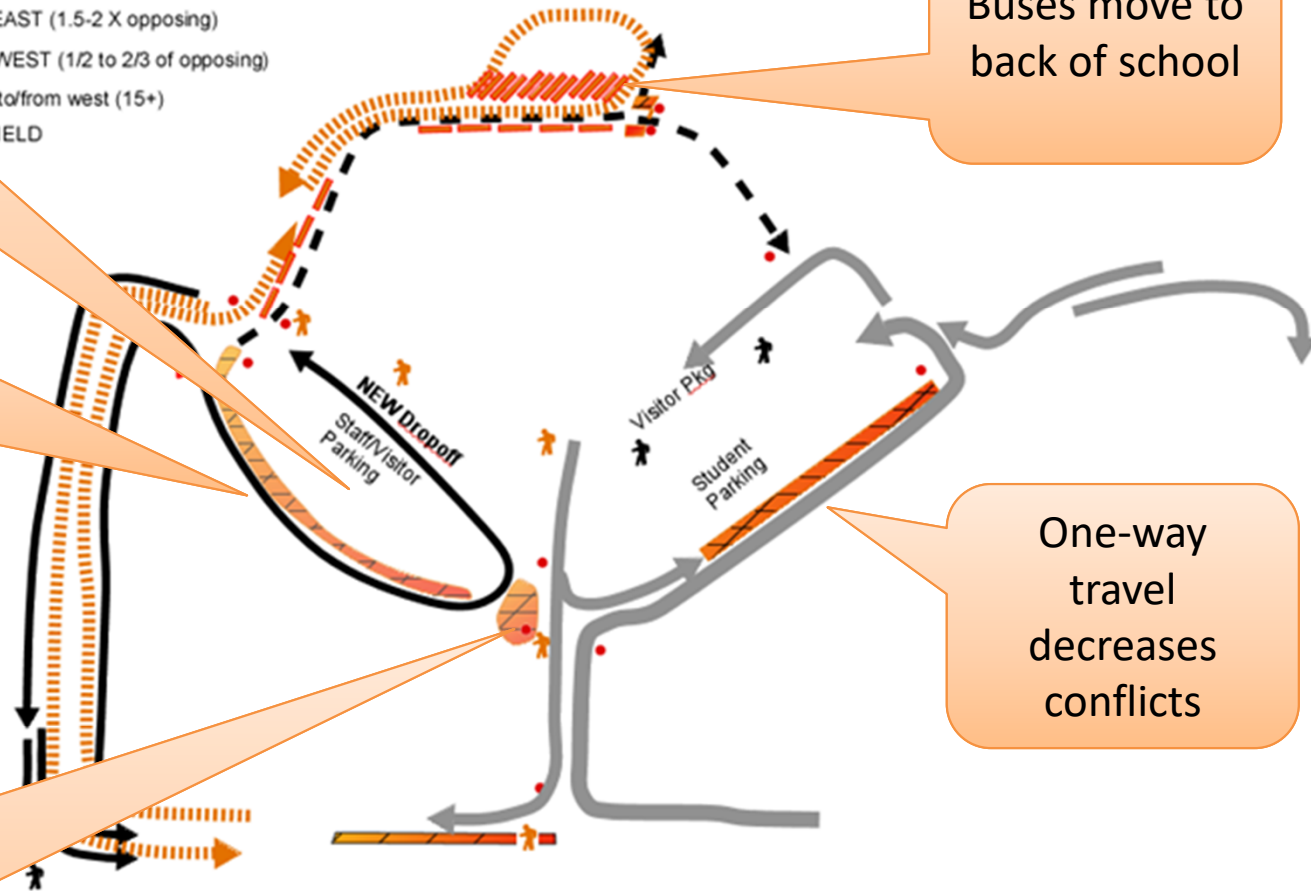
One-way
travel
decreases
conflicts

Close Sandvik.
Vehicles stay
on the side
they enter from

Buses move to
back of school

One-way
travel
decreases
conflicts

from EAST (1.5-2 X opposing)
from WEST (1/2 to 2/3 of opposing)
BUSES to/from west (15+)
OP/YIELD



FNSB SCHOOL CIRCULATION

Traffic Control Plan Concept
WEST VALLEY HIGH SCHOOL
TCP 1
FULL CLOSURE SANDVIK
BUSING TO NORTH SIDE
NEW EASTSIDE DROPOFF

