

Fairview Loop Rehabilitation Project No. 51774

Meeting Notes

SUBJECT: Fairview Loop Project
PROJECT NO.: B&A 3908.05
GROUP: Public
DATE: March 1, 2011
TIME: 4:30 – 7:30 PM
LOCATION: Fairview Loop Baptist Church, 3118 W Fairview Loop
MEETING OUTREACH: February 2, 2011, Knik Fairview Community Council Meeting
Updated web site: www.brooks-alaska.com/fairviewloop/
Postcard to Fairview Loop Mailing List (5,176)
Follow-up postcard to Fairview Loop Mailing List with corrected day/date (5, 176)
Advertisement in the *Frontiersman* on 2/25/11 and 2/27/11
Meeting notices were posted on websites for the *Frontiersman*, Anchorage Daily News, and the State of Alaska
Online Notices
MEETING ATTENDANCE: 106 individuals signed in
MEETING MATERIALS: Project Map, Crash Map, Fairview Loop aerial photo with preliminary design overlay, South Mack Drive (Clapp Road) Extension aerial photo with preliminary design overlay, Fact Sheet, comment sheets
STAFF PRESENT: ADOT&PF: Jim Amundsen, Ken Chapman
R&M: Tim Grier, Lance DeBernardi, Ryan Goentzel, Morgan Welch
Kinney Engineering: Iain McPherson
HDL: Carita Backman
Brooks & Associates: Anne Brooks, Heather Ireland

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. 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 filling out comment sheets.

Carita Backman with HDL attended on behalf of the South Mack Drive/Clapp Road Extension project. Ms. Backman reported that attendees were interested and supportive of the preliminary designs. Generally, attendees would like to see the South Mack Drive (Clapp Road) Extension project constructed sooner rather than later.

Upon leaving the meeting, attendees were asked if the meeting was helpful and whether their questions had been answered. Primarily people replied ‘yes’. Some felt that the proposed changes were not drastic enough. Others expressed disappointment that construction would not begin this year. There was also frustration that the separated pathway is not adequately funded for the length of the roadway. Other folks said they liked where it is being shown and that it made sense for the trail to go from Edlund Road to beyond Snowshoe School.

Many individuals were given the fact sheet and directed to the website, noting that materials (images) would be available there. Attendees were encouraged to have neighbors look at the images online and submit comments to the team.

Twenty-five comment sheets were received at the meeting. Three (3) comment sheets were submitted with narrative comments. Some were submitted with only some of the questions circled.

Comment Sheet Summary

Note to reader. The numbers shown in brackets after the comments allow the team to reference the original comment sheet provided at the meeting.

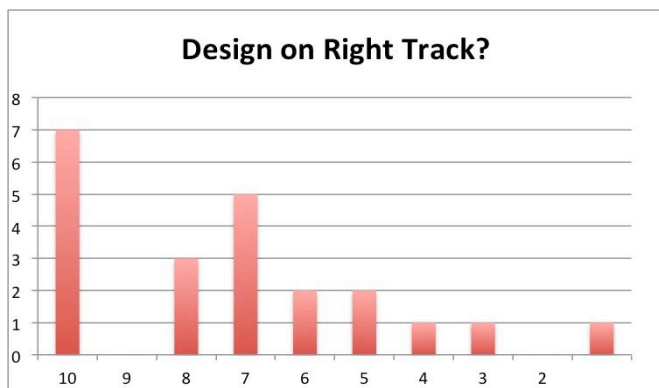
Were you aware of the Fairview Loop project prior to this Open House?

14 Fully, 7 Somewhat, 0 Not really, 2 This is my 1st meeting

To assist the team in understanding whether we are on the right track, please indicate how strongly you agree or disagree with the following statements.

