
FAST Planning

TECHNICAL COMMITTEE MEETING

Wednesday, October 2, 2019

12:00 – 2:00 P.M.

City of Fairbanks, 800 Cushman Street, City Council Chambers

Call In # (907) 459-6769

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of the October 2, 2019 Agenda
4. Approval of the September 4, 2019 Meeting Minutes Pg 1-5
5. Committee/Working Group Reports (including the Chair's Report) Pg 6
6. Public Comment Period (Non-Action Items)
7. Old Business
 - a. FFY21/22 FAST Improvement Program Priorities (Action Item) Pg 7-25
8. New Business
 - a. 2020 Safety Targets (Action Item) Pg 26-29
 - b. CMAQ Project Evaluation Criteria & Nomination Process Pg 30-32
 - c. Minnie Street Corridor Study – Public Comment Opportunity Pg 33-44
9. Other Issues
10. Informational Items
 - a. 9.18.19 Policy Board Action Items Pg 45
 - b. 2nd Annual Winter Maintenance Forum – October 15 Pg 46
 - c. Obligations and Offsets Pg 47-53
11. Technical Committee Comments
12. Adjournment

Next Scheduled Technical Committee Meeting – Wednesday, November 6, 2019, Noon, Fairbanks
City Council Chambers

FAST Planning

TECHNICAL COMMITTEE

Meeting Minutes – September 4, 2019

City of Fairbanks, Council Chambers, 800 Cushman Street
Fairbanks, Alaska

1. Call to Order

Jackson Fox, Chair, called the meeting to order at 12:00 p.m.

2. Introduction of Members and Attendees

The following were present:

Name	Representing
* Jackson Fox, Chair	FAST Planning Executive Director
** Andrew Ackerman	City of Fairbanks Engineering
** Bill Rogers for Bob Pristash	City of Fairbanks Engineering
** Bill Butler	City of North Pole
** Steven Hoke	ADEC Air Quality
** Rachel Maddy	AK Railroad Corporation
** Judy Chapman	DOT&PF Planning
** Sarah Schacher	DOT&PF Preconstruction
** Kerynn Fisher for John Perreault	FNSB Planning Commission
** Kellen Spillman	FNSB Community Planning
** Michelle Felix for Glenn Miller	FNSB Transportation
** John Weinberger	Fort Wainwright Planning
** Tom Pascoe	UAF Facilities
** Justin Burgess	AES Transportation
* Olivia Lunsford (absent)	FAST Planning Transportation Planner
* Deborah Todd	FAST Planning Administrative Assistant
* Don Galligan	FNSB Planning
Peter Stern	Citizen
Phoebe Bredlie	Kinney Engineering
* FAST PLANNING Staff members	
** FAST PLANNING Technical Committee members	

3. Approval of the September 4, 2019 Agenda

Motion: To approve the September 4, 2019 Technical Committee Agenda.
(Butler/Ackerman).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the August 7, 2019 Meeting Minutes

Motion: To approve the August 7, 2019 Meeting Minutes. (Pascoe/Chapman).

Discussion: Mr. Ackerman asked if the Committee/Chair Report could have some bullets for specific meetings to make it easier to locate them.

Vote on Motion: None opposed. Approved.

5. Committee/Working Group Reports (including the Chair's Report)

Mr. Fox stated that there were three meetings besides the regularly scheduled Technical Committee and Policy Board meetings last month:

- The Bicycle & Pedestrian Advisory Committee Meeting was held August 8, 2019 and two motions were passed nominating two non-motorized projects to the FAST Improvement Program.
- The FAST Improvement Project Subcommittee Meeting was held on August 26, 2019 to nominate new road projects for the FFY21/22 Improvement Program.
- The Seasonal Mobility Task Force met on August 27, 2019 to primarily discuss how last winter went with regard to snow removal, new equipment purchases, and compiled a list of topics and guest speakers for the 2nd Annual Winter Maintenance Forum.

6. Public Comment Period (Non-Action Items)

No public comment.

7. Old Business

No old business.

8. New Business

a. 2020 Meeting Calendar (Action Item)

Mr. Fox explained that the meeting packet included the draft meeting calendar for the 2020 Technical Committee, Policy Board, and Bicycle & Pedestrian Advisory Committee meetings. Mr. Fox noted that there were two meeting deviations: one that occurred in January which moved the Technical Committee from January 1 to January 8; and the second deviation was in February where the Policy Board meeting was moved from February 19 to February 12 to accommodate the Alaska Municipal League Winter Legislative Session.

Public Comment: No public comment.

Motion: To recommend to the Policy Board to approve the 2020 FAST Planning Meeting Calendar as presented. (Felix/Butler).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

b. Technical Committee Meeting Location (Action Item)

Mr. Fox proposed moving the Technical Committee Meeting to the new FAST Planning office in the Key Bank Building which had ample space as well as chairs and tables to accommodate participants and the public. Mr. Fox explained that the Policy Board Meetings would continue to be held at City Hall, but they would also be moving the Bicycle & Pedestrian Advisory Committee, all subcommittee meetings, and any other committee/working group meetings to the new office.

Public Comment: No public comment

Motion: To recommend to the Policy Board to move the Technical Committee meeting location from City Hall to FAST Planning's new office in the Key Bank Building. (Butler/Schacher).

Discussion: Mr. Ackerman stated that he was neutral on this but provided insight that it was mentioned at the City Department Head meeting that there was City

*September 4, 2019
Technical Committee Meeting Minutes*

support for keeping the meeting at City Hall but from a logistics standpoint it was not a big deal to go to the FAST Planning office for the meetings.

Mr. Rogers stated that he would advocate for the City location to be used as much as possible because it was a place that the general population knew of and was comfortable in and he liked the idea that a door was always open and people were comfortable coming in that door so he would vote against it.

Mr. Butler stated that he thought it was critical for the FAST Planning identity to have that separation, so it was clear that this was a 501(c)(3) program and not a State DOT or City of Fairbanks program and it reinforced that.

Mr. Rogers reiterated that he had an affinity for downtown.

Mr. Ackerman stated that it might make him feel a little more comfortable if there was collaboration between FAST Planning and the City of Fairbanks to notify the public of the new meeting location.

Mr. Fox stated that they could post the change of location information on the FAST Planning and City of Fairbanks websites.

Vote on Motion: Two opposed. (Rogers, Spillman). One abstained. (Fisher).
Approved.

c. 2nd Annual Winter Maintenance Forum

Mr. Fox explained that the meeting packet included a flyer for the 2nd Annual Winter Maintenance Forum that would be held on October 15, 2019 in the City Council Chambers. Mr. Fox stated that the Forum would be open to the public and feature a series of guest speakers sharing information from their respective agencies on maintenance for the upcoming winter. Dan Schacher with DOT and Jeff Jacobsen with the City of Fairbanks Public Works would present their snowplowing priorities for roads and non-motorized facilities as well as showcase their new equipment, use of brine, and other operational changes for their departments. Mr. Fox stated that the Borough Parks and Recreation Department would showcase the park facilities that had winter activities as well as their winter trail grooming efforts and the Borough Rural Services Department would explain snow removal operations in road service areas and highlight the many orphan roads that likely would not receive snow removal this winter except by area residents. Mr. Fox stated that Ms. Lunsford was working on getting other guest presentations that might be of interest possibly one from the Interior Cold Weather Testing Program for vehicles and working on a social media push.

Mr. Butler suggested a video of the presentations broken into segments posted on the website so that people could select a specific presentation to watch at their leisure.

Ms. Fisher suggested a schedule for the series of presentations so that people could show up at a specific time instead of having to stay for the whole meeting.

Mr. Ackerman noted that the previous meeting was videotaped and available on line. Mr. Ackerman stated that he wondered how they could bill this as something different from the previous year and how much opportunity there would be for the public to participate and add the part about how it was going to be streamed on

September 4, 2019
 Technical Committee Meeting Minutes

Facebook and if someone were to ask a question online would they be able to receive a response.