West Valley HS; Option #2

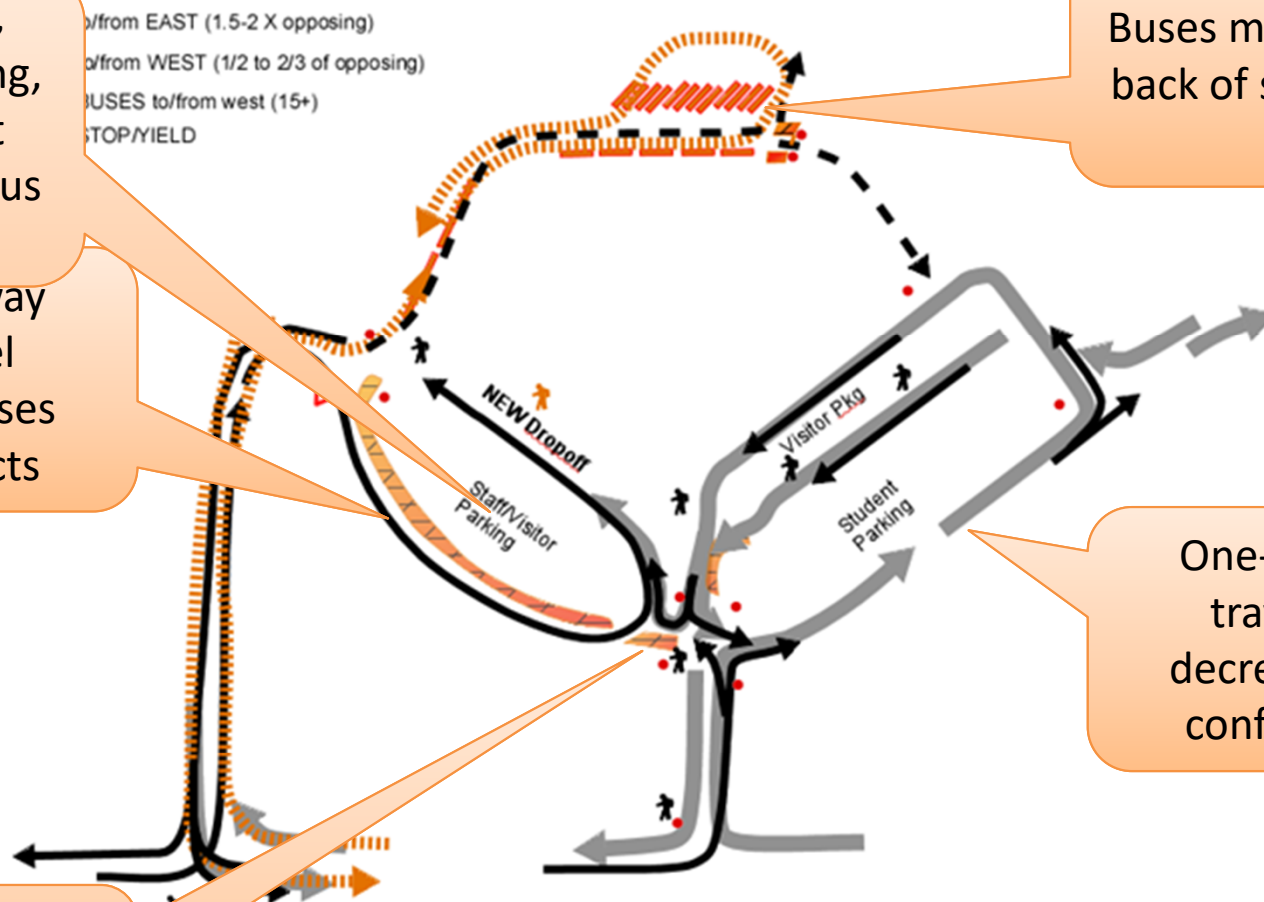
Serve staff,
visitor parking,
and parent
drop-off in bus
area

