

Fairview Loop Rehabilitation Project No. 51774

Meeting Notes

SUBJECT:	Fairview Loop Project
PROJECT NO.:	B&A 3908.05
GROUP:	Public
DATE:	June 17, 2010
TIME:	6 p.m. to 8 p.m.
LOCATION:	Fairview Loop Baptist Church, 3118 W Fairview Loop
MEETING OUTREACH:	Update web site: www.brooks-alaska.com/fairviewloop/ Newsletter to Fairview Loop Mailing List (5,148) Advertisement in the <i>Frontiersman</i> on 6/6 and 6/10/2010 Notice to Fairview Loop Safety Committee for posting on their Facebook page Notice to Knik Fairview Community Council for distribution to email list
MEETING ATTENDANCE:	76 individuals signed in
MEETING MATERIALS:	Aerial photo overlays for corridor, Crash data, Fact Sheet, comment sheets
STAFF PRESENT:	ADOT&PF: Jim Amundsen, Ken Chapman, Leah Durocher, Allen Kemplen R&M: Tim Grier, Lance Debernardi, Ryan Goentzel Kinney Engineering: Randy Kinney, Steve Horn Brooks & Associates: Anne Brooks, Kathy Burgess
MEETING INFORMATION:	

Attendees were greeted at the door and asked to sign in. They were then directed to the aerial photo plots of the corridor divided in sections on different tables and to pedestrian trail discussion in a side room. Project team members were on hand to answer questions and solicit input from attendees. Attendees were encouraged to make their comments by writing/drawing on the plots and verbally on the comment sheets.

Written comments provided at the meeting:

Traffic & Safety—Does this overview of crashes between 1998-2007 match your observations? Where are your greatest safety concerns and why?:

- I don't have experience with the west end of FVL but would like to see the traffic slowed down between mile 2 & 3 on the east end.
- Not all of these crashes are not reported. Mainly the spots need to be addressed are Valley Loop Road corner of and Davis Road.
- Corner by Hayfield Rd, I have pulled several out of the ditch on Hayfield Rd side of corner that slide off the road. Marked red circle on map.

- Greatest concern is the straightaways.
- Yes. My concerns—Davis road intersection. Cannot see due to curves & the road is narrow with drop off on edge of road. Speed.
- 90° degree at 3.5, 90° degree at 9, last mile Fairview to Knik
- I hate driving Fairview Lp! I have had 2 to 3 near misses in less than 5 miles on this road just trying to get home. Several near misses in just a few minutes, sometimes both ways in one day.
- We have only lived on the loop since 2001, are retired and seldom drive at night. I have seen speeders but only one near accident. I was not aware that there are on average 20 accidents per year. My greatest safety concern is that I will be hit when walking along the road.
- Greatest cause of accidents = SPEED of driver. 2nd greatest cause = line of sight on some intersections.
- Speed is the biggest problem—make it a safety corridor with double fines for a start & increase the patrol times while commute times are underway at least!!
- Most of my travel is between [illegible] and Old Matanuska. Your presentation fits with what I have seen.
- Fairview Loop 90° turn @ mile 9—we need a two way stop: Lupin & road to hay flats. Mile 10 to Knik very wind-y, dangerous—straighten for safety. 90° mile 3.5!!!
- 4 way stop @ Fairview, Hayflats & Lupine, NOT making Fairview wider radius, would encourage faster speeds.
- North of Chugach View Drive is a blind hill with high speed traffic, making entry dangerous.
- Moved into the Fairview Lp /Sue Lane 1.5 years ago. During that time I have seen at least six wrecks in the area between Sue and Old Mat Road I personally crashed 9 June 2010 @ mi 2.6 Fairview.
- Multiple injury crashes @ our house. Risk of ATV accidents. As a snapshot it is consistent with experience, but #s greater due to #s who pull into our driveway then drive off without reporting. Think #s around Davis/Fairview under reported. Accidents with ATVs not represented yet. 4 wheelers & snowmachines charge across the road there.
- Have seen lots of vehicles off in ditch during winter conditions. Fewer numbers during summer. Greatest safety concern is lack of shoulders along Fairview Loop Road...no place for emergency breakdowns, bicycles & pedestrians.
- One way to increase safety would be to lower the speed limit. Granted, that some people will always break the speed limit, no matter what it is; but most people do observe the speed limit. Therefore, I believe a lower speed limit will make the drive safer. Straightening curves, in my opinion, only encourages faster speed.