After reviewing the design, I feel this project is generally on the right track? (Circle your response)

Strongly Agree			Neutral			Strongly Disagree			
10	9	8	7	6	5	4	3	2	1
7	0	3	5	2	2	1	1	0	1

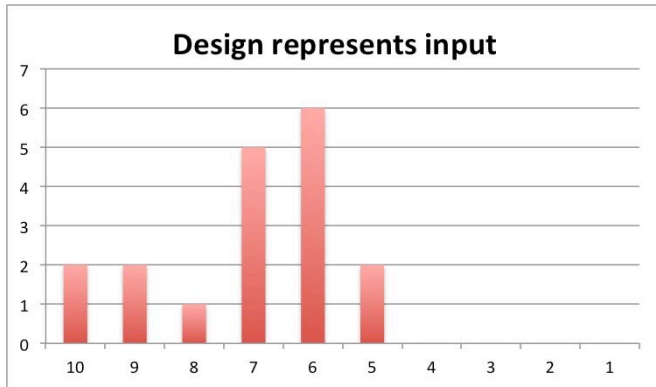


Why?

- Traffic can't keep up w/ development. Construct as soon as possible. [2]
- More trails would help. [3]
- Your doing what you can with the money you have. [5]
- More delay in start of project. [11]
- This road needs to be widened to four lanes. [13]
- Stipulations for various multi-use in designated areas. This would bring in more tourism & more support. [23]
- Looks like nothing is changing. [25]

The current designs represent the input the project team has received to date? (Circle your response)

Strongly Agree			Neutral			Strongly Disagree			
10	9	8	7	6	5	4	3	2	1
2	2	1	5	6	2	0	0	0	0



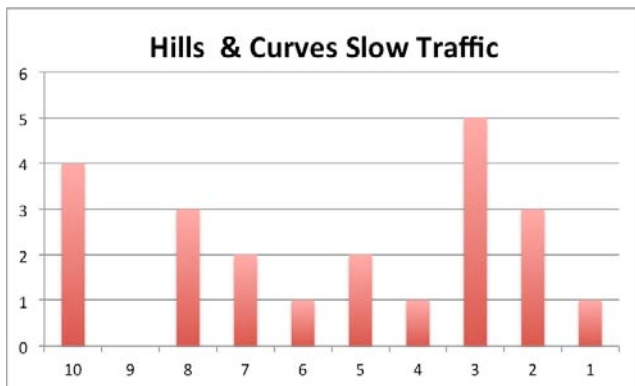
Why?

- Don't know all the facts. [2]
- Still need to address some. [11]
- Don't know. [15]
- Knik end & Mat Rd. end are scheduled in other projects, Right? Why worry about them at first. [20]
- First meeting. [21]

The team received feedback at earlier meetings from residents who want to slow traffic along the road. In addition, the team is working with a limited budget for the project. Where appropriate the team has changed or retained the road's hills and curves to add some elements of traffic calming, avoid expensive utility relocations, reduce the need for right of way acquisition, etc.

Do you agree that retaining hills and curves will slow Fairview Loop traffic? (Circle your response)

Strongly Agree			Neutral			Strongly Disagree			
10	9	8	7	6	5	4	3	2	1
4	0	3	2	1	2	1	5	3	1



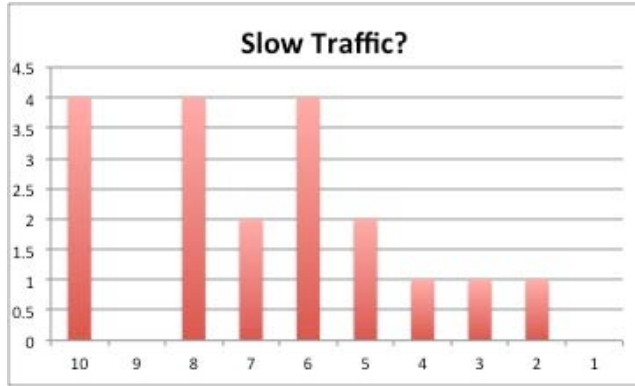
Why?