One-way
travel
decreases
conflicts

Buses move to
back of school

One-way
travel
decreases
conflicts

Partial closure
of Sandvik



FNSB SCHOOL CIRCULATION

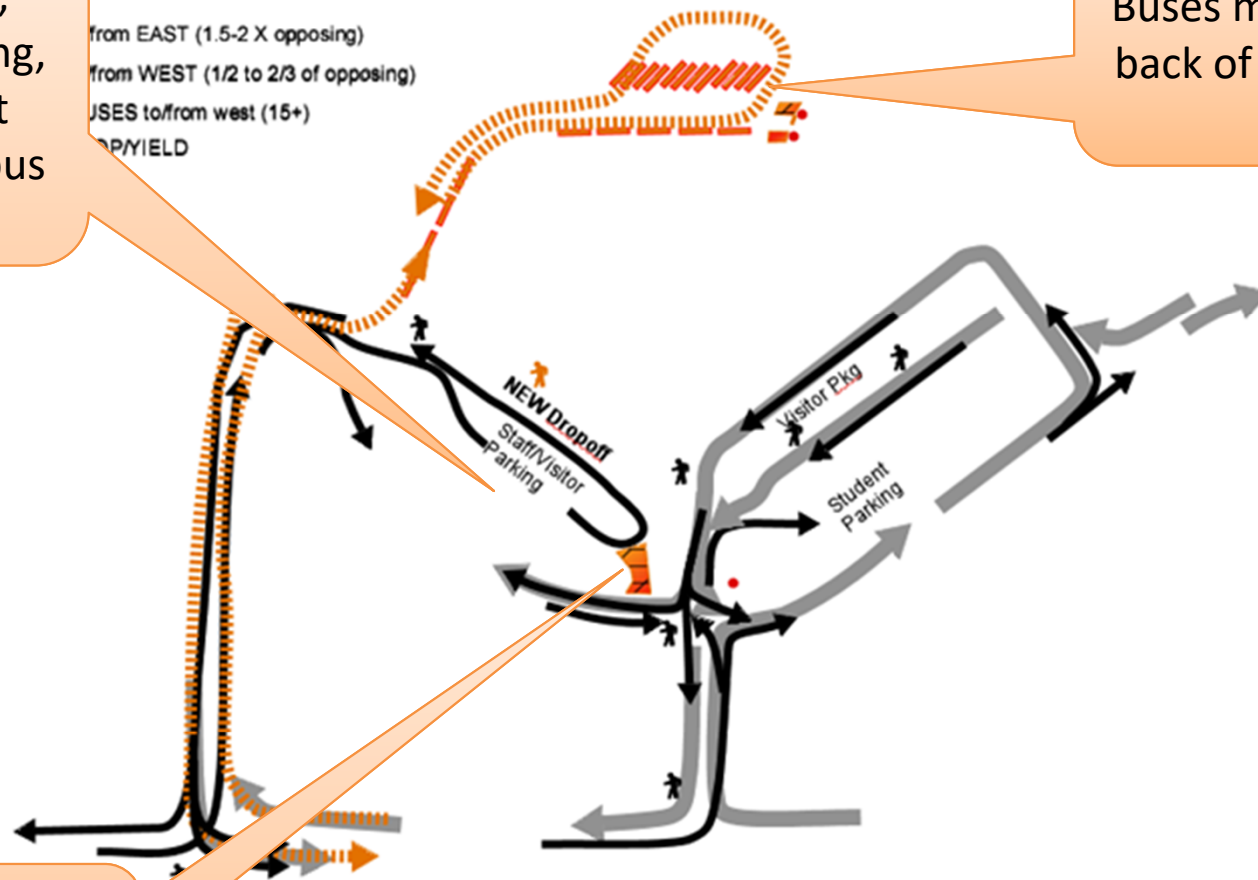
Traffic Control Plan Concept
WEST VALLEY HIGH SCHOOL
TCP 2
PARTIAL CLOSURE SANDVIK
BUSING TO NORTH SIDE
NEW EASTSIDE DROPOFF

West Valley HS; Option #3

Serve staff,
visitor parking,
and parent
drop-off in bus
area

Buses move to
back of school

Close entrance
to drop-off
area



FNSB SCHOOL CIRCULATION
Traffic Control Plan Concept
WEST VALLEY HIGH SCHOOL
TCP 3
NO SANDVIK CLOSURE
BUSING TO NORTH SIDE
NEW EASTSIDE DROPOFF

West Valley HS; Option #4

- ← to/from EAST (1.5-2 X opposing)
- to/from WEST (1/2 to 2/3 of opposing)
- ▤ BUSES to/from west (15+)
- ▴ STOP/YIELD

Force buses to enter and exit on Fairbanks St

Install mini-roundabout

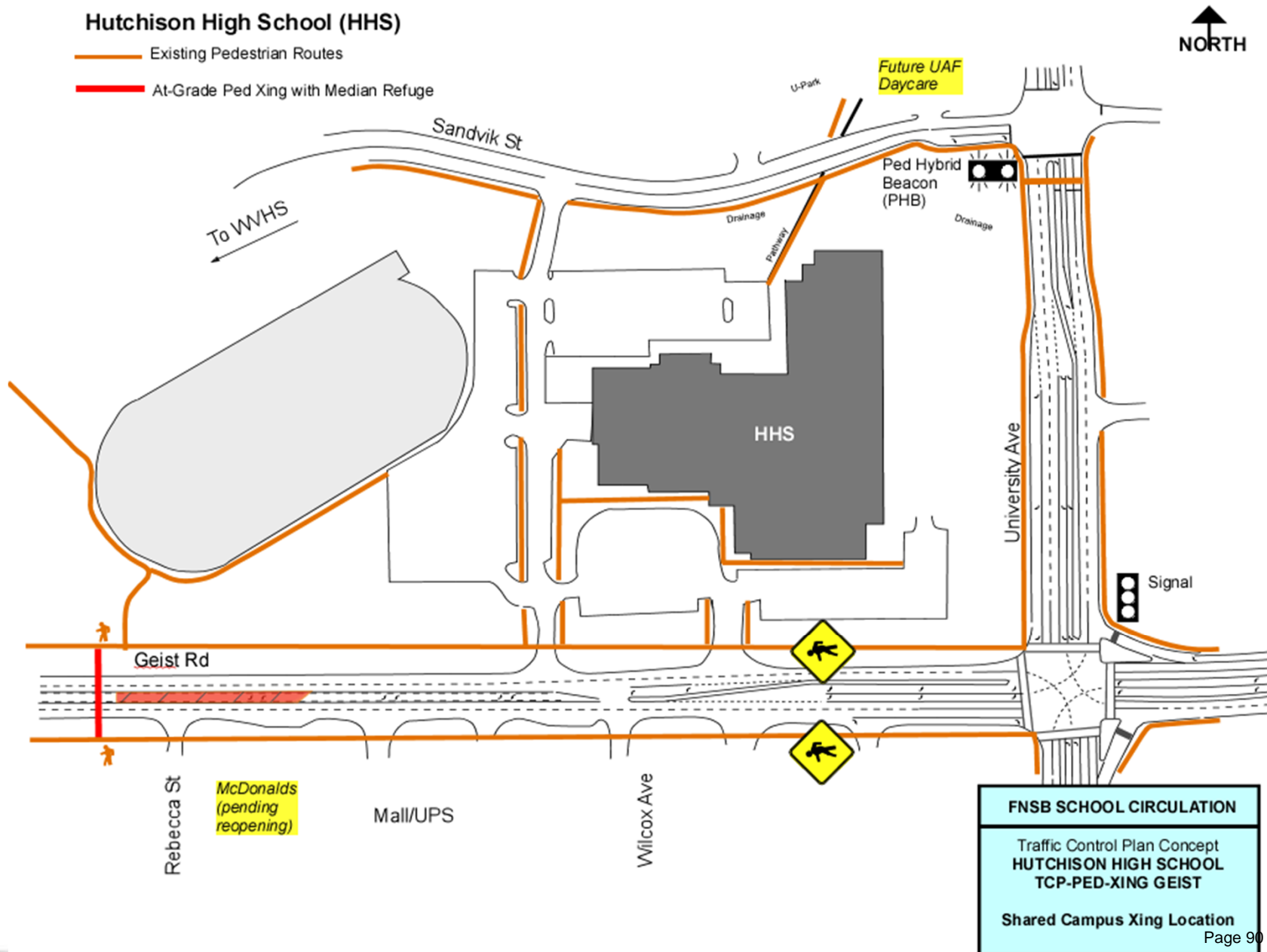
ENSB SCHOOL CIRCULATION
Traffic Control Plan Concept
WEST VALLEY HIGH SCHOOL
TCP 4
MINI-ROUNDABOUT CONCEPT

