



Overview

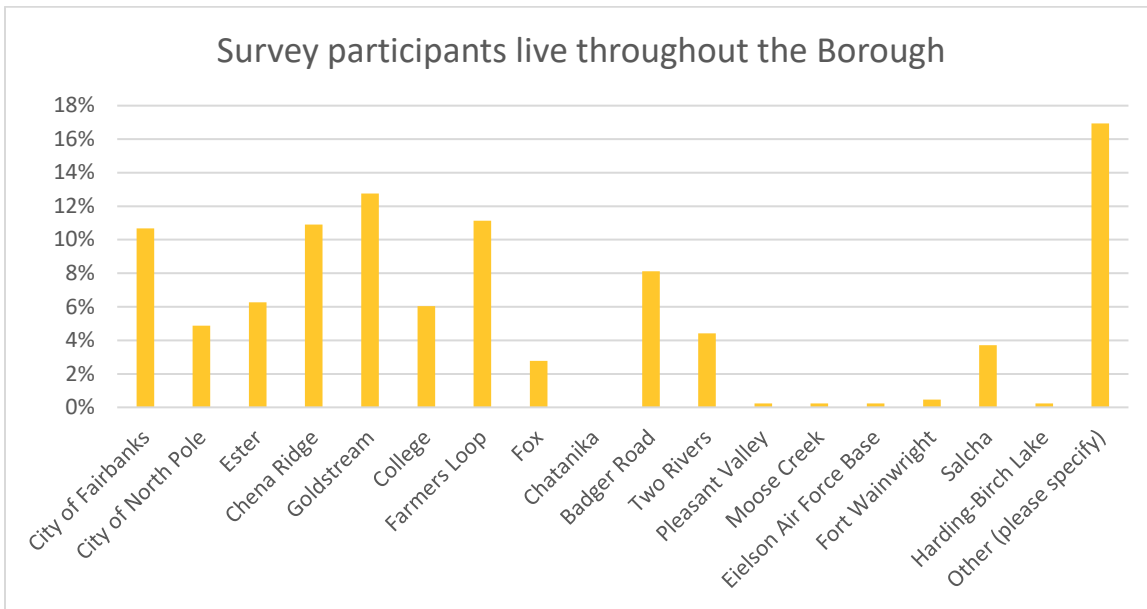
The survey was open from June through October 2021; most participation happened in September and October, following a robust Facebook campaign and publication of a Community Perspective on the Roads Plan. **Of the 433 people who took the survey, 350 did so in September and October.** The survey was completed in an average of nine minutes and 50 seconds. Overall, the survey has **more than satisfactory participation.** Most questions or statements require a yes/no or multiple-choice answer. Of those, the most-skipped question is only skipped by four participants. Short-answer questions have a significantly lower participation rate, with a range of 91-147 participants skipping. The final question asks participants to leave their email address to be notified on project updates, and 250 participants declined to do so.

Key Takeaways

- Survey respondents generally feel their roads are safe and well-connected.
- The main improvements respondents want are better general road maintenance, better winter road maintenance, wider shoulders and roads constructed of higher-quality material.
- Respondents are significantly concerned that more roads will over-burden the FNSB road maintenance department and lead to more roads with potholes and unplowed snow.
- There is no clear consensus on new connector roads, other than respondents want easier access between main arterials.