- Some drivers enjoy the challenge and have to 'make up for slower times'. [2]
- They don't help now. It is my favorite Rd. to drive. [3]
- I agree. However, they are quite dangerous when icy in the winter. [6]
- Traffic is already going above the speed limit. Retention will not affect this. [12]

- It doesn't work now, have doubts that more would work better. [15]
- No straightaways!!! It just makes for faster traffic. [21]
- Straight & smooth = speed. [22]
- Those who know the roads will maintain the speed, those who don't will slow down. [23]
- The better the road- wider, smoother, etc – the faster they go regardless of hills & curves. [25]

Do you agree with the goal of slowing the traffic on Fairview Loop using traffic calming elements? (Circle your response)

Strongly Agree			Neutral			Strongly Disagree			
10	9	8	7	6	5	4	3	2	1
4	0	4	2	4	2	1	1	1	0



Why?

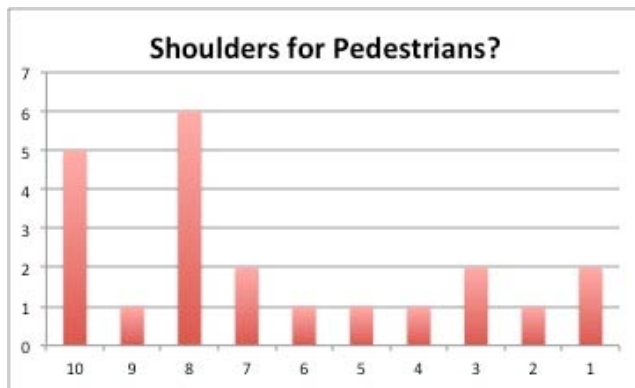
- The speed limit is fine, just get people off the road & on a path. [11]
- Traffic needs to be slowed, but calming elements is not the proper way. [12]
- Unsure of definition. [15]
- Depends on what elements? [21]
- You can't tell people how to drive, that's up to the cops. [22]
- Once people know the trail is

available, the vehicles will be used to the higher traffic areas. [23]

Pedestrian Issues

Public comment to date has strongly advocated for a separated pathway for the full length of Fairview Loop. Currently we have budget for about 2.5 miles of pathway, but we are planning for the full-length pathway and will be adding roadway shoulders. **Do you agree with the following statement? The roadway shoulders will address safety concerns for walkers and bikers until the separated pathway is complete? (Circle your response)**

Strongly Agree			Neutral			Strongly Disagree			
10	9	8	7	6	5	4	3	2	1
5	1	6	2	1	1	1	2	1	2



Why?

- Ideally bike paths completely away from roads through the forest and pleasant views other than road. [2]
- Still need full path but shoulders will help. [11]
- It will help, but with the number of children and the speed of traffic, a pathway is necessary. [12]
- Shoulders are too close to traffic and often full of snow. [13]

- We have more motorized vehicles than walkers. If you put the trail in then you can't ride on the path with vehicles. Some said then we would have to change the laws. Why should I have to do that to please a few? You need to look at this further. Thanks. [21]
- Shoulders may give false sense of security to motorists & pedestrians. [23]
- It gives the walkers & bikes room but with a nicer road vehicles will speed. [25]

Driveways and Access Points

Priorities

The available project funding for the roadway improvements is \$22 million dollars. ***If roadway funding is not adequate to construct improvements on the entire 11-mile road, please indicate your preference for the first three sections of Fairview to complete.*** (Number three segments in order of priority)

Segment	1 st	2 nd	3 rd	Not Specified
Knik-Goose Bay Road and Fairview Loop (including realignment to South Mack/Clapp Road)	✓✓✓✓✓		✓	✓
Knik Goose Bay Road to Hayfield Road	✓✓✓		✓	✓
Hayfield Road to Snowshoe Parkway	✓	✓✓	✓	✓✓✓
Snowshoe Parkway to Edlund Road (including Snowshoe Elementary School)	✓	✓✓	✓	✓✓✓
Edlund Road to Togiak Avenue	✓	✓	✓✓	✓✓
Togiak Ave to Linlu Lane		✓✓✓✓		
Linlu Lane to Fireweed Road (including Old Matanuska-Wasilla Road)	✓✓✓✓	✓✓	✓	