A collage of four images: a yellow crane, a person in a hard hat, a worker in a red vest and yellow hard hat, and an orange truck.

Discuss WVHS Options

- What do you like best?
- Do you see any unsurmountable obstacles?
- Do you have other ideas?

2 Stage Ped Xing – Median Refuge

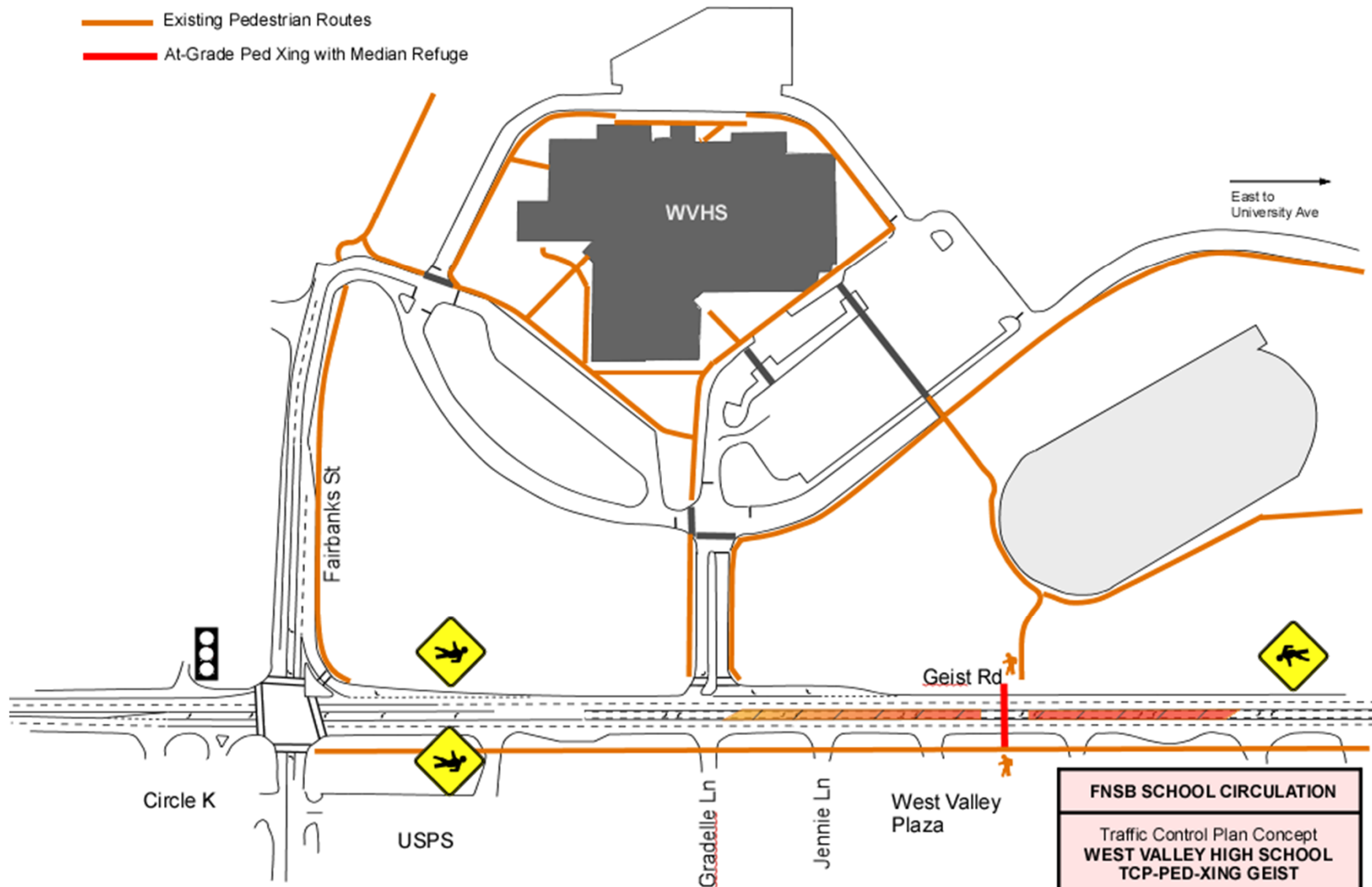


2 Stage Ped Xing – Median Refuge

West Valley High School (WVHS)