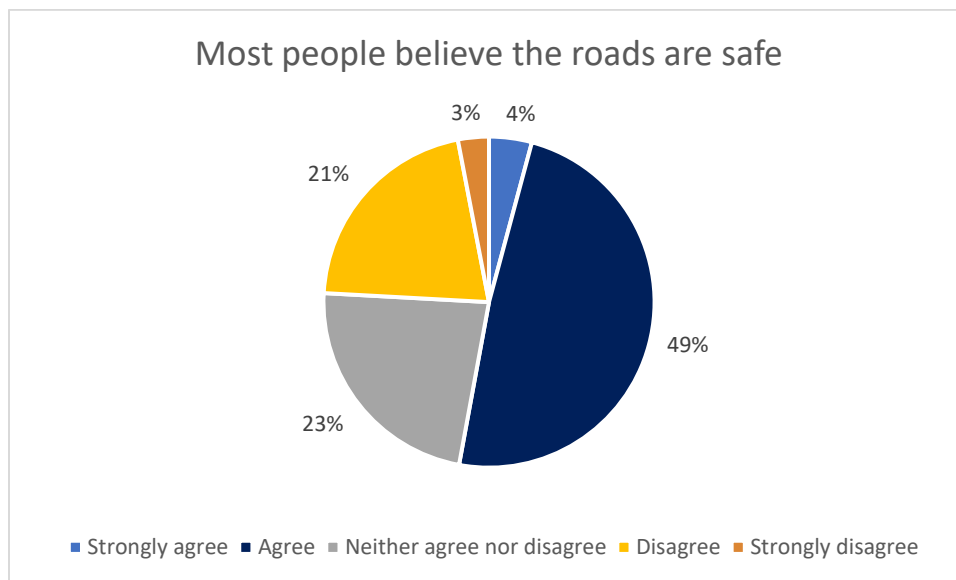
1. **Where is your primary residence?**

This question is answered by 431 participants and skipped by 2. Participants have 17 neighborhoods to choose from, as well as an “other” option where they can specify where they live. **Participants are generally spread throughout the Borough, but the most common answer is “other,” which makes up about 17%.** The second most-common answer is “Goldstream” at about 13%. The most common responses for those who selected other are “Chena Hot Springs Road,” “Murphy Dome” and “Birch Hill.”



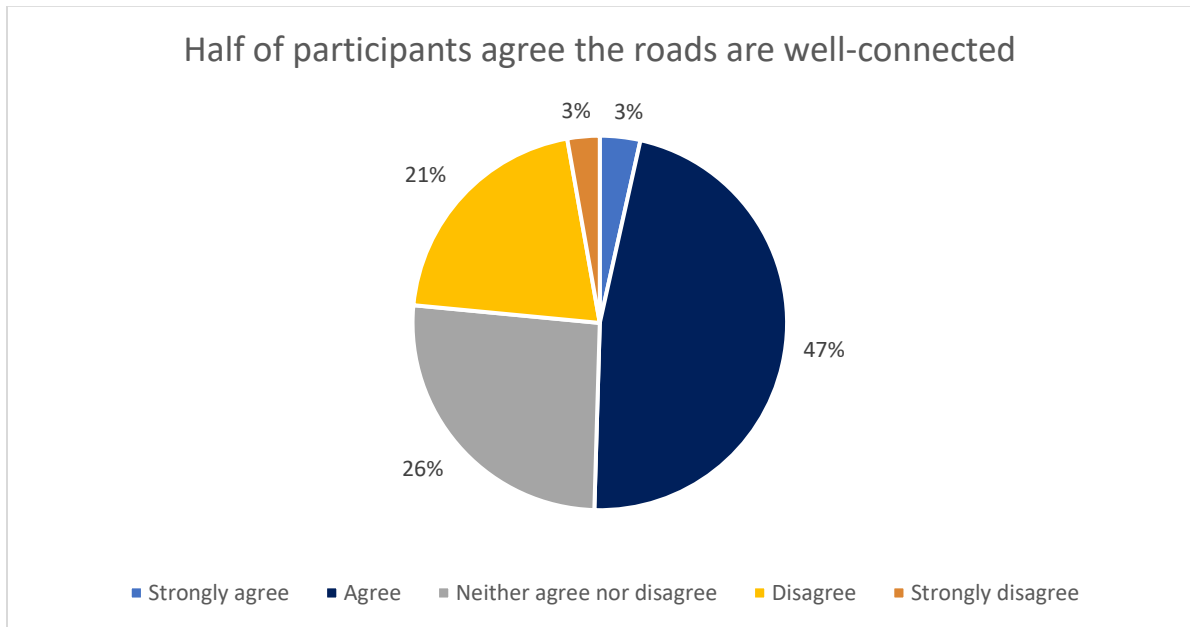
2. **In general, roads in the Fairbanks North Star Borough are safe.**

A total of 431 participants responded to this statement and two skipped it. **A majority affirm they believe the roads are safe.** Only about 24% “disagree” or “strongly disagree” with the statement.