Ms. Bredlie asked if they would consider holding the meeting at the Noel Wien Library rather than City Hall so that people would not get the idea that it was only about maintenance issues for the City of Fairbanks and was for maintenance issues of the community as a whole

Mr. Fox stated that was a good point and would find out the availability of the Noel Wien library.

Ms. Schacher suggested that it was worth pointing out how many roads that no one had responsibility for maintenance of.

d. FFY21/22 FAST Improvement Program Project Nominations

Mr. Fox explained that the meeting packet contained a summary of all the project nominations received for the FFY21-22 Surface Improvement Program. Mr. Fox stated that John Netardus of DOT was actively looking at the proposed projects for feasibility and some of the projects needed match and maintenance agreements so that was also being researched. Mr. Fox explained that the projects that needed match and maintenance agreements were: Chena Landing Loop Path and South Cushman Street Extension. Mr. Fox stated that a cost estimate would be prepared for the projects and then a draft prioritized list would be brought to the Technical Committee and Policy Board for approval.

e. CMAQ Project Evaluation Criteria & Nomination Process

Mr. Fox explained that the meeting packet included the final executed Amendment to the Memorandum of Agreement for funding and selection of CMAQ projects within the PM^{2.5} non-attainment area. Mr. Fox stated that this amendment effectively replaced the standing evaluation board with the Technical Committee and Policy Board. Mr. Fox stated that he needed to coordinate a group of people to evaluate the scoring criteria. Mr. Spillman stated that he would be happy to do it. Ms. Chapman nominated Ms. Carpenter. Ms. Schacher stated that she would get a volunteer from DOT, Mr. Ackerman stated that he would do it, and Ms. Felix volunteered. Mr. Fox stated that in the past they had funded a series of plug-in projects at the Carlson Center, Noel Wien Library, and the Big Dipper so they might be looking at plug-in projects for some of the high schools in town and DEC was interested in putting up electronic air quality alert message boards. Mr. Fox stated that they were looking at using the money to reduce emissions in our area.

9. Other Issues

No other issues.

10. Informational Items

a. 8.21.19 Policy Board Action Items

Mr. Fox explained that the Policy Board Action Items from August 21 were included in the meeting packet. Mr. Fox noted that the Policy Board approved the policy revision for project funding increases giving him authority for all project phases rather than just construction phase and increasing the dollar amount of his approval authority as well as that of the Technical Committee.

b. Obligations and Offsets

Mr. Fox explained the obligations and offsets contained in the meeting packet noting that they were 99% obligated and had effectively zeroed out and spent all offset funding. Mr. Fox noted that there were pending project closures and reductions to bid awards that would occur in October so they should receive just over \$1.2M in federal offset funds for future project increases which would enable them to start out FY2020 in really good shape to accommodate increases.

11. Technical Committee Comments

- Ms. Schacher commended Mr. Fox for working with DOT on managing these funds and this was the first year that she was aware of in a long time that they did not have to bank funds. Ms. Schacher added that they were currently advertising the Johansen Bike Path and had officially acquired all the right-of-way for the McGrath Road Project.

12. Adjournment

Motion to Adjourn: (Butler/Felix). The meeting adjourned at 12:56 p.m. The next Technical Committee meeting is **Wednesday, October 2, 2019, Noon, Fairbanks City Hall, Council Chambers, 800 Cushman Street, Fairbanks, AK.**

Approved: _____ Date: _____
Jackson Fox, Chair
FAST Planning Technical Committee

FAST Planning

September 18, 2019

To All Concerned:

The following FAST Planning meeting dates for 2020 were approved by the Policy Board on September 18, 2019.

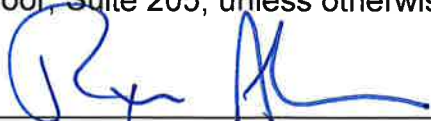
2020 FAST Planning Regular Meeting Dates

<u>Month</u>	<u>Technical</u>	<u>Policy</u>	<u>BPAC</u>
January	8	22	-
February	5	12*	13
March	4	18	-
April	1	15	9
May	6	20	-
June	3	17	11
July	1	15	-
August	5	19	13
September	2	16	-
October	7	21	8
November	4	18	-
December	2	16	10

***AML Winter Legislative Conference is February 18-20, 2020, so 2/19/20 meeting rescheduled to 2/12/20.**

All Policy Board and Technical Committee meetings are held at 12:00 pm at Fairbanks City Hall in the Council Chambers unless otherwise specified.

All BPAC meetings are held at the FAST Planning Office in the Key Bank Building, 2nd Floor, Suite 205, unless otherwise specified.



Ryan Anderson, Chair
FAST Planning Policy Board

9/19/2019

Date

FAST Improvement Program FFY21 Priorities (DRAFT)

October 2, 2019

City of Fairbanks	Dunbar Avenue (A to C Street)	\$ 271,000	City Priority #1, repave w/ storm drain improvements
	Eureka Avenue (Hamilton Avenue to E Street)	\$ 648,000	City Priority #2, repave w/ storm drain improvements
City of North Pole	CONP Driveway Aprons	\$ 757,931	Previously nominated, reduced to 157 driveway locations and 8 alley approaches
	Total	\$ 1,676,931	

FFY21 Contingency Projects (pending available funding)

FNSB Parks & Recreation	2nd Avenue Dog Park Access Road	\$ 88,374	Gravel to pavement, consider repaving adjacent path
	South Cushman Extension	\$ 137,782	New E-1 gravel surface, needs match and maintenance commitment
Alaska DOT&PF	Phillips Field Road Path (University Avenue to Peger Road)	\$ 297,631	BPAC nomination, repave, includes ~\$54k in fence replacement
	Total	\$ 523,787	

FAST Improvement Program FFY22 Priorities (DRAFT)

FNSB Rural Services	Aztec Road Service Area Priority #1 Roads		
	<i>Charolette Road</i>	\$ 174,244	Repave
	<i>Choctaw Road</i>	\$ 139,349	Repave
	<i>Glenn Street</i>	\$ 168,164	Repave
	<i>Ione Street</i>	\$ 72,908	Repave
	<i>Pueblo Street</i>	\$ 150,764	Repave
	<i>Shoshone Drive</i>	\$ 126,130	Repave
	<i>Vicki Lane</i>	\$ 296,721	Repave, lowest priority in road group
	Aztec Road Service Area Priority #2 Roads		
	<i>Copper Street</i>	\$ 435,587	Repave
	<i>Aztec Road</i>	\$ 285,676	Repave, lowest priority in road group
	Total	\$ 1,849,543	

FAST Improvement Program FFY23 Priorities (DRAFT)

City of Fairbanks	4th Avenue (Bonnifield to Barnette Street)	\$ 450,000	City Priority #3, repave w/ storm drain improvements and sidewalk replacement
	8th Avenue (Cowles to Barnette Street)	\$ 260,000	City Priority #4, repave w/ storm drain improvements
	Pratt Avenue (2nd to Front Street)	\$ 49,787	City Priority #5, repave w/ drainage improvements (ditches)
	Chena Landing Loop Path	\$ 39,845	BPAC nomination, repave, needs match and maintenance commitment
Alaska DOT&PF	Mitchell Expressway Path (Geist to Loftus to Steelhead Road)	\$ 624,616	Repave, includes ~\$220k in fence replacement
UAF	Tanana Drive (Yukon to North Tanana Drive)	\$ 236,670	Previously nominated, needs match commitment
	Total	\$ 1,660,918	