Pedestrian Safety and Trails—Are there other areas along the route that the project team should study? What is your vision of the pedestrian trail? On which side of the road should the pathway be located?:

- Hope additional funds will be appropriated in the future to expand pedestrian trail along length of Fairview Loop Road. After area near Snowshoe Elementary, the project team should study pedestrian trails near high accident areas for safety of pedestrians in those areas.

- North side—pedestrian/ATV access = keep folks off yards & crossing traffic, driving on highways—destructive & risky behavior by kids & adults.
- I am not too familiar with the Snowshoe School but think the path being on the south side would serve more kids but crossing the road would have to be in the school zone so people are going slower for the safety of the kids.
- I'd like a trail N of Fairview near mile 5 to Edlund.
- Harness to Edlund on north side would give safe ped & cycle route from Riverdell Estates, pass Snowshoe, & all the way to Edlund. That's 5 miles of Fairview Loop communities for 2.5 miles of ped path.
- Mile 9/90° turn to Edlund seem the best possible place to benefit the most people. North side seems easiest due to more land/less houses affected.
- This is little for a large dollar sign. I would rather see a minimum 4' shoulder (berm) the full length of the project.
- Every child has the right to be protected equally no matter where on the road they live! Whenever the DoT touches a road anywhere there needs to be a pedestrian path built next to it for safety more than anything plus people tend to exercise more for health!!
- Yes to pedestrian/bike trail both sides of Snowshoe for at least 2 miles (more if there is money) also perhaps a trail from Knik Rd south to Hayfield Road
- This seems like a waste of money BUT if the money must be spent and only for the 2.5 miles of pathway then put the path on the north side of Fairview and 1.25 miles east and west of Snowshoe School.
- We need bike paths along the road from beginning to end. People drive this whole rd too fast & cut corners. It's extremely dangerous. I wanted someplace to walk my dog safely.
- On the same side the school is on.
- North. Mile 9—Edlund.
- Bike path should be on school side.
- Love the idea near the school. On the side of the school.
- The trail really needs to connect w. KGB trail to make a viable community trail—several multiple property developments between school & KGB Road, it will get much more use if it connects the two. Having a trail not connected is not useable.
- Would be nice to have shoulders widened & a bike path down all of Fairview Loop right side.
- There should be a path near the school, but it needs to start and end so that there aren't more people on the road to get to it.
- A bike path for the 11 miles would be the safest way, however, considering limited funds, I believe a 5 to 6 foot shoulder would make it safer for people to walk (I walk 1/4 mile to my mailbox). Considering the location of Snowshoe school, the northside may be the appropriate side to put the bike path. Shoulders should be a minimum of 5 feet or more and need to be plowed during the winter months. Appropriate measures need to be taken to keep ATV's off the shoulders and the bike path.

Intersections—Are there specific intersections that we should pay careful attention to? Why?:

- Cotton & FVL is very blind to get out of.
- Davis Street, Sue Lane, Eddland
- Carl Dr. dip needs to be raised.
- Edlund & Fairview Loop

- Davis, Edlund. Davis it's hard to see traffic coming around the curves. Valley View—very dangerous, sharp curve & very little line of sight visibility.
- 90° degree 3.5
- We really like the City of Wasilla “South Mack Extension” using Clapp Road Great idea to make one very safe intersection at Clapp/FVL/KGB. Somebody was brilliant!
- No 4 #
- Hurry up & finish punching through Fern St.! Corner of Old Matanuska & Fairview Lp needs fixed. We pull a huge trailer & trying to stop on a tight turn is really difficult.
- I would work on those intersections where there are the most accidents. I do not see traffic lights helping because most of the traffic is in the morning and evening with people going to and from work. I do fear that in the future heavy trucks hauling to and from Point McKenzie will cause a problem both on safety and upkeep of the road.
- Fairview & Davis (mi 2) Fairview & Valleyview (mi 3.8) accidents are due to speed for the most part. Fairview & Lookout (mi 6.?) line of sight
- Edlund Rd & Fairview Loop because of the increased traffic & excessive speed everyone drives nowadays as a given! Plus cell phone usage!
- Mile 9/90° turn Lupine/Hay Flats/Fairview. Mile 3.5 90° Togiak.
- Chugach View Drive
- The intersection that is the most dangerous is the intersection of Sue Lane & Fairview Loop. This combined with Togiak with the 90° corner is very bad. A stopgap solution is shaving the hill & putting up an intersection sign for Sue.
- Davis/Fairview: increased traffic over years, increased # accidents each yr—blind S-curves plus ATV cross traffic. Old Mat-Su & railroad crossing on Fairview—hill steep & turned to less visibility & challenge gravity! 90° turn where most accidents have happened.
- Old Matanuska-Wasilla Rd & Fairview Lp Rd at railroad tracks. Linlu [*Lupine?*] & Fairview Lp Road Corner between Regine Ave & Carr St. All have tight radius corners in combination with hills and visibility issues or railroad tracks.
- With the future extension of the Edlund to Fern, the Edlund/Fairview intersection will become potentiall hazardous due to traffic increase. A traffic light may become necessary and also woul slow down traffic (at least temporarily).

