

UAF North Campus Subcommittee Agenda April 22, 2003; 12 p.m. (noon) Facilities Services Conference Room, RM 122	No agenda available
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UAF North Campus Subcommittee Meeting

April 22, 2003

Notes

In attendance: Rich Boone, Carol Adamczak, Tim Stallard, Pat Holloway, Mike Hay, committee nominees Deb Wilkinson and Cynthia Steiner and invited guests Rick Caulfield, Deb Brownfield and Steve Titus, Brian Barnes

Next meeting, May 6, Tues. 9:30 a.m. at the Experiment Farm visitor's center

The bulk of the meeting was devoted to a discussion of the Tanana Loop road, particularly the portion north of West Ridge Rick Caulfield and Deb Brownfield, both from Master Planning Committee, clarified the history of the road, basically stating that it had been in the Master Plan for many years and is a major component of campus circulation by re-directing traffic from the center of campus to the periphery. It has been approved by the Master Planning Committee, the Chancellor and Board of Regents and will proceed pending funding and design approval. Steve Titus, Deputy Director, Design and Construction, Facilities Services, presented a map with two proposed alignments (by Harding ESE dated 4/16/02) that will impact the North Campus area at two locations: north of the West Ridge complex, and west of IARC and Arctic Health.

The first re-alignment will impact trails and the Biological Reserve. The second will impact the location of a trail head and ski hut.

Dr. Brian Barnes, Director, Institute of Arctic Biology, spoke to the committee on the impact of the re-alignment on the biological reserve and long term research as well as the animal holding facilities at the north end of the Irving building. They are looking at significant impact from increased traffic, noise, possibly vandalism in the animal facilities as well as relocation of permanent research plots. The committee asked if Mike Hay could help identify potential impacted areas and to share this information with the Master Planning committee.

Pat Holloway asked Steve Titus to predict the maximum "footprint" of the road. Steve said without knowing slopes, location of ice, drainage requirements, heights above grade the maximum footprint could be about 80 feet. During the next year, the committee will identify impacts of the road re-alignment and describe ways to mitigate impact on trails, structures and educational and research plots.

Although the road has been approved, the exact location of the road is still very much up for discussion. Several committee members took issue with the two options on the map and wondered if there couldn't be an option C that would skirt the edge of the parking lot north of Irving, O'Neill and Elvey and have a lower speed limit. Rick Caulfield stated that an option to re-direct traffic along Sheenjek was not an option, but there was plenty of time to consider all others. He advised the committee not to make it an immediate priority, but to prepare information for the Master Planning Committee on all impacts that must be considered.