Note: Some respondents marked their choices with an x, rather than 1,2,3, these responses are recorded in this table as "Not Specified"

Comment: Not familiar enough with this area. [23]

Sharp Corners

Throughout the project there are several sharp corners on Fairview Loop—*Hayfield, Togiak, Petty Drive and Linlu.* ***Please indicate your thoughts on the options to improve these intersections.***

Four way stops (Circle your response)

Strongly Agree		Neutral			Strongly Disagree				
10	9	8	7	6	5	4	3	2	1
5	0	0	4	2	0	0	1	0	7



Why?

- Slows traffic and cars not stopping. [1]
- Could work but irritating because people are too stupid to know how it works. [2]
- Too many hills & corners to make a 4 way stop. [3]
- Prefer traffic calming not traffic stopping. [4]
- Fire trucks spilling water on Hayfield

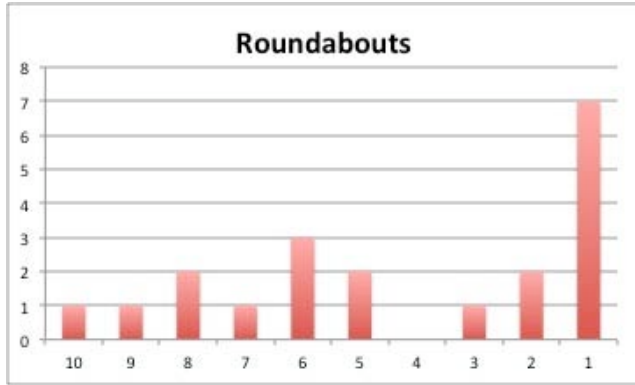
corner every time creating ice hazards. [5]

- This will definitely slow/stop traffic at the corner. [12]
- Leave them the way they are. [21]

- Fairview Loop needs to be a main artery. [22]
- Slows people down. [25]

Roundabouts (Circle your response)

Strongly Agree			Neutral			Strongly Disagree			
10	9	8	7	6	5	4	3	2	1
1	1	2	1	3	2	0	1	2	7



Why?

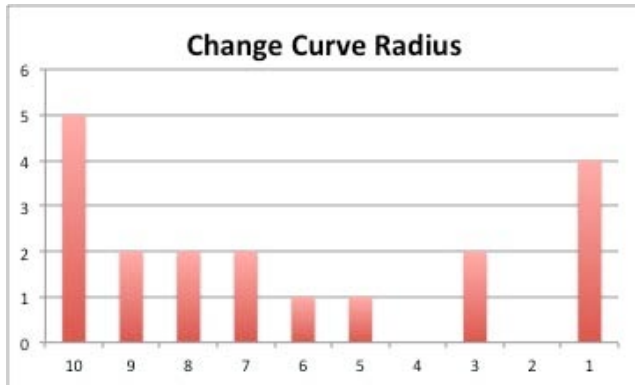
- Sometimes confusing [1]
- Some traffic coming up or down hills will not have to stop only yield. [2]
- Don't know how that would help. [3]
- Slow the traffic, not impede it. [4]
- Coming from the East Coast, I have see numerous traffic circles that just don't work. [12]
- Not needed. [22]
- Invasion of private property and

confusion creates danger. [23]

- Don't know enough on traffic flow thru a RB. [25]

Changing the curves so that they have a larger radius (Circle your response)

Strongly Agree			Neutral			Strongly Disagree			
10	9	8	7	6	5	4	3	2	1
5	2	2	2	1	1	0	2	0	4



Why?