Traffic Speeds—Are there locations along Fairview Loop where speeds seem excessive?

- None noted.
- Davis/Fairview intersection—used to be 50 mph, coming out of 90° turn after RR crossing was also marked 50 mph.
- Motorcycles and a few sport cars love the curves and try to straighten them out at high speed. Put a few more troopers to work in unmarked cars.
- Enforce existing limits.
- OK.
- Yes!!! Will note on map.
- Most straight stretches have excessive speed. I do not see modifications to the road bed changing this. Speed bumps are not reasonable.
- Pretty much everywhere & it should be made a safety corridor with double traffic fines! This road is being used as a commute bypass to eliminate the bottleneck in Wasilla!

- A lot of people drive too fast on most of it. Please do not straighten and widen FVL as it will just let them drive faster. Just fix shoulders & pave some of the aprons wider esp. at Matanuska Trunk junction and Knik Rd junction.
- I see speeding all along the loop. Place a traffic cop about one mile east of the junction of Edlund and Fairview because when the vehicles crest the hill going east about 300 yards east of Edlund it sounds like they are picking up speed.
- No one pays attention to the speed limit anyway.
- Speed limit to 45. Too many children, bus stops & pedestrians to have 55.
- Yes—a 55 mph posted on curves! (Matanuska & RR tracks). Probably most of Fairview should be 45, however a few cops could slow down speeders—the curves are an attraction to motorcycles & speeders.
- On the straightaways. Particularly after the 90° curve @ Hayfield and Lupine.
- I believe they should lower the speed limit on all of Fairview Loop as everyone just drives way too fast most of the time any way. All corners need to be signed and maybe a few extra arrows would help.
- The curves between miles 2 & 3.
- Speed limit on straight stretches should not exceed 40 mph. With the increasing development of the Fairview Loop corridor, it cannot be considered a rural or country road anymore.

Additional Comments:

- Also, a lot of night accidents are by drunk drivers. Perhaps trooper patrols on weekends would help.
- We feel that some folks from the Knik Rd area use Fairview Loop as a “shortcut” to head to Anchorage. That’s understandable, but Fairview Loop is not and has never been intended to be a major thoroughfare. (If they’d leave home 10 minutes earlier they could enjoy the road and drive more. I know, dream on...) In the road plans from the 70’s and 80’s Fairview Loop was designated a rural road to accommodate residents. Speed limits should perhaps be lowered in some areas to discourage racing. Maybe some patrolling by troopers during morning and evening rush hours? Please do not straighten and widen, but please resurface & make some safe walking, hiking trails to maintain the local road status.
- I believe we need to spend more money on pedestrian paths beside any road that is upgraded or built mainly because of safety first, plus more people are becoming more health conscious now days & because it also figures in the overall cost to everyone as it costs more for health care by far!!
- Punching through roads & making connections to existing roads will change the picture of accidents and safety concerns. The problem is likely in bringing together the State, the Borough, and the City. Examples: Edlund to Fern and to Seward Meridian.
- Thanks for being so friendly & putting up with some of my less friendly neighbors. Good job!
- We need the Edlund-Fern connection soon!
- Sue Lane is a totally blind from all directions. Needs at least the face of the hill shaved to eliminate the blind spot coming out of Sue Lane. Also an intersection sign between Togiak and Sue Lane as well as on the other side of the road coming up to Sue Lane. There is a 20 family condo development on Sue Lane. While everyone is doing design

work let's use a little common sense and take these precautionary steps before someone gets killed!