- Existing Pedestrian Routes
- At-Grade Ped Xing with Median Refuge



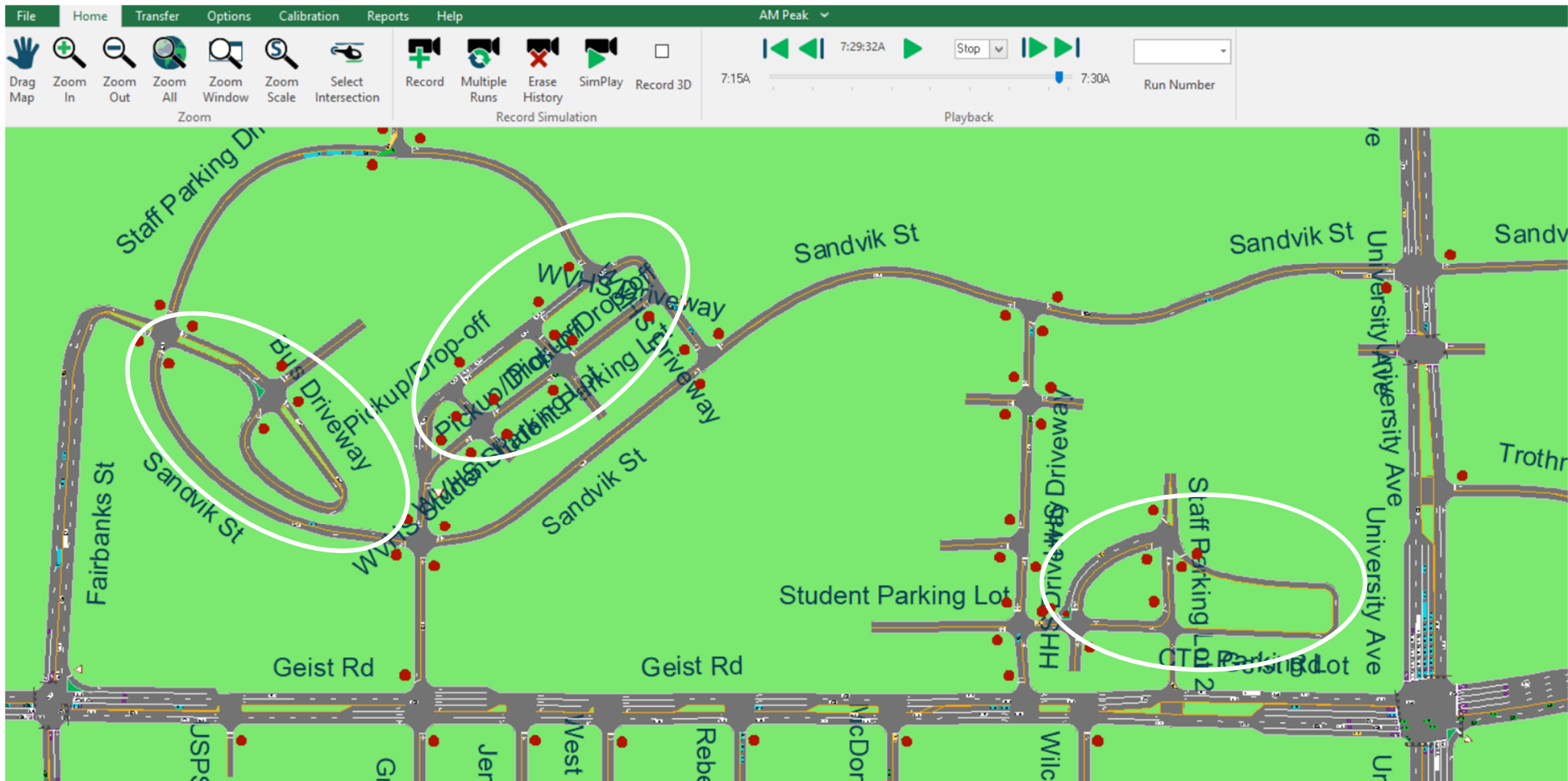
FNSB SCHOOL CIRCULATION

Traffic Control Plan Concept
WEST VALLEY HIGH SCHOOL
TCP-PED-XING GEIST

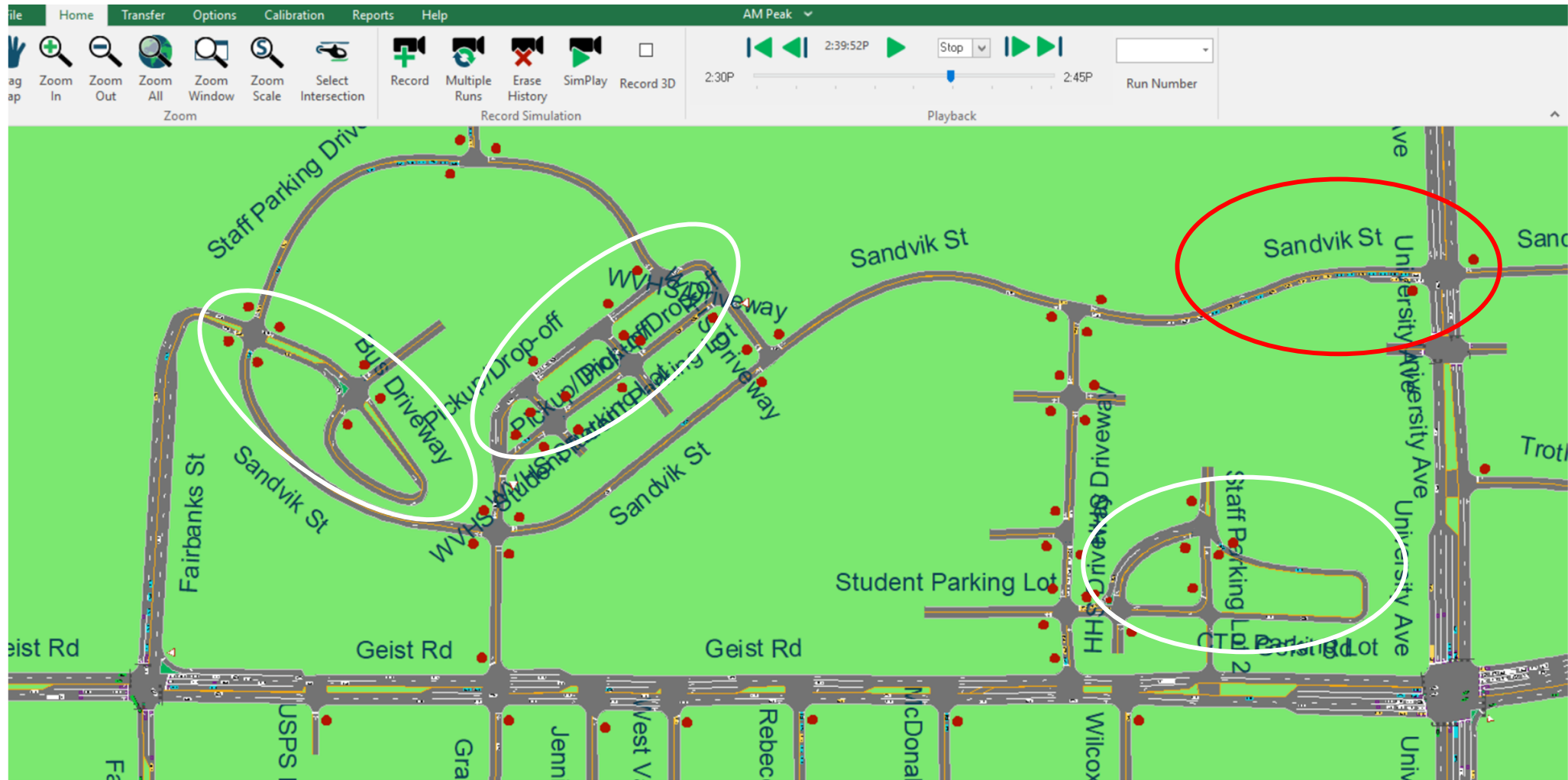
Shared Campus Xing Location

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TCP 3 AM



TCP3 Dismissal





Next Steps



Next Steps

1

Existing Conditions Spring 2024

2

Needs Analysis Summer 2024

3

Demonstration Project Fall 2024

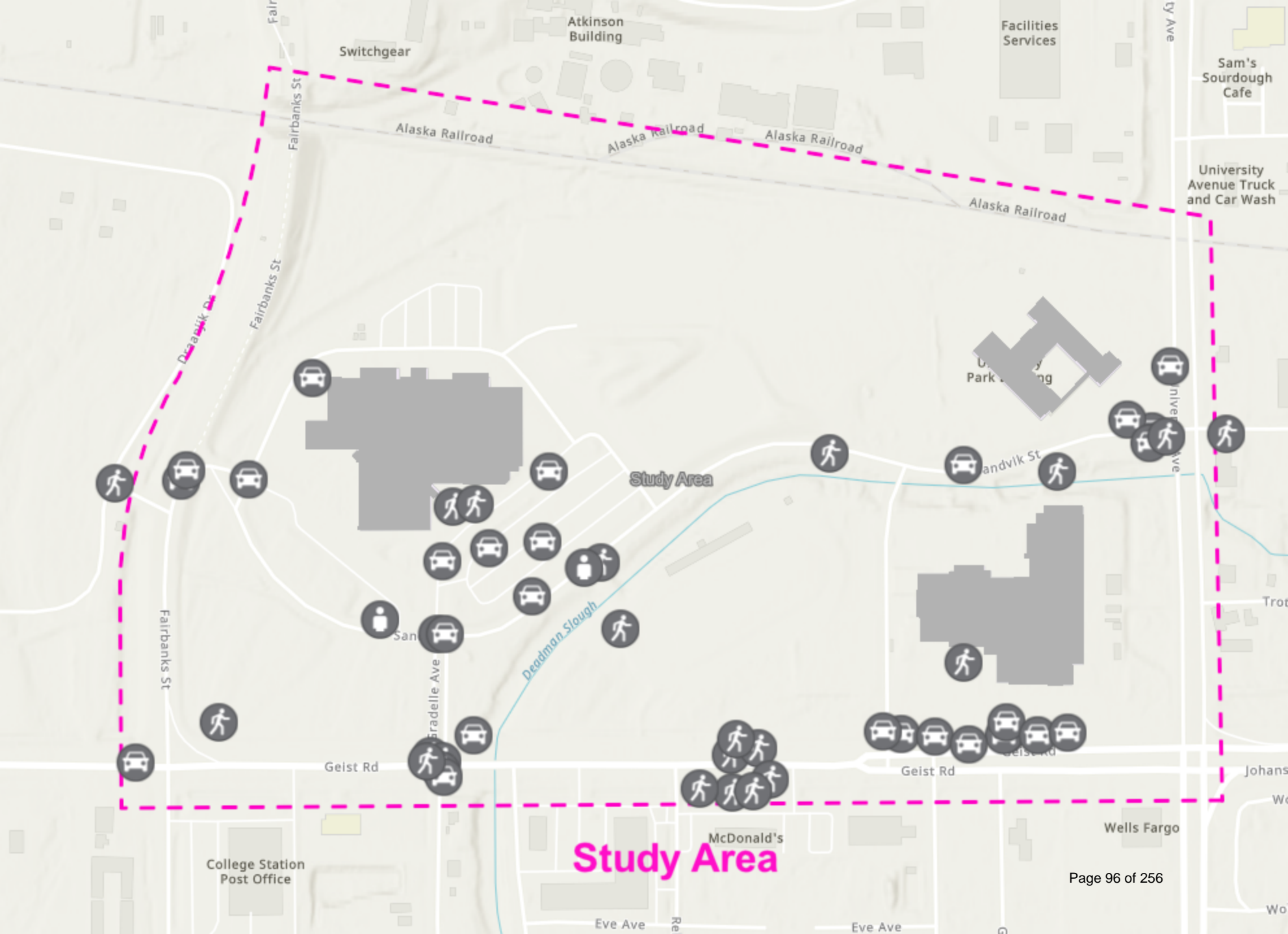
WE ARE HERE

2

Needs Analysis Winter 2024

4

Recommendations and
Implementation Plan Early 2025



Study Area

Categories	Category Count
Vehicle	28
Pedestrian	22
Other	4
Grand Total	54

Transportation Mode	Comment or Concern
Other	It might make sense to put an additional traffic light or crosswalk at this intersection, or reconfigure this intersection to provide better turning as well as pedestrian crossing.
Other	LackOf plowing in winter makes speed bumps disappear
Other	Busses waiting to pull into bus drop off hold up traffic at this intersection and back up into the 4 way