FAST Improvement Program FFY21/22 Nominations

September 18, 2019

City of Fairbanks	Dunbar Avenue (A to C Street)	\$	271,000	City Priority #1, repave w/ storm drain improvements	
	Eureka Avenue (Hamilton Avenue to E Street)	\$	648,000	City Priority #2, repave w/ storm drain improvements	
	4th Avenue (Bonnifield to Barnette Street)	\$	450,000	City Priority #3, repave w/ storm drain improvements and sidewalk replacement	
	8th Avenue (Cowles to Barnette Street)	\$	260,000	City Priority #4, repave w/ storm drain improvements	
	Pratt Avenue (2nd to Front Street)	\$	49,787	City Priority #5, repave w/ drainage improvements (ditches)	
	Chena Landing Loop Path	\$	39,845	BPAC nomination, repave, needs match and maintenance commitment	
City of North Pole	CONP Driveway Aprons	\$	757,931	Previously nominated, reduced to 157 driveway locations and 8 alley approaches	
FNSB Parks & Recreation	2nd Avenue Dog Park Access Road	\$	88,374	Gravel to pavement, consider repaving adjacent path	
	South Cushman Extension	\$	137,782	New E-1 gravel surface, needs match and maintenance commitment	
FNSB Rural Services	Aztec Road Service Area Priority #1 Roads	\$	1,128,281	TOTAL	
	<i>Charolette Road</i>	\$	<i>174,244</i>	Repave	
	<i>Choctaw Road</i>	\$	<i>139,349</i>	Repave	
	<i>Glenn Street</i>	\$	<i>168,164</i>	Repave	
	<i>Ione Street</i>	\$	<i>72,908</i>	Repave	
	<i>Pueblo Street</i>	\$	<i>150,764</i>	Repave	
	<i>Shoshone Drive</i>	\$	<i>126,130</i>	Repave	
	<i>Vicki Lane</i>	\$	<i>296,721</i>	Repave, lowest priority in road group	
	Aztec Road Service Area Priority #2 Roads	\$	721,262	TOTAL	
	<i>Copper Street</i>	\$	<i>435,587</i>	Repave	
	<i>Aztec Road</i>	\$	<i>285,676</i>	Repave, lowest priority in road group	
	Alaska DOT&PF	Mitchell Expressway Path (Geist to Loftus to Steelhead Road)	\$	624,616	Repave, includes ~\$220k in fence replacement
		Phillips Field Road Path (University Avenue to Peger Road)	\$	297,631	BPAC nomination, repave, includes ~\$54k in fence replacement
UAF	Tanana Drive (Yukon to North Tanana Drive)	\$	236,670	Previously nominated, needs match commitment	

Fairbanks NorthStar GIS Map



8/26/2019 11:20:35 AM

Parcels w/ Taxroll Info

Parcel Labels

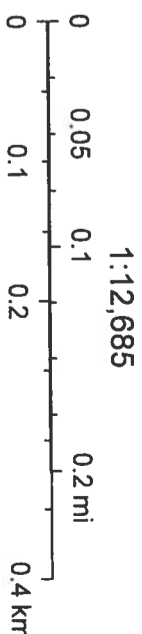
Green: Band_2

Road Labels Small

Imagery_2017_Pictometry_Fairbanks

Blue: Band_3

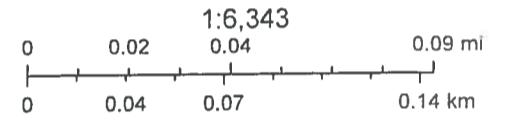
Red: Band_1



FairbanksNorthStar GIS Map



8/26/2019 11:10:55 AM



- Parcels w/ Taxroll Info
- Road Labels Small
- Parcel Labels
- Imagery_2017_Pictometry_Fairbanks
- Green: Band_2
- Blue: Band_3
- Red: Band_1

GIS User

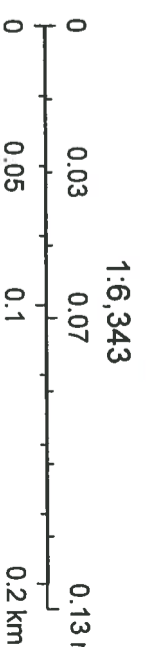
All information provided herein is for informational purposes only, and does not constitute legal documentation. The Fairbanks North Star Borough disclaims responsibility for any direct or indirect damages resulting from the use of this information.

Fairbanks NorthStar GIS Map



8/26/2019 11:15:34 AM

- Parcels w/ Taxroll Info
- Parcel Labels
- Road Labels Small
- Imagery_2017_Pictometry_Fairbanks
- Red: Band_1
- Green: Band_2
- Blue: Band_3



FairbanksNorthStar GIS Map



8/26/2019 11:35:16 AM

Parcels w/ Taxroll Info

Parcel Labels

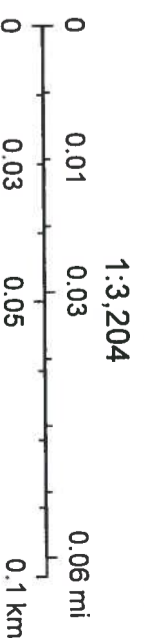
Road Labels Small

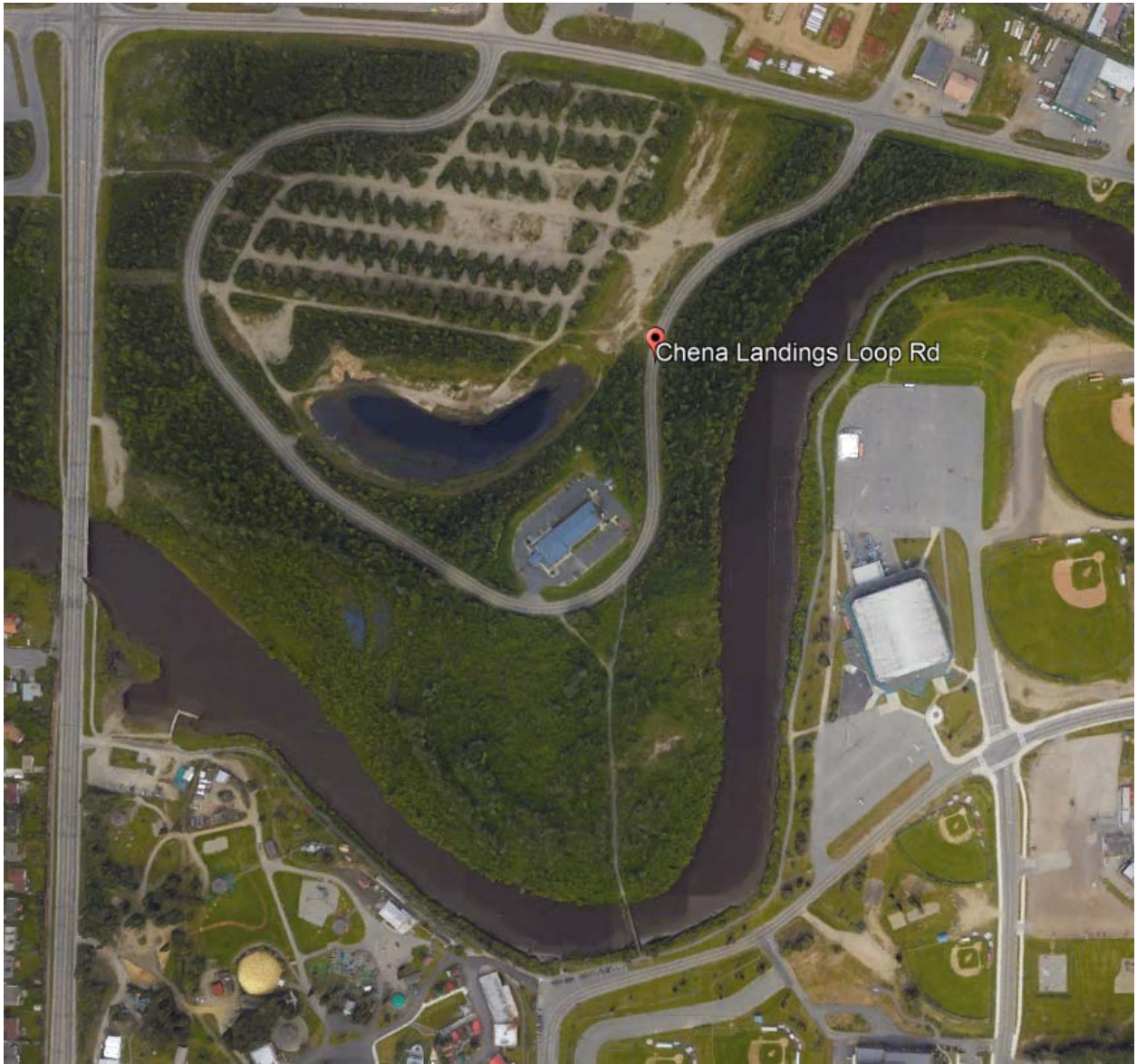
Imagery_2017_Pictometry_Fairbanks

Red: Band_1

Green: Band_2

Blue: Band_3









This project includes resurfacing of the FNSB Dog Park Access Road using basaltic E-1 material.