- If any of our property is needed to straighten Fairview in front of our property @ Davis & Fairview, we need to be fairly compensated. Currently the road blocks off approx .25 acre of our property. This should shift if road straightens. But if that land is not returned to us we need to be compensated. We pay taxes on 5 acres but our land was taken in easements & .25 acre is left across Fairview Loop

Overall issues around choices to “fix” Fairview Lp:

- Increased # subdivisions
- Machentanz School access requires “fixes” that coordinate with other changes to east side.
- Surveyors have already marked & staked all lot boundaries up & down Fairview & roads off it—entering our lots without notice or reason—workers said it was related to Fairview rehab. How & why? This has been going on since last summer. More questions than answers.
- ATV access needs to be planned for.
- Once a comprehensive plan is in place, areas with high crash #s need work first, in synch with Machentanz School access. East side needs heLoop
- Old Mat Rd intersection needs help, esp if new movie theater opens & brings BIG TRAFFIC to an old country road.
- We could give better input if we knew how far plans of action have already gone.
- Shoulders along the full length of Fairview Loop Rd would provide some improvement to safety as they would provide a place for broke down vehicles, bicycles, pedestrians, etc. Guard rails between Old Matanuska & Fireweed Road are needed. Thanks to the project team for informative presentation, availability for questions, and opportunity for comments & suggestions!

The following is a summary of the comments written on the drawings by meeting attendees and staff. The notes are tied to the road stationing provided on the maps.

Project Overview Map

- Extending S Clapp St. north, with a bypass to the Parks is the preferred route – noted “lots of Right of Way to buy.”
- Extending directly north to Parks from S Mack Dr. is the section line – “lots of free right of way” noted

Snowshoe Elementary School Vicinity Map

110+00

- Near 110+00 – arrow “to Edlund Road”

140+00

- Near intersection of Fairview Loop and Harness St. – arrow “to Edlund Road”
- Near 180+00, before Fairview Loop’s intersection with Danielle Dr., on S side of Fairview Loop – Fire Station under construction, verify with Fire Department.

190+00

- North of 190+00, north of Snowshoe elementary, South of Cottonwood Slough – location of school wellhouse

220+00

- The first main intersection with Fairview Loop on the south side of the road is Ridgeview (not the intersection closest to 230+00, as was noted previously)

General Notes

- \$2,000,000 / 1 mile bike path
- \$2,000,000 / 1 mile rehab
- Diagram showing 2 lane road, with 12 ft lanes followed by a ditch, followed by a 10 ft width bike path

Segment 1 – Knik-Goose Bay Road to Lupine Lane/Hayfield Road (STA 10+00 to STA 108+45.9)

10+00

- Near 10+00 – too many accidents

20+00

- Between 20+00 and 30+00 – sliding occurs

60+00

- Near 60+00 – vertical sight distance concern

80+00

- Between 80+00 and 90+00, at intersection of Fairview Loop and W Carl Dr. – vertical sight distance concern

100+00

- Near 110+00, just before Fairview Loop’s intersection with Lupine Road and Hayfield Rd – roll overs occur.

110+00

- Roll overs (written by 2 commenters)
- Slide off
- Intersection of Fairview Loop and Hayfield Rd - 4-way stop signs are noted (written by 2 commenters)
- Intersection of Fairview Loop and Hayfield Road - 2 way stop signs are noted
- Intersection of Fairview Loop and Hayfield Road lacks definition
- “Subdivision roads allow connection to KGB for cars and bicyclists”
- Hayfield Drive is noted as “nice bicycle experience”

Segments 2 and 3 – Hayfield Road/Lupine Lane to Edlund Road STA 108+45.9 to STA 290+84.3

110+00

- From 110+00 to 160+00 – “extend pedestrian path” is noted
- From 110+00 to intersection of Fairview Loop and Edlund Road – “bike path, idea Colene M.” is noted

140+00

- Near 140+00, after Fairview's intersection with Redoubt Dr., "very poor drainage in this section," "in spring, 4-5 (' or '?' of water"
- Between 140+00 and 150+00, on S side of Fairview Loop, a church is located

