

**Steese Expressway/Johansen Expressway Interchange**  
**Z607320000/0002337**  
**Preliminary Open House and Survey Summary**

The Preliminary Open House was held on October 12, 2017 and had 55 participants. Information was presented on the project purpose and need, project goals, and existing intersection conditions including crash data, freight mobility statistics, and identified trouble spots. In conjunction with the Preliminary Open House, an online public survey ran from September 25 to November 13, 2017. The survey asked users to prioritize their top three concerns for the study area from a predetermined list and then to agree or disagree with a series of statements relating to their top ranked priorities. The survey also included a map on which participants could identify issues and submit comments. There were 247 participants in the online survey.

A summary of the comments received during the Open House and from the online survey along with those submitted directly to DOT&PF via electronic means, telephone conversation, or mail are listed below followed by a series of figures summarizing the survey results. A complete list of comments including a response to each will be made available prior to the Alternatives Open House tentatively scheduled for April 2018.

***Comment Summary***

(1) Movements

- The intersection is congested.
- There are long delays, particularly for the eastbound lanes of the Johansen Expressway in the evening and for the southbound lanes of the Steese Expressway in the morning.
- Vehicles waiting on the City Lights Boulevard/Lazelle Road approach are not always detected by the signal and must wait through several light cycles.

(2) Economic Development

- Access to area businesses must be maintained, particularly through the Northside Boulevard/Old Steese Highway intersection.

(3) Environment

- Noise from truck brakes, pickup trucks, and motorcycles impacts residences and businesses.
- Air quality from idling vehicles impacts residences and businesses.

(4) Intersection Safety

- There are conflicts where the church driveway enters Lazelle Road.
- The curve on the City Lights Boulevard/Lazelle Road approach is hard to navigate.
- The tight turning radius in the intersection makes it hard for vehicles to maneuver through the eastbound left turn from the Johansen Expressway into the northbound lanes of the Steese Expressway.
- It is difficult to maneuver through the southbound right turn lane when turning from the Steese Expressway into the westbound lane of the Johansen Expressway.

- The grades on the Steese Expressway slow down traffic.
- The surface in the intersection is superelevated or crowned, making turns awkward.
- The lanes on the City Lights Boulevard/Lazelle Road approach are not long enough.
- The alignment of the left turn pockets on the northbound and southbound Steese Expressway make it difficult to see around waiting vehicles.
- The lanes are too narrow.
- The lane configurations are confusing, and vehicles often get in the wrong lane for the maneuver they need, particularly the eastbound lanes on the Johansen Expressway, the westbound lanes on City Lights Boulevard/Lazelle Road, and the north and southbound turn lanes on the Steese Expressway.
- There is a drainage issue on the northwest corner of the intersection.
- There are often icy conditions or snow build-up in the winter.
- Vehicles speed through the intersection, often running red lights.
- There are weaving conflicts on the southbound Steese Expressway from Farmer's Loop Road to the Johansen Expressway and on the Johansen Expressway from the Steese Expressway to the Old Steese Highway.
- Intersection lighting is inadequate.

(5) Pedestrian/Bicycle

- Pedestrians generally feel unsafe crossing the intersection.
- There are conflicts between vehicles and pedestrians/bicycles in the southbound right turn lane on the Steese Expressway. Neither the crosswalk nor the vehicle lane are controlled, and crossing is difficult. The fence also obstructs the view of both pedestrians/bicycles and vehicles.
- There is little space between the vehicle stop bar and the pedestrian/bicycle crossing.
- The condition of the pathways makes bicycle use difficult.
- The pedestrian/bicycle signal crossing buttons are often difficult to reach in the winter due to ice and snow build-up.
- There are no pathways on east side of the Steese Expressway and the south side of the Johansen Expressway.
- There needs to be a pedestrian/bicycle crossing on the north approach.
- The pedestrian/bicycle signal crossing times need to be longer.
- The time between the traffic light turning red and the pedestrian/bicycle signal crossing light showing the walk sign, needs to be longer.
- Vehicles yielding on red to turn right from the eastbound lane on the Johansen Expressway into the southbound lane on the Steese Expressway do not stop before the crosswalk but in the crosswalk.