400ft x 22ft
Cost Estimate: \$30,000

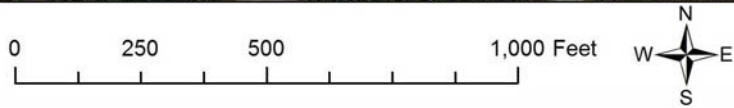
FMATS Improvement Program Proposal

Dog Park Access Road Resurfacing



Fairbanks North Star Borough
907 Terminal Street
Fairbanks, AK 99701
(907) 459-1000





This project includes resurfacing of South Cushman Extension from Northland Wood to the Levee using 6" of basaltic E-1 material. It also rehabilitates the existing drainage ditches along both sides of the road corridor to ensure positive drainage.

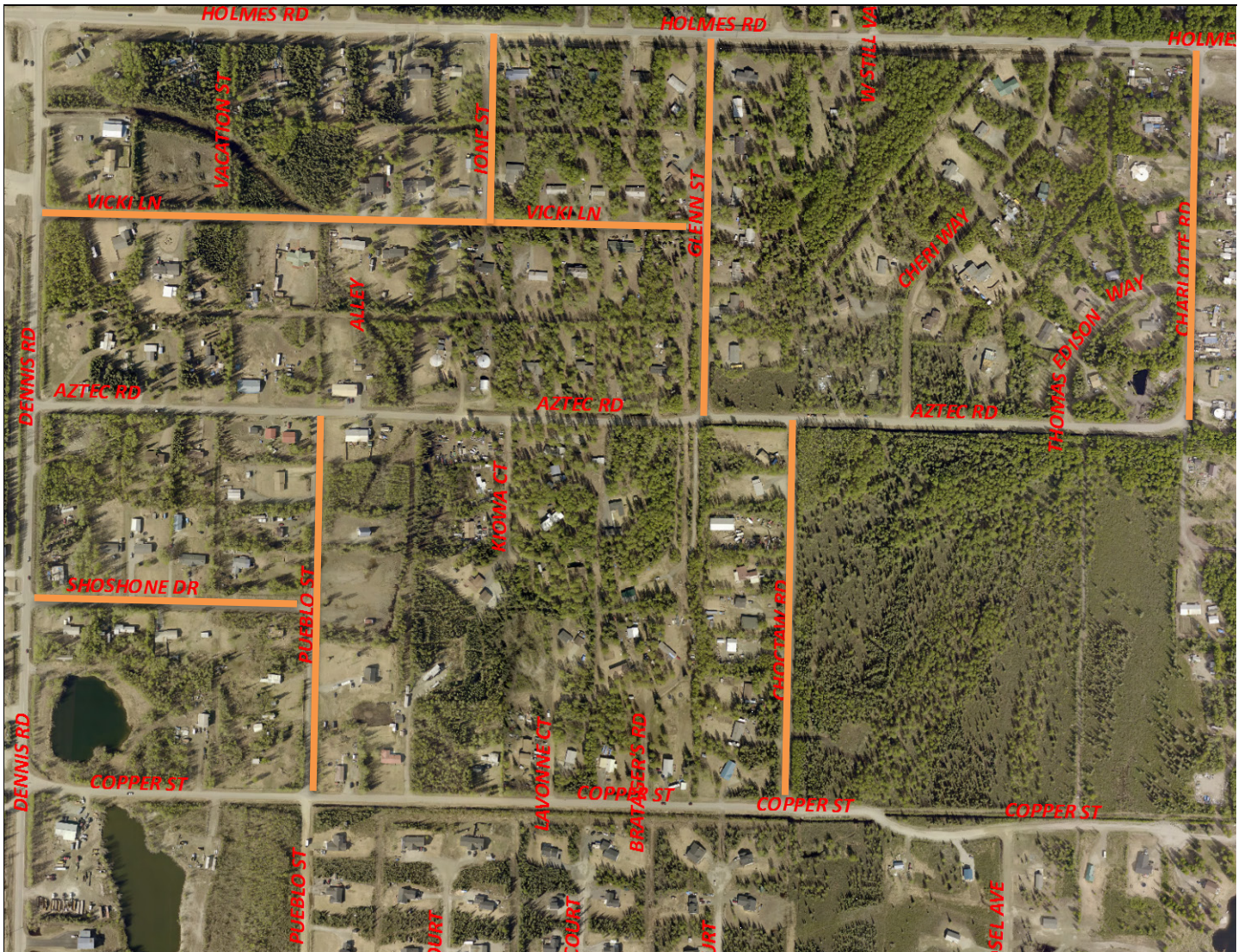
1000ft x 40ft
Cost Estimate: \$170,000

FMATS Improvement Program Proposal

South Cushman Extension Resurfacing and Drainage Rehabilitation

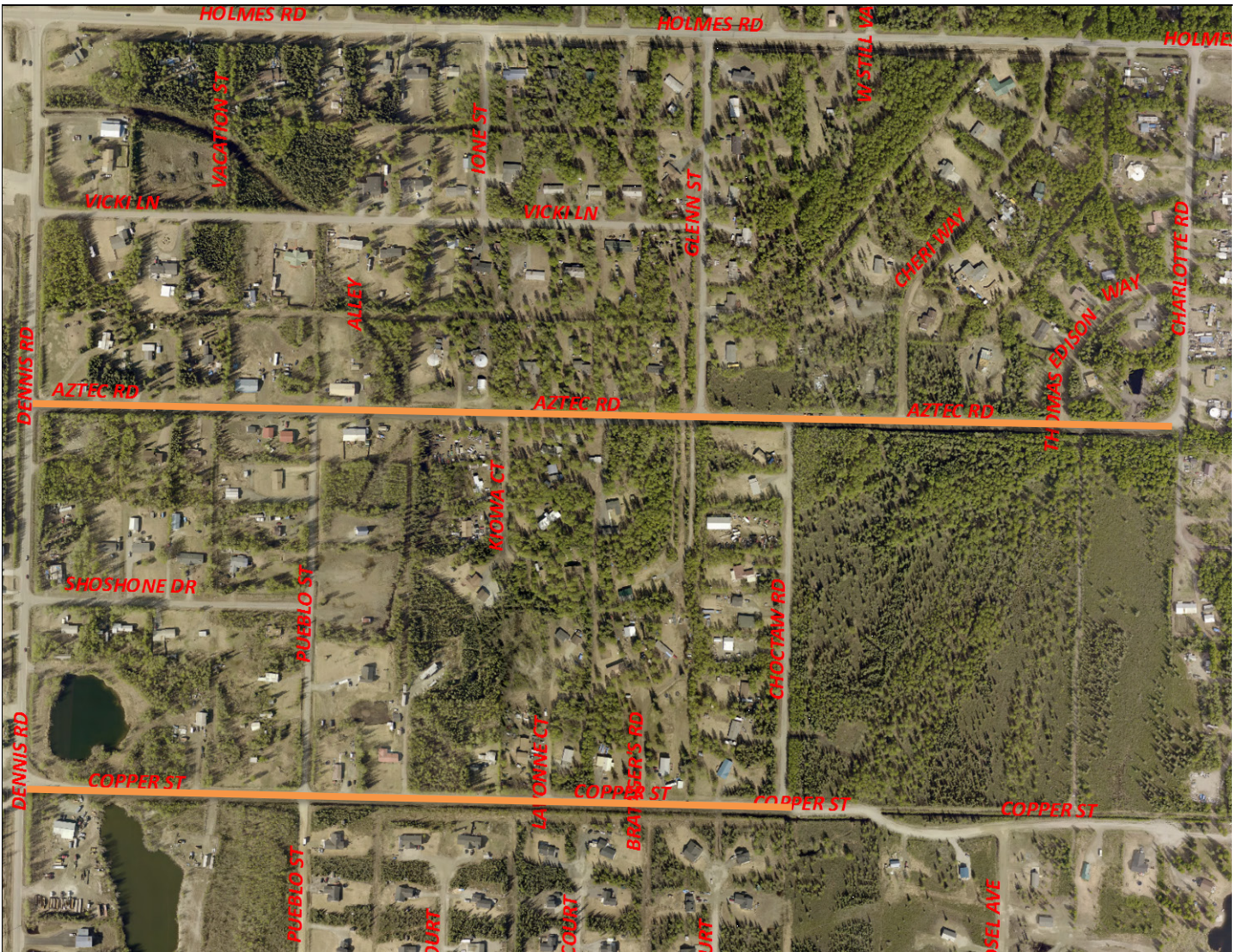


Fairbanks North Star Borough
907 Terminal Street
Fairbanks, AK 99701
(907) 459-1000