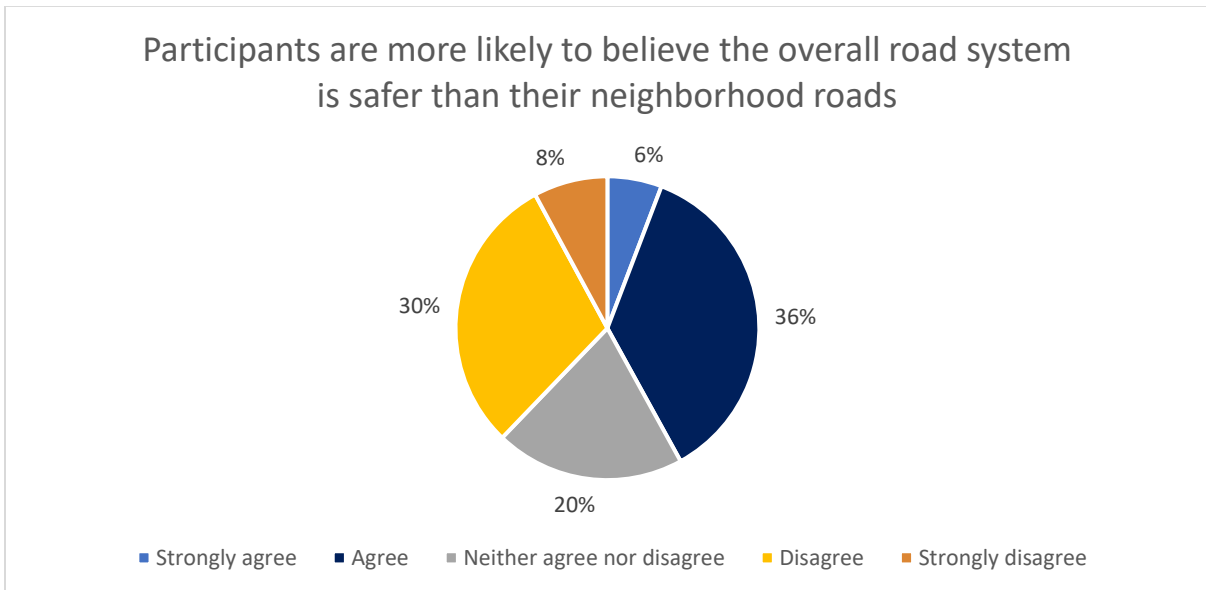
3. *In general, roads in the Fairbanks North Star Borough are well-connected.*

This question has responses from 430 of 433 participants. Again, **half of respondents affirm this statement** and about 24% either “disagree” or “strongly disagree.”



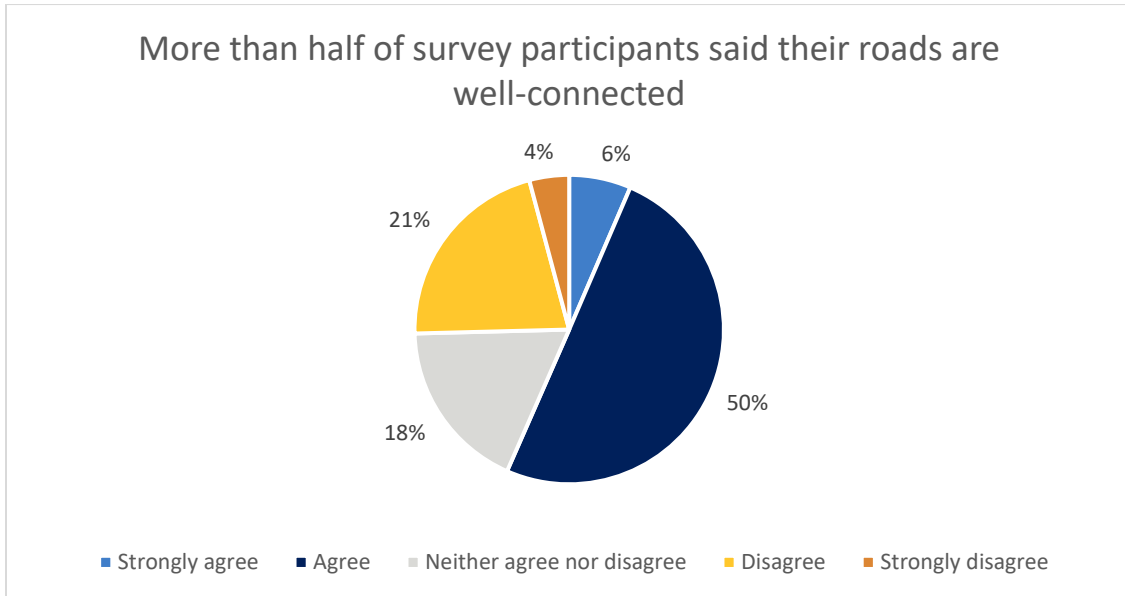
4. *My local/neighborhood roads are safe.*

This question has responses from 431 of 433 survey participants. Interestingly, **participants are more likely to agree the overall Borough road system is safe than they are to agree their neighborhood roads are safe.** Less than 6% “strongly agree” they’re safe.