- Homes in the way. [2]
- Best Alternative [4]
- Spend money somewhere else like city water & sewer under the bike path. [5]
- While safer for the corners, speeds will not be reduced. [12]
- Eliminates root cause of problem. [15]
- Road conditions. [19]

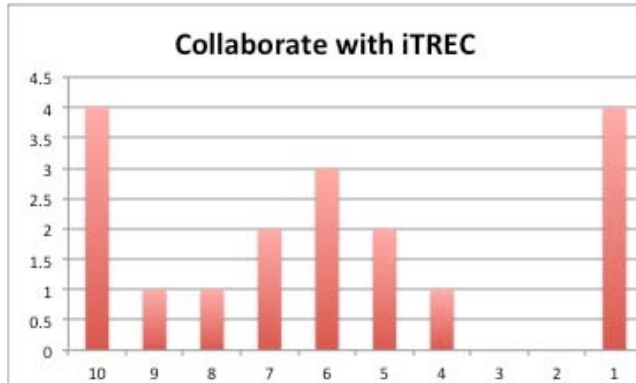
- Faster traffic [21]
- Safety. [22]
- Creates more safety all around. Not sure how it affects residents. [23]
- Speeds up traffic. [25]

Other

Elementary school students in the area are working on a project to commemorate the Iditarod Trail. Visit their table to learn more.

It is important that this project collaborate with efforts to commemorate Iditarod Trail. (Circle your response)

Strongly Agree			Neutral			Strongly Disagree			
10	9	8	7	6	5	4	3	2	1
4	1	1	2	3	2	1	0	0	4



Why?

- Two separate issues. [7]
- Commemorate is not enough! The Iditarod Trail needs to stay as a multi-use independent trail from any road or bike path. [10]
- It should involve the children and the community because it is not only for now, but for the future. [23]

General Comments

- Thank you! Good job everyone. [7]
- Flatten curve at Togiak. Purchase house on inside of curve if needed. [8]
- Dept of Transportation paved 2 miles last year with \$600,000. Finish paving the entire road for \$2.7 million & use the rest of the \$22 million for a bike trail & actually maintain the shoulders. [17]
- Would like a print of section of project from W of Cotton to Candy Wine for additional comment for possible redesign. [18]
- Please note public water system Snowshoe water AK2223315 runs under FLR from Clydesdale to Snowshoe Parkway. Please contact me. [19]

The following comments were transcribed from what attendees and project team members recorded on the maps at the meeting:

Fairview Loop Road Rehabilitation Crash Map

2010 Fatality: FVL at Rod Circle

Design Alignment, Sheet 1 of 6

Sta 25+00 Please do this (South Mack Drive Extension) now, not later. Thank You.

Sta 55+00 Vertical curve results in inadequate side distance at Marble Way intersection

Sta 56+50 Cut road down so driveway grades aren't so steep

Sta 87+00 When making a left turn from W Carl Drive to FVL it is hard to see vehicles in dip

Sta 87+00 to Sta 96+00 Check sight distance in sag curve

Design Alignment, Sheet 2 of 6

Sta 109+50

- Roundabout at FVL/Lupine/Hayfield (2 comments requesting)
- Four way Stop (3 comments requesting)

Sta 125+00 At Canter Place/Circle Horizontal Alignment shift to slow traffic

Sta 146+00 Move trail to edge of road, maintain ditch back of trail.

Sta 158+00 What happened to Five Mile path? [Map notes “Begin 2.5 Mile Pathway”]

Sta 164+00 on Pathway: Where will the ATV’s and Snow-machines run after trail is constructed. It is illegal to drive on trail. Provide flat bottom ditch.

Sta 179+00 Moose Crossing Area at Cottonwood Slough. Include ROW to ROW clearing entire length.

Sta 184+40 Possible Waterline Leak

Sta 185+00 to 194+00 (Snowshoe Elementary School)

- Separate path from road with ditch
- Move trail away from road, not closer
- Speed bumps 20 mph in front of school
- No speed bumps Flashing Lights should take care of it. (Follow-up Comment)

Sta 195+00 Clydesdale Dr: Snowshoe Public Water System (CLA) Buried Waterline (WL Easement) in Fairview Loop Road to Snowshoe Parkway supplies the Snowshoe Subdivision. (Please call the Owner/Operator) [DEC]

Typical Section: Bench? Less of a drop?