Scope: Replace the existing asphalt surface with an asphalt concrete surface on the following roads:

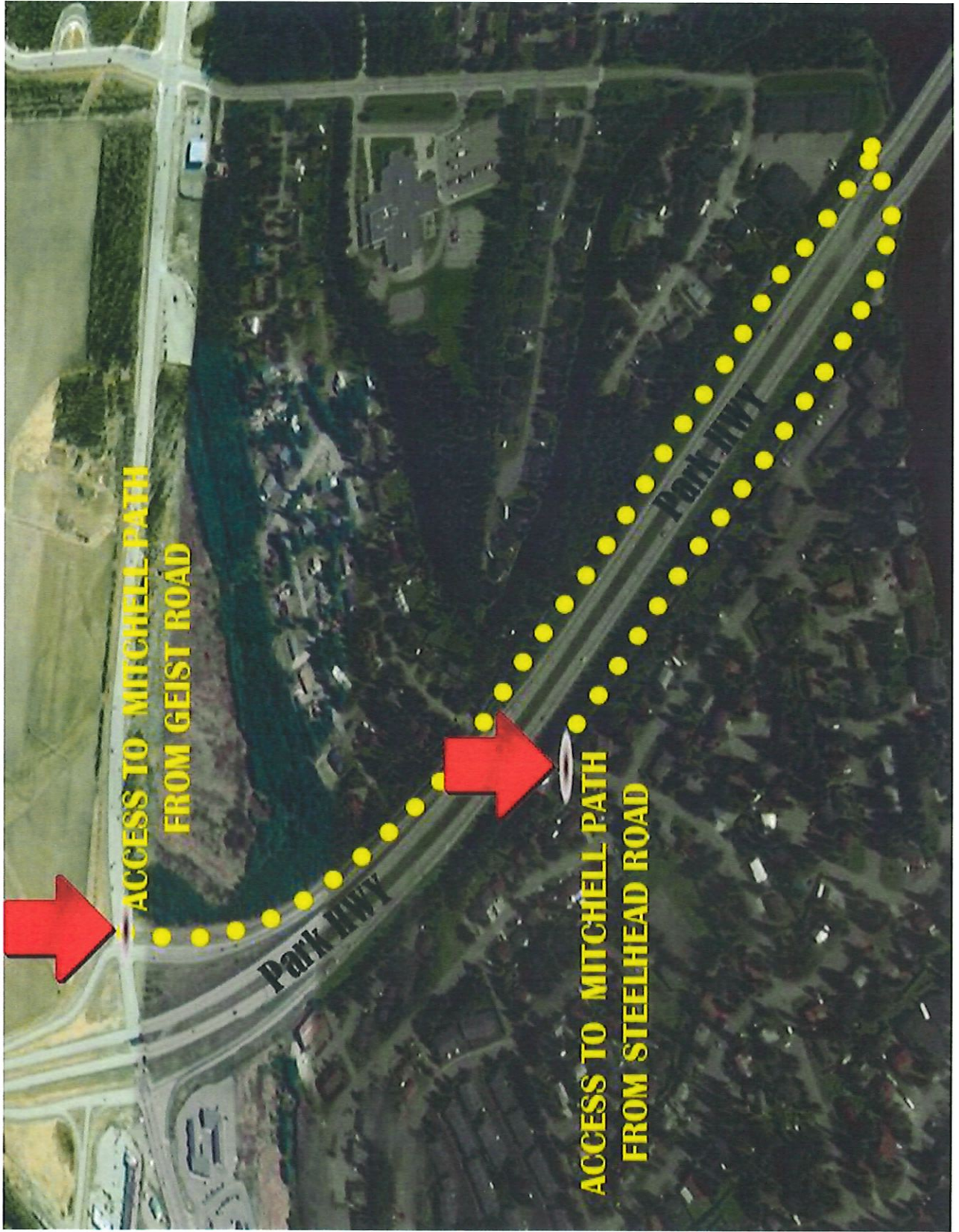
Road Name	Surface Width	Length
Charlotte Road	20-ft	1,320-ft
Choctaw Road	18-ft	1,321-ft
Glenn Street	20-ft	1,291-ft
Ione Street	20-ft	630-ft
Pueblo Street	18-ft	1,320-ft
Shoshone Drive	20-ft	989-ft
Vicki Lane	18-ft	2,337-ft



Scope: Replace the existing asphalt surface with an asphalt concrete surface on the following roads:

Road Name	Surface Width	Length
Aztec Road	20-ft	3,954-ft
Copper Street	20-ft	2,620-ft