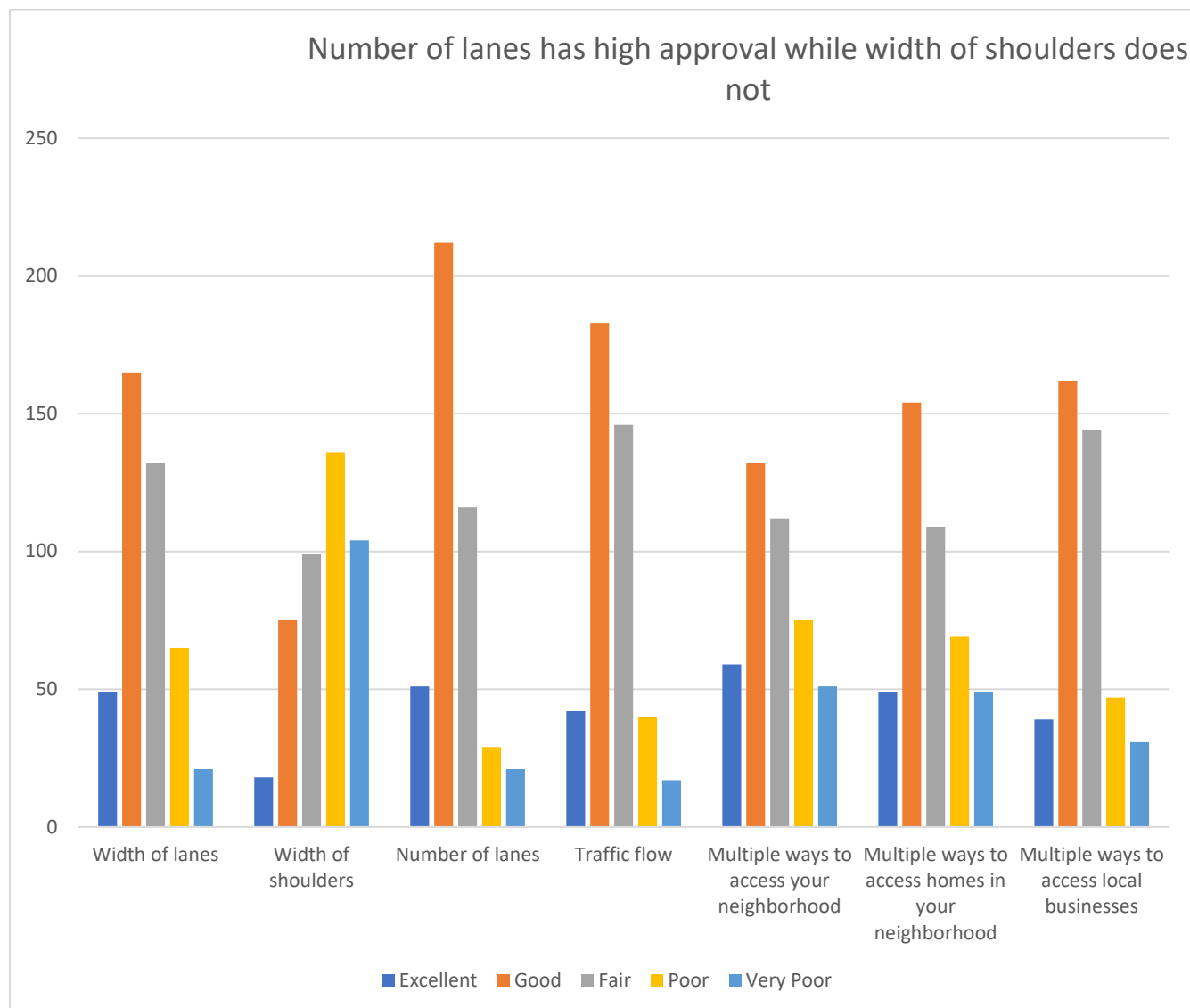
5. *My local/neighborhood roads are well-connected.*

All participants responded to this statement. This statement has more consensus than previous questions, with **56% agreeing or strongly agreeing their local roads are well-connected**. Like the other questions, about 25% of participants disagree with this statement.



6. *How would you rate the following aspects of your Local/neighborhood roads? Consider how well they meet your expectations/standards for a safe road.*