160+00

- Near 160+00 – "locate bike path on north side in this section"

180+00

- Near 180+00 – New fire station

220+00

- Near 220+00 – "clean up right-of-way" is noted
- Near 220+00 – "remove big cottonwoods on north side" is noted
- Near 220+00 - "drainage issue"
- Between 220+00 and 240+00, near intersection of Fairview Loop and Lookout Dr. – "frost heaves every spring – dig out"

280+00

- Between 280+00 and the intersection of Fairview Loop and Edlund Road – sight distance concerns.
- Intersection of Fairview Loop and Edlund Road – sight distance concerns
- Intersection of Fairview Loop and Edlund Road – turn lane and street light needed once Fern opens up.
- Intersection of Fairview Loop and Edlund Rd – "illumination" is noted
- Diagram showing 2-lane road, with 12 ft lanes and 4 ft shoulders followed by a ditch, followed by a 10 ft width bike path. Road is noted as \$2M/mile, path is noted as \$2M/mile.

Segments 4 and 5 – Edlund Road to Fireweed Road (STA 290+84.3 to STA 584+35.4)**290+84.3**

- Edlund Road - road embankment constructed 2007

340+00

- Between 340+00 and Patty Drive – school bus slid down road backwards
- Near intersection of Fairview Loop and Patty Drive – school bus stop
- Between Patty Drive and Chugach View Dr, on west side, 4-plex residence with some school aged children
- Near intersection of Fairview Loop and Chugach View Dr., - school bus stop
- Between Chugach View Drive and 360+00, bench on hill creates bad line of sight
- Between mile 4 and 4.5, remove hill – no line of site – 3 T-bone crashes since 1989

360+00

- Between 360+00 and Holland Ave., on east side - school bus stop
- Between 360+00 and Holland Ave., on east side - new subdivision

- Near intersection of Fairview Loop and Lee St – school bus stop

380+00

- Near 380+00, between Fairview Loop’s intersections with Dan St. and Regine Ave., - re-grade and fix uphill E. side of road.
- Sue Lane – Sight distance is poor
- Sue Lane – Signs missing?
- Between 380+00 and 400+00, Togiak curve – lots of unreported crashes, run off the road accidents

400+00

- Between Fairview Lp’s intersections with Valley Loop Road and Carr St., Pedestrian Crash – William Hester, Ken Roy, Bob Right

420+00

- Near intersection of Fairview Loop and Carr St. – Right of Way required?

440+00

- Sight Distance on Cotton Dr. is poor
- Between 440+00 and 460+00, after Cotton Dr. intersection, run off the road accident on June 9, 2010. Separate comment listed 1 car crash with injuries, June 9, 2010.
- Between intersections of Fairview Loop and Cotton to Fairview Loop and Davis Road (~ 440+00 to 490+00) – “Tough winter driving, corners, blind spots”

480+00

- Between 480+00 and 500+00, near intersection of Fairview Loop and Davis Road, more accidents than reported – about 15/yr – road originally re-routed by Farmer.
- All of these accidents are due to speed

520+00

- Between 520+00 and 540+00, near intersection of Fairview Loop and Old Matanuska-Wasilla Road, - “nasty place, people don’t see or obey stop signs, ” safety concern”

540+00

- Near 540+00, speed is noted for minor injury accidents

General Notes/ Comments

- Talk to Mat-Su school district bus folks
- Look at skid marks
- School bus pullouts to more
- “What about bus stops?”
- “Please put in school bus turnouts” (written by two different commenters)
- “Need all 11 miles of pedestrian path, North side of road with safety crossings” – Brian Mead

- “This project already has an 11 mile bike path – two of them. They’re the four-foot shoulders on each side of the pavement. The state is creating a safety hazard by attracting pedestrians to the roadside.” – John Harris
- Four foot shoulders will create defacto pathways on each side of the road and an unsafe condition for pedestrians attracted to the roadway. Every crash site on this road will be a potential vehicle versus pedestrian crash scene.
- Check existing passing zone striping

Related documents on file:

Sign in Sheets
Handouts (Comment Sheet, Fact Sheet)
Comment Sheets received at meeting
Meeting graphics
Mailing List
Postcard Mailer
Newspaper ads