Other	safety issues between busses and cars
Pedestrian	There needs to be some kind of crosswalk/bridge so that students from the high schools have a safe crossing area during lunch hours or afterschool to get to Food Establishments.
Pedestrian	I have seen and caught plenty of kids smoking something and "hooking up" over here. Thin out the trees, get someone to patrol the area. This is a hot spot for kids to hide out and do something they shouldn't be. Transients also frequent the area.
Pedestrian	Having a new overpass will allow traffic flow and pedestrians to cross safely.
Pedestrian	Having a new overpass would allow traffic flow and pedestrians to cross safely.
Pedestrian	need a safe way to cross the street
Pedestrian	The parent drop off/pick up line gets very backed up from students walking to the parking lot. Moving the drop off and pick up area to the rear of the school would alleviate this issue.
Pedestrian	There is a large group of students that cross here because they go to a religion class at the church before school starts. The church is at the corner of gradelle. The students leave the church at around 7:05-7:10 and there are about 35 of them.
Pedestrian	I think a bridge or pedestrian light should be installed. A lot of kids cross here because they don't want to go down to the Fairbanks Street light. They are difficult to see in the morning hours especially in The winter
Pedestrian	If a new pedestrian bridge is constructed, this location would encourage WV students to use it, rather than running across the street. The crosswalk at Fairbanks Street is a good distance in the winter.
Pedestrian	Pedestrian Safe crossing necessary.
Pedestrian	Students running across traffic. Would like to see either a traffic light or crossing bridge for safe crossing. It's a long walk for residents in this area to a crosswalk in either direction, especially in the winter
Pedestrian	A lit path in the woods from this stop light would make sense, especially when it's cold and there are a lot of students that walk all year round
Pedestrian	Parents often drop kids off here so kids are darting across the road.