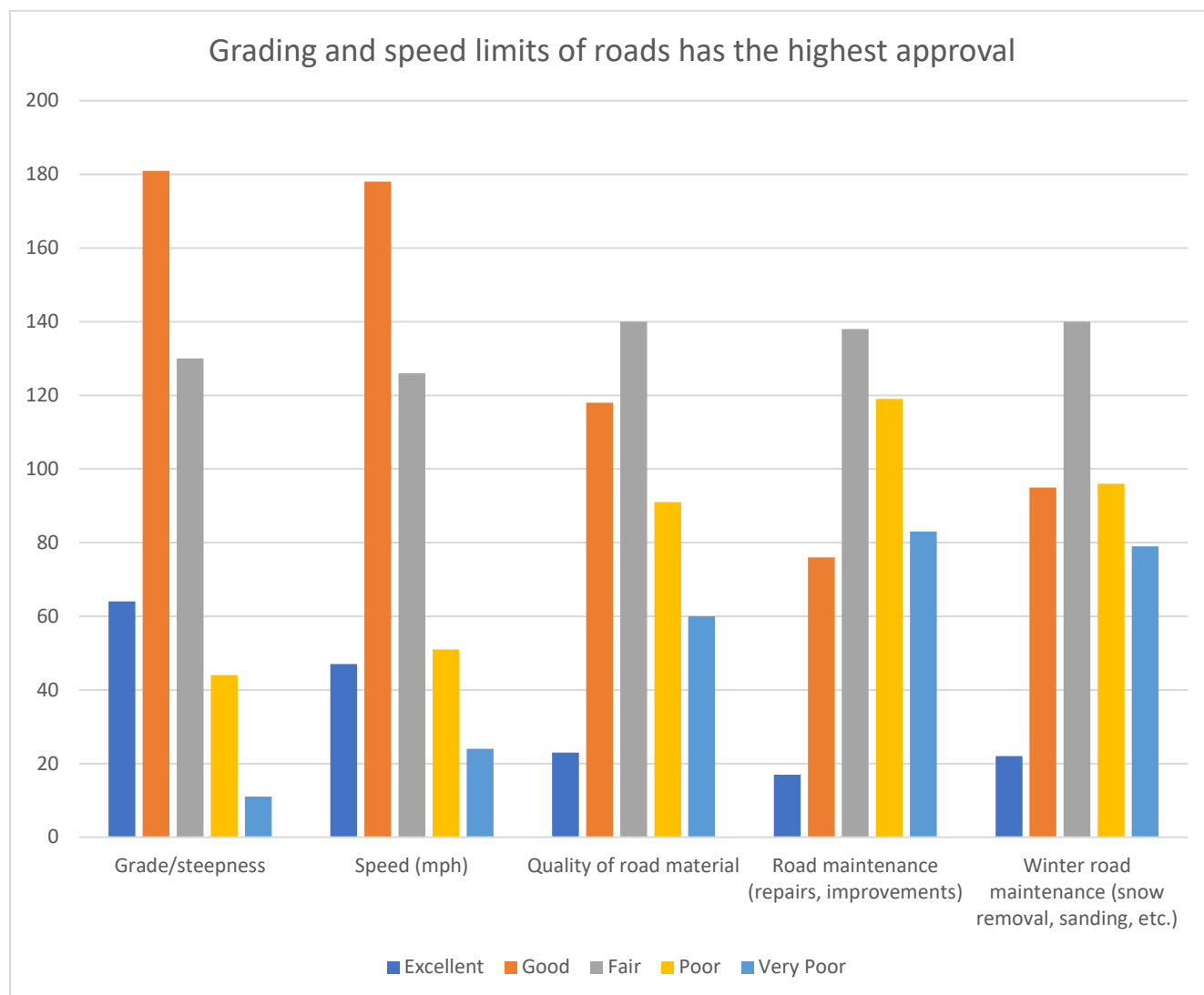
All participants answered this question, and **overall, they are pleased with the number of lanes, the width of lanes and the flow of traffic.** The **highest-rated characteristic is number of lanes**, with about half of participants grading it as “good” and another 12% saying the number of lanes is “excellent.” Participants also indicate they have easy access to homes and businesses, with 71% saying access is “fair,” “good” or “excellent.” The **top aspect they are dissatisfied with is the width of the shoulders, with 56% grading shoulders “poor” or “very poor.”** Otherwise, there was no option that participants are significantly dissatisfied with.



7. How would you rate the following aspects of your local/neighborhood roads? Consider how well they meet your expectations/standards for a safe road.

All 433 participants answered this question, and overall **rate the grade of roads and the speed limits highly, with the highest combined “good” and “excellent.”** Just 13% of participants disapprove of the grade and 18% disapprove of speed limits. Participants are notably less satisfied with the quality of road materials and road maintenance, winter or otherwise. **More participants rate road maintenance and winter road maintenance negatively.**

- “Seems like **repair quality is sub-par**, even considering crews are battling permafrost.”
- “The new roundabouts on Chena hot springs road work ok in the summer but cause wrecks and unnecessary long waits in the winter. **PLEASE DO NOT INSTALL ANY MORE ROUNDABOUTS. Also please use more sand and gravel and less salt on the road, it kills plants, trees, pollutes streams and is bad for the environment.**”
- “The **roads need to be plowed in the winter within a day or two so we can get in and out** of our roads without getting stuck.”