No Location: Add aerial image date

Design Alignment, Sheet 3 of 6

Sta 230+00

- Missing Section Line (Continuation of Twin Peaks Dr.)

- Track 8 Fair View Estates (across from Lookout Dr.)

Sta 234+00 School Bus

Sta 235+00 to Sta 236+00 ICE

Sta 237+00 to Sta 238+50 Frost Heaving

Sta 239+00 Blind horizontal and vertical

Sta 277+50 Roundabout at intersection with Jackfish/Well Site

St 290+00 What happened to Five Mile path? [Map notes “End 2.5 Mile Pathway”] Extend pathway to city park .5 Miles from Edlund Road

Sta 292+00 Roundabout at Edlund Rd. Streetlight at Edlund Rd.

Sta 295+00 State Land and Ranger House? Gate? Federal? Park Ranger

Sheet 4 of 6

Sta 297+00 Vertical Sight Distance

Sta 295+00 to Sta 321+00 Path

Sta 320+00 Hanson Memorial Park

Sta 308+00 to Sta 322+50 Low Spot Hide Vehicles

Sta 312+00 Typo on map should read INLET Vista Cr.

Sta 338+00 and/or Sta 340+00 New/Re-established Driveway

Sta 344+00 Make corner 90 degrees with Stop signs at Rod Circle.

Sta 345+50 At Patty Drive Slide when icy into driveway across road. Would a ‘flat landing’ at the crest of hill be possible?

Sta 348+00 School Bus

Sta 351+00 ICE

Sta 352 Chugach View Drive

- 14 Residents.
- Add widened roadway opposite Chugach View Drive for bus to pull off.

Sta 353+00 Worst vertical sight distance

Sta 354+00 40 MPH Sign; Drivers going 60

Sta 372+00 to Sta 379+00 Bad Pavement/Pavement Cracks

Sta 384+00 Bad Vertical Sight Distance looking towards Dan St

No Location:

- Please change to 40 MPH
- Reduce speed to 45 – whole road for consistency – like Huston
- Keep ROW cleared along full length of road so moose are visible

Design Alignment, Sheet 5 of 6

Sta 389 Intersection Sign at Sue Way needed ASAP. Cut back embankment.

Sta 390 Vertical Sight Distance

Sta 395+00 Roundabout at Togiak Way

Sta 410+50 Existing Driveway (Not on aerial view)

Sta 411+75 to 422+25 Low spot Hides oncoming traffic

Sta 415+00 to Sta 418+00 Move path closer to the road to avoid house. Want to know what the impacts are. 22 Feet from house to edge at pavement. Please contact owner.

Sta 450+00 to Sta 457+00 Straighten Road

Sta 483+00 Lines indicate straightening

No Location:

- No Paved Shoulders – Encourages Speeding Especially No 4 ft. shoulders

Design Alignment, Sheet 6 of 6

Sta 489+00 Cannot see where you are going when blocked by left turning vehicle in front of you (from FVL onto Davis Rd)

Sta 490+00 Street Light?

Sta 493+00 Lines indicate straightening, possible left turn lane from FVL onto Davis Road

Sta 515+00 Realign, consider approach alternatives at Linlu

Sta 533+00

- Worst Intersection Possible
- Fix Intersection
- Roundabout at Old Mat-Su-Wasilla intersection (3 Comments requesting)
- Realign with Stop signs (multiple variations draws)

Sta 535+00 Left Curve/Roadway Warning Sign needed (Where FVL curves Left at Old Mat-su-Wasilla intersection) [2 comments requesting]

Sta 539+00 to Sta 554+00 Speed limit 45 Guardrail

Sta 540+00 to Sta 545+00 Move road away from railroad tracks

Sta 584+00 Right turn lane from FVL onto E Fireweed Rd

No Location

- Maintain ditches
- Re-grade and put shoulders back

Related documents on file:

Sign in Sheets

Handouts (Comment Sheet, Fact Sheet)

Comment Sheets received at meeting

Meeting graphics

Mailing List

Postcard Mailers

Newspaper ads