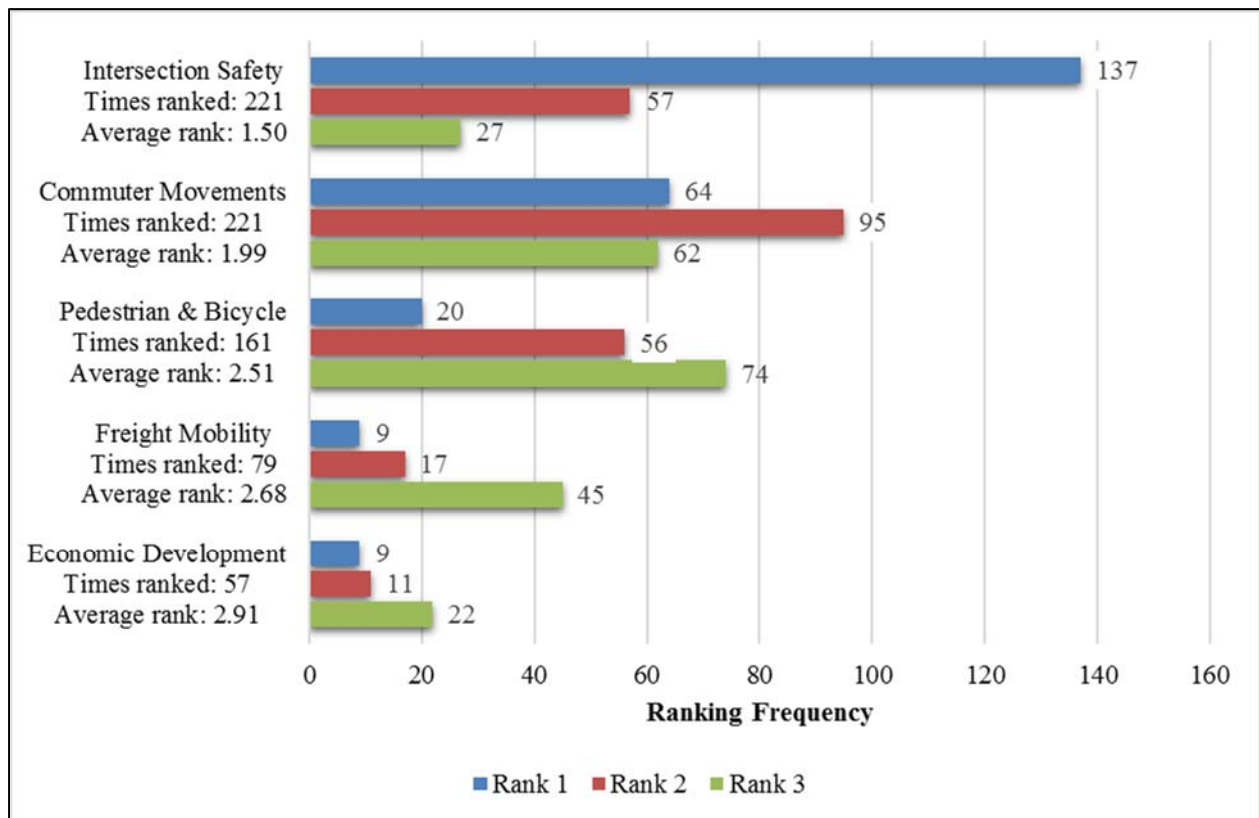
(6) Potential Solutions and Ideas

- Construct an overpass.
- Construct an at-grade displaced left turn intersection (Johansen Expressway approach).
- Ensure adequate clearances for large and oversized trucks.
- Construct a grade separated pedestrian crossing (overpass or tunnel).
- Install advanced warning lights on all approaches.

- Build a connection from the Johansen Expressway to Farmers Loop Road at the Northside Boulevard/Old Steese Highway intersection.
- Provide protected left turns only.
- Widen the shoulders on the Steese Expressway.
- Coordinate the traffic signals along the Johansen Expressway.
- Change the signal timing at the traffic light to allow longer greens.
- Construct a dedicated right turn lane from the eastbound Johansen Expressway onto the southbound Steese Expressway.
- Construct a dedicated right turn lane from the northbound Steese Expressway onto eastbound City Lights Boulevard/Lazelle Road.

### Survey Results

The figure below shows the priority ranking given to the predetermined list of intersection concerns by the survey participants. For each of the five concerns listed in the survey, the figure shows how many times the concern was ranked first, second, or third and the average rank the concern received. The top priorities based on times ranked and average rank are *Intersection Safety* and *Commuter Movements*. Each was ranked 221 times with intersection safety having an average rank of 1.5 and commuter movements having an average rank of 1.99. *Pedestrian/Bicycle* came next, ranked 161 times with an average rank of 2.51. *Freight Mobility* and *Economic Development* were less popular with freight mobility only ranked 79 times and economic development 57 times.



The survey gathered additional information on participant priorities through a series of agree/disagree statements. Disagreement indicates potential problem areas. The figures below show the ratings for the agree/disagree statements for each intersection concern. Potential problems include:

- Vehicle speeds.
- Adequate crossing locations and crossing signal lengths for pedestrians/bicycles.
- Adequate pathways to allow pedestrians/bicycles to move through the Steese/Johansen area.
- Adequate pathway connections to allow pedestrians/bicycles to connect into the bigger Fairbanks non-motorized network.
- Conflicts between users: passenger vehicles, trucks, pedestrian/bicycles.
- Length of delay.
- Economic development impacts if accesses are removed from the area.