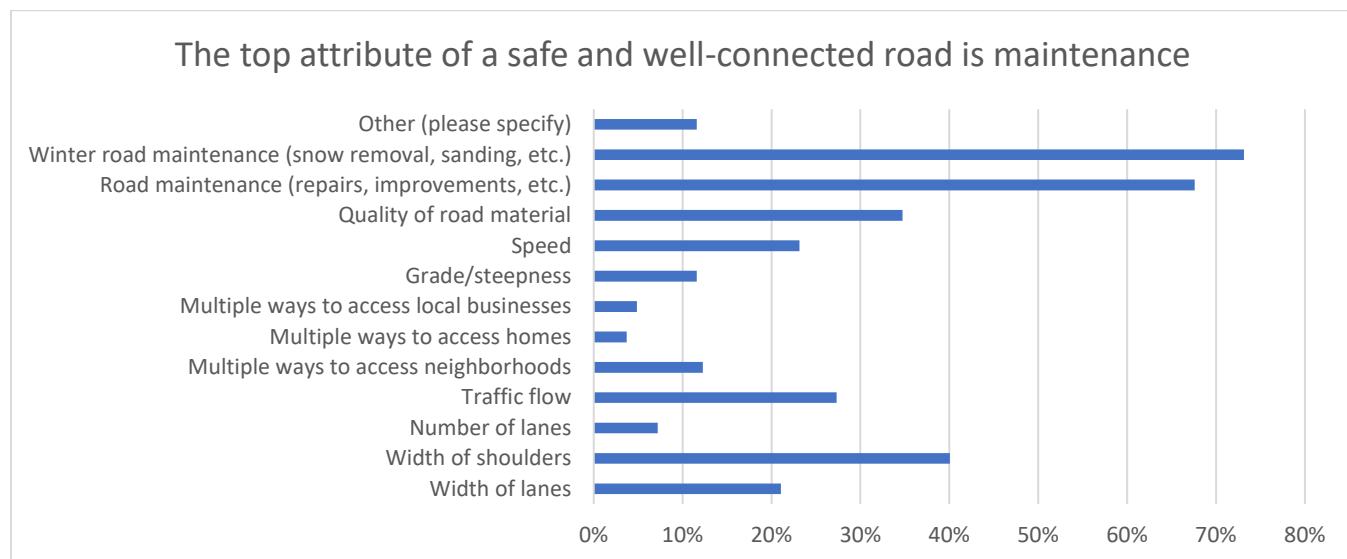


8. **When you think about a safe and well-connected road system, which of the following characteristics are the most important to you?**

All but one participant answered this question. Participants were asked to select the top three characteristics of a safe and well-connected road system. Again, the interest in road maintenance is reflected. **Winter road maintenance and overall road maintenance are the top two selected characteristics, both being selected by approximately 70% of participants.** The next top, most selected characteristics are “width of road shoulder” and “quality of road material”.

Participants have the option to select “other” for at least one of their top three characteristics, and about 12% do. The most common responses are for more bicycle and pedestrian pathways. Additionally, many other participants want overall safer roads, which includes better winter road maintenance, wider lanes and shoulders, and more roundabouts to control speed. However, several participants also request fewer roundabouts, saying they increase the likelihood of cars sliding in the winter.

- **“Turn lanes for traffic turning off the highway into neighborhoods along with well-lit intersections.”**
- **“Once again, roundabouts are UNSAFE in the winter, cause congestion due to becoming icy, forcing drivers to need to slow to a crawl to avoid having an accident. THEY DO NOT WORK IN ALASKA.”**
- **“Bike lanes and safe ways to commute in and out of my neighborhood by bicycle.”**



9. **If you could build three connecting roads anywhere in the borough, what and where would those be?**

This is the first question to see a significant drop in participation, with 115 people declining to give an answer. Despite that, **this question includes robust responses regarding potential**

future connectors. Participants propose up to three connecting roads in order of importance. They also can state why they selected their top proposed connecting road and are given an option to provide any other comments they wanted about proposed connections.

In total, **318 participants give a combined 899 comments.** Participants have the option to propose a total of three connections, ranking from most important to third most important. Participants provide 270 comments for most important, 169 comments for second most important and 127 for third most important. All responses are broken down into five categories:

- “Specific connection” – the participant gives provides locations where the proposed new road would start and stop.
- “General connection” – the participant proposes a connection from a specific road to a general area, such as a neighborhood or city within the FNSB.
- “Unspecified connection” – the participant proposes easier access from one part of the borough to another but does not advocate for any specific connection.
- “Nonmotorized connection” – the participant advocates for a walking/biking trail rather than a road.
- “Other” – the participant doesn’t provide a response applicable to the question. These answers include things like advocating for more road maintenance and against new roads.

Overall, the most common response was a specific “connection.” Of the 270 “most important” connection responses, 130 are “specific connection,” 85 are “other,” 23 are “vague connection,” 22 are “general connection” and 10 are “nonmotorized connection.”

For second most important connection, 72 are “specific connection,” 70 are “other,” 10 are “nonmotorized connection,” and “vague connection,” and “general connection” each receive eight responses.

For third most important connection, 58 are “specific connection,” 57 are “other,” and “nonmotorized connection,” and “vague connection,” each receive six responses.