Pedestrian	Improve safety of pedestrian paths along Sandvik
Pedestrian	When it is icy, it is difficult to safely use the crosswalk. There is not always enough time to cross before the light flashing pattern changes.
Pedestrian	Pedestrian Bridge in this location is needed
Pedestrian	In the winter there is no room for pedestrian traffic along Sandvik behind Hutch. There are cars lined up waiting to exit on University and students have to balance on the berms on the side of the road to access university and their city bus stop.
Pedestrian	Students walk hourly between WV and HHS. A developed walking path around the football field should be established. Quickest path to HHS or WV.
Pedestrian	Kids will take the path of least resistance, closest to where they want to get to - an overpass here makes sense. Do not expect them to use intersections to cross Geist.
Pedestrian	As soon as McDonald's opens, this area, where the overpass used to be, will be a problem. I was principal at WV for 10 years, and daily we received calls from drivers saying kids were jumping the fence and running across the road.
Pedestrian	Students walking between schools
Pedestrian	Students crossing from parking lot to school cause delay and congestion in parent drop off zone. So bad some parent drop off in the parking lot
Vehicle	During student pick up and drop off, this area becomes very congested. It back up to University Avenue when coming from Johansen Expy.
Vehicle	lack of winter maintenance makes parking lot very unsafe
Vehicle	Consider moving the parent pick up and drop off area to the rear of the school to alleviate congestion at the front of WV.
Vehicle	No busing
Vehicle	There is a large group of students that attend a religion class at 6:15am before school. The students despite being asked not to go directly across the street for their safety the kids that drive do
Vehicle	Left hand turn back up issue. Student drivers and heavy traffic flow make this a safety concern for pedestrians and drivers.
Vehicle	Vehicles park along both sides of this road as a pick up point for students. This reduces some drive through pick up congestion and is a great idea, however the road could be widened and/or instruction for how to do this safely and legally put in place.
Vehicle	Used as a secondary (which is necessary due to congestion) drop off point for students. This creates its own congestion with people trying to park in this vicinity. Speed bumps need to be more visible (painted). Going over these bumps with some vehicles requires speeds below what is posted to avoid damage. You don't see most of them in this area until you are right on top of them
Vehicle	Student drop off lines back up on to Geist and block traffic
Vehicle	When coming around this curve in the winter it's hard to differentiate between lanes and walking areas. When not plowed well it can be tricky to allow room for a bus coming around the curve from Geist, especially if there are pedestrians.
Vehicle	People driving the wrong way in a one way zone
Vehicle	This corner can get pretty slick mid winter or with fresh snow
Vehicle	The turn lane provided is terribly upkept by the borough for plowing in the winter. HUGE bumps and chunks of ice left all winter

Vehicle	The cars always end up on Geist. Blocking traffic in the right lane going towards west valley.
Vehicle	Cars don't always stop long enough at this stop sign.
Vehicle	Need to make right turn from University to Sandvik safer
Vehicle	Cars don't always stop long enough at the stop sign. It is also difficult to see traffic pulling out of WV when heading west on Sandvik.
Vehicle	Difficulty in making left turns results in traffic back up
Vehicle	Parent drop off results in traffic back of traffic. Cars don't pull all the way up resulting in traffic backed up into the road.
Vehicle	Difficult for drivers to make a left turn out of this exit, resulting in traffic back up
Vehicle	There is only one outlet for parents picking up students and leaving, creating a congested and very long line of traffic, which also hinders safety vehicles from accessing the front of the main building.
Vehicle	A turn lane was added recently off of Univ Avenue but the right turn lane does not continue on Geist in front of Hutichison. Traffic backs up and is a problem. The parent drop off lane after turning into Hutch is also a problem, that should be moved.
Vehicle	Need turn lanes to prevent backups caused by slowing traffic
Vehicle	Traffic congestion before school.
Vehicle	Congestion after school. Traffic backs up when people are waiting to turn left onto University Ave.
Vehicle	Lack of right turn lane off Geist
Vehicle	Lack of right turn lane off Geist

ATTENTION WEST VALLEY & HUTCHISON HIGH SCHOOLS



Back tickets 15 days

Teachers

Parents

Bus Drivers

Students



We know it's summer break, but...

...the Alaska Department of Transportation & Public Facilities (DOT&PF), in partnership with Fairbanks Area Surface Transportation (FAST) Planning is conducting a planning study of the access and internal circulation at West Valley and Hutchison High Schools. The project team is currently gathering data to identify concerns in the project area, and would like to hear from you!

SCAN THE QR CODE TO SHARE YOUR COMMENTS & IDEAS!



For more information:

Email: info@fnsbhsaccess.com

Phone: (907)-451-2281

Website: dot.alaska.gov/nreg/school-access/