Mitchell Exp. Bike Path Improvement Plan



Mitchell Exp. Bike Path Improvement Plan



Mitchell Exp. Bike Path Improvement Plan

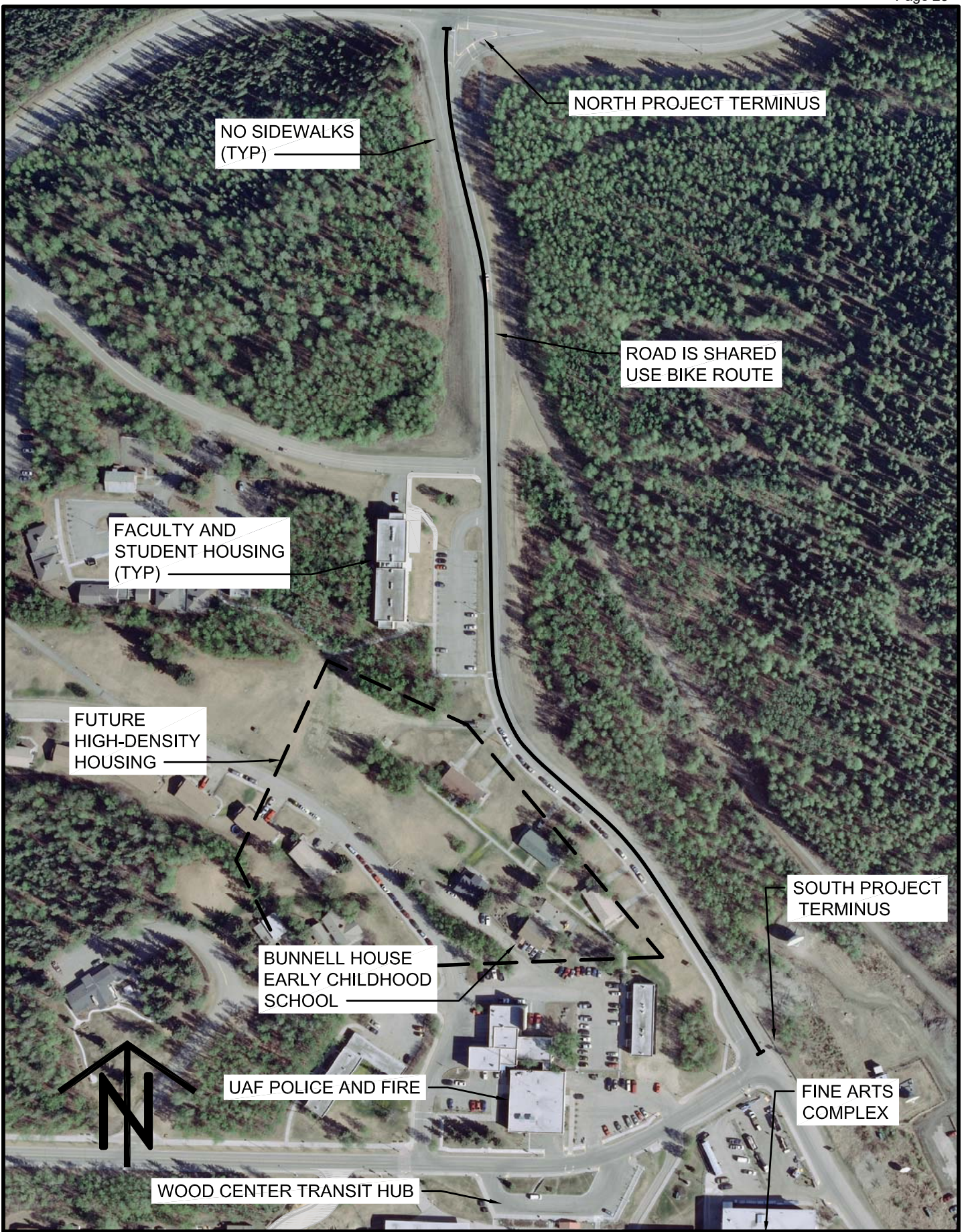






Nov 26, 2018-1:45:39 pm

S:\SWAPMEET\Mike Jones\For Tom\ETananaResurfacing.dwg Sheet-Layout#2



FACILITIES SERVICES
 DESIGN & CONSTRUCTION
 P.O. BOX 758160
 FAIRBANKS, AK 99775-8160
 907-474-5299
 907-474-7554 (fax)

NORTH TANANA LOOP IMPROVEMENTS

PROJECT AREA

DATE: November 2018

Jackson Fox

From: Walker, Matthew I (DOT) <matthew.walker@alaska.gov>
Sent: Saturday, August 31, 2019 11:21 AM
To: Jackson Fox
Cc: Al Fletcher (Al.Fletcher@dot.gov); Kramer, Tammy L (DOT); Heidemann, Marie E (DOT)
Subject: Safety Performance Measure 2020 Targets: DOT&PF submitted 2019 HSIP Annual Report with targets 8/31/2019
Attachments: Workshop_Summary_Report_Alaska_SUBMITTED.PDF; Target Setting Procedures Agreement_Final Signed.pdf; Performance Measures MOU_Signed.pdf; M_190226_Safety Targets_APPROVED 190301.pdf

Jackson:

This email is to inform you DOT&PF submitted their 2019 HSIP Annual Report with its five 2020 safety performance measure targets on Saturday, August 31, 2019. 23 CFR 490 requires FAST Planning report their five 2020 safety targets to DOT&PF within 180 days (February 27, 2020).

I'm happy to assist in any way, and below I've included some resources that may be useful as FAST Planning move forward.

- FHWA's Safety Performance Management home: <https://safety.fhwa.dot.gov/hsip/spm/>
- Implementation Guidance: https://safety.fhwa.dot.gov/hsip/rulemaking/docs/hsip_ig42216_final.pdf
 - Specific MPO guidance for establishment and reporting of safety targets in sections 10.3 and 12.2
 - You'll recall, each MPO target can be established in one of two ways:
 1. Agree to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for a safety performance measure, or
 2. Commit to a quantifiable target for a safety performance measure for the metropolitan planning area.
 - MPOs are supposed to report their established safety targets to State DOTs in a manner that is documented and mutually agreed upon by both parties. In this case, DOT&PF and FMATS signed MOUs in 2018 (attached for reference).
- FHWA and NHTSA's State Safety Target Setting Coordination & Training Workshop Summary Report: attached
 - This is the report out from our 1/24/17 workshop, written by the two facilitators
 - Follow up from FHWA on the first bullet of the unresolved issues is somewhat unsatisfactory: "In the past, other entities besides States have asserted the 409 protections, but MPOs should seek legal advice from their attorneys regarding the applicability of the provision." This topic may or may not be of importance to you.
- DOT&PF targets, approved by Commissioner MacKinnon 3/1/19: attached
- 2019 HSIP Annual Report, submitted to Alaska Division FHWA 8/31/19: I will send this out once the Division Office approves the report (9/30/19 at the latest).
- Target Setting Resources: https://safety.fhwa.dot.gov/hsip/spm/target-setting_resources.cfm
 - IF FAST Planning decides to calculate their own targets (rather than just stating they'll program projects to support DOT&PF targets), some of these resources may be helpful.

Sincerely,

MATT WALKER, P.E.
 State Traffic & Safety Engineer
 Statewide Traffic & Safety
 Alaska DOT & PF



Department of Transportation & Public Facilities
Statewide Design & Engineering Services Division
 Phone: 907-465-2960
 Fax: 907-465-3124

MEMORANDUM

TO: John MacKinnon
 Commissioner

DATE: February 26, 2019

THRU: Kenneth Fisher, P.E.
 Chief Engineer

Tammy Kramer
 Acting Director, Program Development Division

FROM: Matt Walker, P.E.
 State Traffic & Safety Engineer

Tammy Kramer
 Alaska Highway Safety Office Administrator

SUBJECT: 2020 Safety
 Performance Measure
 Target
 Recommendations

The following five safety performance management targets (targets) for calendar year 2020 are recommended for inclusion in the 2019 Highway Safety Improvement Plan annual report and the 2019 Highway Safety Plan.

Performance Measures	2020 Target	HSIP	HSP
Fatalities	≤ 80	✓	✓
Fatality Rate (per HMVMT*)	≤ 1.5	✓	✓
Serious Injuries	≤ 400	✓	✓
Serious Injury Rate (per HMVMT*)	≤ 7.5	✓	
Non-motorized fatalities and non-motorized serious injuries (combined)	≤ 70	✓	

*HMVMT – hundred million vehicles miles traveled

The targets are expressed as 5-year rolling averages, are applicable to all public roads in the State, and satisfy the requirements for the Alaska Department of Transportation and Public Facilities under US 23 CFR 490 Subpart B. See attached one page background document.

Approved: _____

John MacKinnon

Commissioner, Alaska Department of Transportation and Public Facilities

Date

3.1.19

cc: Ryan Anderson, P.E., Regional Director, Northern Region, MS 2550
 Mary Siroky, Deputy Commissioner, DOT&PF, MS 2500
 Dave Kemp, P.E., Regional Director, Central Region, MS 2525
 D. Lance Mearig, P.E., Regional Director, Southcoast Region, MS 2506

March 2019



Alaska Department of Transportation & Public Facilities

Statewide Design & Engineering Services

Process:



- Two goals:
 - Recommend 2020 safety targets to executive team for approval to report in 2019 HSIP report and HSP

Performance Measures	2020 Target	HSIP	HSP
Fatalities	≤ 80	✓	✓
Fatality Rate (per HMVMT*)	≤ 1.5	✓	✓
Serious Injuries	≤ 400	✓	✓
Serious Injury Rate (per HMVMT*)	≤ 7.5	✓	
Non-motorized fatalities and non-motorized serious injuries (combined)	≤ 70	✓	

- Develop a repeatable process for safety target setting. Used guidance from FHWA and NHTSA to help us achieve the goal.
- Process will be documented in memo to Chief Engineer Fisher.
- Agreements with MPOs were finalized in spring 2018.
- Both MPOs notified DOT&PF they will support the 2019 state targets (approved last spring) by their project programming.