Despite specific connections being the most common response, the connections being proposed vary widely. **The most common proposed connection is a bridge over the Chena River to connect Chena Pump Road to Airport Way.** A total of 16 responses request this connection, eight being ranked most important, six second most important and two third most important.

Other proposed connections that are mentioned multiple times include **Miller Hill Road to Miller Hill Extension Road** (referenced in 10 responses) and **College Road to Airport Way** (referenced in eight responses).

Why did you select your 1st Most Important?

Participants also provide input on why they selected their top connecting road. Some give very specific answers, such as providing a second route in and out of a neighborhood, while others speak more broadly.

- “I saw the proposed plan in the News Miner, and **it looks far too confusing**, and hard to navigate in slippery winter conditions, especially for a perpetual population of incoming military who often are brand-new winter drivers.”
- “**U-turn safe lanes would make traffic more efficient, safer, and better connected roads** as it allows drivers to make their U-turn without sitting at a light, holding up traffic due to needing a large gap in the opposite flow of traffic to make their turn, and prevents the need of turning out wide or making a 2-point turn for the U-turn.”
- “To allow **another way to access/exit Moose Mountain subdivision.**”

The 123 responses in the “other” text box soliciting further information are **overwhelmingly comprised of statements opposing new connector roads**. Participants say they do not believe more roads are needed, and instead they want the Borough to focus on maintaining existing roads. Several participants also advocate for more pedestrian and bicycle pathways.

- “**I don’t necessarily think we need more roads.** A lack of roads is what keeps neighborhoods quiet and wooded.”
- “**I don’t really see more connecting roads as the solution.** Our neighborhoods and businesses and services throughout the borough are just really spread out. **I see this more as a transportation, zoning, and planning solution.**”
- “**If you aren’t fixing existing roads, then don’t build new ones.**”
- “**More bike/walking paths are welcome,** preferable separate from multi-use 4 wheeler/snow machine trails.”

10. Please share an example of a "good" or "excellent" road in your neighborhood. What qualities make it a "good" or "excellent" road?

342 participants share a response to this question and 91 skip it. Again, like similar questions, responses are diverse. Some participants use specific roads as an example, while others use characteristics such as “wide lanes.”

The road mentioned most often in the responses is “Farmer’s Loop Road,” which is mentioned in 25 of responses. “Chena Pump Road” is mentioned in 19 of responses. The importance of wide shoulders is mentioned 44 times and nonmotorized pathways is mentioned 64 times. The most common theme is road maintenance, which is advocated for in 113 of the responses.

- “In general, **Eldorado and Red Fox are well maintained, wide, don’t suffer from horrible potholes, and get cleared of snow in a timely manner** (until this most recent year).”
- “**The Mitchell Expressway - it is well maintained, well lit,** and prior to the bridge revamp did not have any of issues standard to interior roads (pot holes, rippling, etc.).”
- “**Davis road is a good road.** There aren’t too many stop signs, **it is well maintained, it has good snow removal, it connects lots of roads together.**”

11. Please share an example of a "poor" or "very poor" road in your neighborhood. What qualities make it a "poor" or "very poor" road?

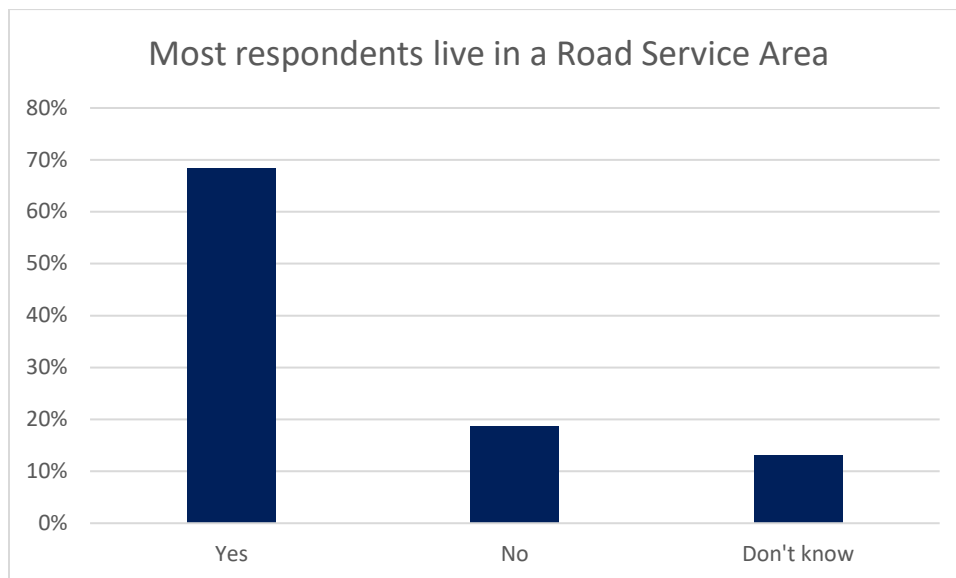
Of the 433 participants, 371 respond to this question. Participants focus more on characteristics of roads rather than specific roads. **“Chena Hot Springs Road” is the most mentioned road but is only mentioned in 21 responses.** Other roads that receive mention are **“Goldstream”** (13), **“Yankovich”** (10) **“College Road”** (eight) and **“Rosie Creek Road”** (seven).