Statute and Regulation

- Penalties** (23 U.S.C. 148 (i)) assessed if FHWA determines State has not met or made significant progress toward meeting their targets:
 - FHWA will restrict HSIP funding flexibility, and**
 - State must submit and implement an HSIP implementation plan.**
- US 23 CFR 490 Subpart B:
 - DOT&PF required to establish and submit to FHWA annual targets for five safety performance measures.
 - Targets expressed as 5-year rolling averages.
 - Applicable to all public roads in the State.
 - DOT&PF to coordinate with the State's MPOs on the establishment of targets and MPOs must inform the DOT&PF not later than 180 days after the HSIP annual report is submitted whether they will support state targets or submit their own targets
 - Determination by FHWA: has DOT&PF met, or made significant progress toward meeting, at least four of the 2020 targets based on the data provided in the 2021 HSIP annual report. If a target is not met for a performance measure, DOT&PF is determined to have made significant progress if the 5-yr rolling average ending in 2020 is less than that of 2018.
 - Submit targets in HSP to NHTSA by July 1
 - Submit targets in HSIP annual report to FHWA by August 31

Timeline for 2020 targets

- July '19: submit HSP
- August '19: submit HSIP annual report
- February '20: MPOs report targets to DOT&PF
- August '21: submit performance data
- March '22: FHWA notifies states whether they met or made significant progress toward targets

Work Group:

STWD / AHSO

Jill Sullivan - STWD
 Matt Walker – STWD
 Miles Brookes – AHSO

REGIONS

Randi Bailey - NR

AMATS

Craig Lyon

FMATS

Alicia Stevens

Safety Performance Measures	2018 Targets	2019 Targets	2020 Targets
Fatalities	75	75	80
Fatality Rate	1.5	1.5	1.5
Serious Injuries	375	350	400
Serious Injury Rate	7.5	7	7.5
Non-motorized fatalities and nonmotorized serious injuries (combined)	55	55	70

Congestion Mitigation Air Quality (CMAQ) Project Evaluation Criteria
2019-2022 TIP

1	Pollutant Reduction			Category Weighting	Total Possible Points
				= 2.25	22.5
	Project reduces CO by:		> 750 lbs per day or PM-10 > 4,000 lbs per \$1 M total annual expense	10 -Or-	22.5 -Or-
			> 500 lbs per day or PM-10 > 2500 lbs per \$1 M total annual expense	6 -Or-	13.5 -Or-
			> -250 lbs per day or PM-10 > 1,500 lbs per \$1 M total annual expense	4 -Or-	9.0 -Or-
			< 250 lbs per day or PM-10 > 1,500 lbs per \$1 M total annual expense	2 -Or-	4.5 -Or-
			No Pollutant Reduction	0	0
2	Reducing Delay			Category Weighting	Total Possible Points
				= 1.0	10.0
	Cost effectiveness in reducing delay (reduces vehicle hours of delay)		Significantly reduces VHD in relation to cost; incorporates TDM techniques	10 -Or-	10.0 -Or-
			Moderately reduces VHD in relation to cost; incorporates TDM techniques	6 -Or-	6.0 -Or-
			Negligible reduction in VHD	4	4
3	Air Pollutant Reduction			Category Weighting	Total Possible Points
				= .75	7.5
	Reduction of other pollutants such as fine particulate (PM-2.5), air toxics, greenhouse gases		Significant benefits	10 -Or-	7.5 -Or-
			Some benefits	6 -Or-	4.5 -Or-
			No benefit	0	0
4	Safety			Category Weighting	Total Possible Points
				= 0.6	6.0
	Contributions to public safety		Yes	10	6.0 -Or-
			No	0	0.0
5	Alternative Transportation			Category Weighting	Total Possible Points
				= 0.6	6.0
	Project provides/encourages use of alternative transportation methods and/or discourages S.O.V. use?		Project provides for a new transit service	10 -Or-	6.0 -Or-
			Project implements a transportation demand management (TDM) strategy	6 -Or-	3.6 -Or-
			Project does not provide any of these measures	0	0
6	Plan Approval			Category Weighting	Total Possible Points
				= 0.6	6.0
	Required By or Supports an Approved Plan:		Supports a required SIP project	10 -Or-	6.0 -Or-
			Supports an approved plan other than SIP (i.e. Comp Plan, Trails Plan, Transit Plan, District Plan, etc.)	6 -Or-	3.6 -Or-
			Not in an approved plan	0	0

**Congestion Mitigation Air Quality (CMAQ) Project Evaluation Criteria
2019-2022 TIP**

7	Population Served	Planning Factors 1,4 & 5		Category Weighting	Total Possible Points
				= 0.5	5.0
		Project located as to serve or benefit:	Between large segments of the city such as Downtown to Midtown and U-Med	10 -Or-	5.0 -Or-
			Between major employment centers, town centers, schools, neighborhoods or community council areas while preserving neighborhood integrity	6 -Or-	3.0 -Or-
			Within neighborhoods or community council areas while preserving neighborhood integrity	4 -Or-	2.0 -Or-
			One neighborhood	2	1.0
8	Environmental Justice	Planning Factors 1,4,5, & 9		Category Weighting	Total Possible Points
				= 0.4	4.0
		Environmental Justice	Project is located within 1/4 mile of an EJ area and will provide new or improved access to transit, pedestrian or bike facilities	10 -Or-	4.0 -Or-
			Project is located within 1/4 mile of an EJ area but does not provide any new or improved access to transit, pedestrian or bike facilities or project is not within 1/4 mile of an EJ area.	0 -Or-	0.0 -Or-
			Project creates a disproportionate negative effect on an EJ area (reduces access to transit service, or negatively impacts pedestrian or bike facilities	-5	-2.0
9	Project Readiness			Category Weighting	Total Possible Points
				= 0.4	4.0
		Can the project obligate:	All funds requested immediately and be completed within one year of receiving funding	10 -Or-	4.0 -Or-
			All funds requested within three months of FFY and be completed within 2 years of receiving funding	6 -Or-	2.4 -Or-
			A portion of requested funds immediately and begin first phase of project; project completed within 3 years of receiving first funding	4 -Or-	1.6 -Or-
			Requires concept approval; matching funds not identified; uncertain timeline for obligation, construction and completion	2	0.8
10	ITS	Planning Factors 1,2,3,4,7,9 & 10		Category Weighting	Total Possible Points
				= 0.4	4.0
		Consider the extent to which the project involves or uses ITS or other innovative technology to achieve its intended purpose:	Extensive use; new ITS/innovation technology; new application of existing technology; supports MTP goals and objectives	10 -Or-	4.0 -Or-
			Some use of ITS/innovative technology; mostly applications and technology already in use	6 -Or-	2.4 -Or-
			Minimal use; existing/old generation ITS	4 -Or-	1.6 -Or-
			No ITS or innovative technology/applications	0	0
11	Economic Benefits	Planning Factors 1,5,7, & 10		Category Weighting	Total Possible Points
				= 0.4	4.0
		Economic benefits after project completion	High	10 -Or-	4.0 -Or-
			Moderate	6 -Or-	2.4 -Or-
			Low	2	0.8

**Congestion Mitigation Air Quality (CMAQ) Project Evaluation Criteria
2019-2022 TIP**

12	Multimodal Contribution	Planning Factors 1,2,3,4,5,6 & 10		Category Weighting = 0.4	Total Possible Points
					4.0
		Includes multimodal links	Significant links or significantly improves mode transitions and improvements are needed immediately	10 -Or-	4.0 -Or-
			Moderate links or moderately improves mode transitions and improvements are needed	6 -Or-	2.4 -Or-
			Minimal links	2 -Or-	0.8 -Or-
			No links	0	0
13	Total Project Cost			Category Weighting = 0.25	Total Possible Points
					2.5
		Total funding required:	\$500,000 or less	10 -Or-	2.5 -Or-
			> \$500,000 but < \$750,000	6 -Or-	1.5 -Or-
			> \$750,000 but < \$1,000,000	4 -Or-	1.0 -Or-
			> \$1,000,000	2	0.5
14	O&M Costs	Planning Factors 1, 2, 7, 8, & 9		Category Weighting = 0.25	Total Possible Points
					2.5
		O&M costs associated with project	Low	10 -Or-	2.5 -Or-
			Moderate	6 -Or-	1.5 -Or-
			High	2	0.5
15	Project Support	Planning Factors 5 & 7		Category Weighting = 0.25	Total Possible Points
					2.5
		Public Support:	Broad based area-wide support and project is in an approved Transportation related plan	10 -Or-	2.5 -Or-
			Local area support for project (resolution from local government)	6 -Or-	1.5 -Or-
			Limited support for project (neighborhood petition, community council resolution)	4 -Or-	1.0 -Or-
			Mixed support (documented opposition and support)	2 -Or-	6.0 -Or-
			No significant support for project is documented	0 -Or-	0.5 -Or-
			Local opposition is documented	-5	-1.25



[CLICK HERE FOR THE DRAFT MSCS PEL REPORT](#)

WHAT'S NEW

MSCS - Draft PEL Report

The draft report is ready for review and comments.