The most common negative characteristics are **“shoulder,”** (47) **“potholes”** (47) **“narrow,”** (38) **“traffic,”** (36) **“winter,”** (32) and **“dangerous”** (19). Maintenance-related terms such as “plowing,” “maintenance” and “maintained” combine for a total of 78 references.

- **“Washboard Deep mud Dust Big rocks Deep snow Ice (due to steep terrain).”**
- **“Western Goldstream and northern Ballaine. Bad permafrost damage is usually late to get patched, snow removal is pathetically late, and the shoulders are too narrow to safely bike or walk on, especially in the winter.”**
- **“Yankovich is horrible. No shoulder for bikes. Road is not smooth, lots of sharp hills. Could be better.”**

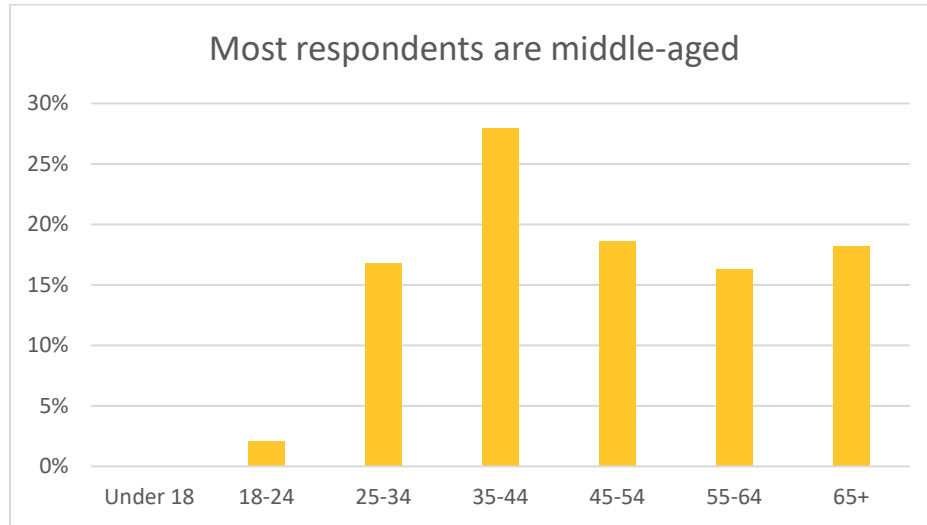
12. I live within a Road Service Area.

Of the 433 survey participants, 429 respond to this statement. Most survey respondents (68%) affirm they live in a Road Service Area. About 19% say they do not, and 13% are not sure whether they live in a Road Service Area.



13. What is your age group?

Of the 433 survey participants, 429 respond to this statement. The most prevalent age group in this survey is 35-44 years old. Age groups 25-34, 45-54, 55-64 and 65 and older all have similar representation in this survey and each account for between 16% and 19% of all participants. Participants between 18 and 24 years old only account for 2% of all participants, and there is no participation of people under the age of 18.



14. What else would you like to share with the project team? Please write in the space provided below.

This is the most-skipped question with 286 providing an answer and 147 declining. Overall, responses touch on a number of roads topics, but mostly are consistent with responses to other questions. Participants advocate for more bicycle and pedestrian pathways, wider lanes with wide shoulders, more frequent snow plowing and filling of potholes. As seen throughout the short answer portions of the survey, some participants advocate for more roundabouts while others say they make winter driving more dangerous. Several participants also express gratitude for the work the Borough does and for putting out this survey.

- *“I would **focus efforts on maintaining roads we have as opposed to building more.** But I'm sure there are good examples out there of roads that would make like easier and safer.”*
- *“**We do NOT need more roundabouts** and the new road ideas to help traffic flow are not good ideas. I do like how well the borough clears snow though from the roads.”*
- *“**I would like bicycling and mass transit taken into account more** for the future. Wider shoulders, dedicated bike lanes, and more bus stops.”*

15. If you would like to receive electronic project updates (approximately 5 total between now and Spring 2022), please provide your email in the space below.

A total of 286 participants provided a response to this question, eight of those who do not leave an email address. 174 leave an email address.