Public Comment Period

Begins: Friday, September 27, 2019
Ends: Friday, November 1, 2019

Newspaper: Fairbanks Daily News Miner

NOTICE OF PUBLIC COMMENT PERIOD FOR THE DRAFT MINNIE STREET CORRIDOR STUDY

The City of Fairbanks, Alaska Department of Transportation and Public Facilities (DOT&PF), and FAST Planning are soliciting comments on the Draft Minnie Street Corridor Study (MSCS).

Project Description:

The MSCS dually focused on and evaluated the segment of Minnie Street between Illinois Street and the Old Steese Highway, and its overall functionality within the wider Fairbanks transportation network. The existing Minnie Street corridor has several transportation deficiencies, including a narrow, crowded right-of-way that results in conflicts between pedestrians, bicyclers, and vehicles. The MSCS recommends improvements to Minnie Street by replacing the Noyes Slough bridge with a wider bridge, replacing the road surface, improving drainage and water quality, and improving the quality and safety for non-motorized facilities. The MSCS also recommends improving Johansen Expressway connection to Minnie Street by improving capacity, connectivity, and mobility for all modes of transportation.

Public Comment Period:

- Begins: Friday, September 27, 2019
- Ends: Friday, November 1, 2019

The plan is available for review on the Project website: www.minniestreet.com

Hard copies of the Draft MSCS are available for public review at the following Fairbanks offices:

- City of Fairbanks – 800 Cushman Street – Engineering office – Attn: Bob Pristash
- DOT&PF, Northern Region – 2301 Peger Road – Contracting office – Attn: Ivet Hall
- DOWL – 3535 College Road, Suite 100 – Fairbanks office – Attn: Alexa Greene
- FAST Planning – 100 Cushman Street, Suite 205 – Office – Attn: Jackson Fox
- FNSB Planning Division – 907 Terminal Street – Planning office – Attn: Don Galligan

Written comments can also be sent via electronic mail: minniestreet@dowl.com, via the project website, or through the mail to 3535 College Road, Suite 100, Attn: Alexa Greene, Fairbanks, AK 99709.

If you have any questions or require additional information, please contact Alexa Greene, DOWL Public Involvement Lead, at 374-0275.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

The City of Fairbanks, FAST Planning, and DOT&PF complies with the following Executive Orders (EO) apply: EO 11990 Notice of Wetland Involvement, EO 12898 Environmental Justice, EO 11593 Protection and Enhancement of Cultural Environment, EO 11988 Floodplain Management, and EO 13112 Invasive Species, as amended by EO 13751.

The City of Fairbanks, FAST Planning, and DOT&PF operates all programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full Title VI Nondiscrimination Policy: http://dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: <http://dot.alaska.gov/cvlrts/titlevi.shtml>.

Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public open house should contact the study team at minniestreet@dowl.com or by calling (907) 374-0275.

Newspaper: Fairbanks Daily News Miner

It is the policy of the DOT&PF that no person shall be excluded from participation, or be denied benefits of any and all programs or activities provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, and State of Alaska funds.

MINNIE STREET CORRIDOR STUDY

PLANNING AND ENVIRONMENTAL LINKAGES STUDY REPORT

PROJECT NO. RFP-17-08



PREPARED FOR:

City of Fairbanks
Engineering Department
800 Cushman Street
Fairbanks, Alaska 9701

PREPARED BY:

DOWL
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SEPTEMBER 2019



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APPENDICES

Appendix A: DOT&PF Interim PEL Questionnaire

Appendix B: Public Involvement Summary

Appendix C: Traffic Report

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Appendix F: Engineering and Cost Estimates

Appendix G: Existing Conditions Summary Report

EXECUTIVE SUMMARY

The objectives of the Planning and Environmental Linkages process are to:

- Identify cost-effective, corridor-wide improvements to address transportation issues
- Conduct a preliminary assessment of environmental effects from proposed improvements
- Involve the public and agencies throughout the planning process
- Document the planning process and decisions to support future project-level environmental reviews, and
- Streamline implementation of recommended projects.

This report documents the efforts taken to meet these objectives for the Minnie Street Corridor.

The Minnie Street Corridor Study dually focused on and evaluated the segment of Minnie Street between Illinois Street and the Old Steese Highway and its overall functionality within the wider Fairbanks transportation network given its proximity to downtown Fairbanks and the limited options for east/west travel north of the Chena River. The existing Minnie Street corridor has several transportation deficiencies, including a narrow, crowded right-of-way and conflicts associated with walking, bicycling, and motorized movements.

Another key element in the corridor is the mixed land-use. Minnie Street is located within an historically residential area, but it now has many commercial properties along the street and connects to commercial and industrial uses on both ends. In this setting, it functions as a key east-west connector despite its narrow right-of-way, crowded utilities, and relatively poor non-motorized facilities. Together, these factors create a need to improve facilities within the existing corridor in the context of the deficiencies and diverse uses, and to look at the corridor's connection to the broader transportation network.

In the past, several projects have been considered to address the transportation issues in the Minnie Street corridor and surrounding transportation network, but ultimately these projects have not progressed. The Planning and Environmental Linkages process was used as a fresh start to quantify issues and needs, identify improvement concepts, incorporate public and agency input, and collect environmental resource information early in the transportation analysis to identify solutions that can be implemented and avoid the stumbling blocks that have stalled prior efforts.



Minnie Street – looking west towards Illinois Street, September 2019

Vision and Goals

The study vision captures a joint objective of corridor function and operation. The goals describe how the corridor vision will be achieved and are based on the problems the study addressed. The vision and goals were used to first identify and evaluate concepts and projects and subsequently guide the development of draft purpose and need statements for individual projects which may be used in future environmental documentation under the National Environmental Policy Act.

The study vision is:

“Improve Minnie Street mobility and connectivity while enhancing neighborhood livability.”

To achieve the study’s vision, the following goals were established based on identified objectives or deficiencies:



Improve Non-Motorized Access:

- Construct enhanced facilities for all users
- More convenient and comfortable non-motorized connections



Reduce Conflicts:

- Reduce or mitigate conflicts at driveways and at major intersections
- Ease turning movements in the corridor



Improve Connectivity:

- Improve connection to the surrounding transportation network



Neighborhood Livability:

- Maintain minor arterial function with the look and feel of a neighborhood street
- Maintain the historic character of the neighborhood



Corridor Improvement Concepts

Concepts were developed to accomplish the study vision and goals, address issues and needs identified in the existing conditions report, and incorporate public input. The existing conditions and transportation deficiencies were presented to the public at the first open house. This was followed by a concept development workshop with key stakeholders to identify potential improvement projects. Three broad concepts were initially identified and then refined following Phase 1 screening and public feedback. The refined projects were:

- Project 1: Minnie Street Improvements
- Concept B: Phillips Field Road Realignment
- Concept C1: Johansen Expressway to Illinois Street
- Concept C3: Johansen Expressway to Illinois / Minnie Street intersection
- Concept C5: Johansen Expressway / Danby Street to Illinois / Minnie Street intersection

The refined concepts were presented at a second public open house, and an online and hardcopy public survey gathered additional feedback. A more detailed Phase 2 screening occurred to evaluate how well each concept met the vision and goals, as well as to identify environmental issues, and to finalize a planning-level cost estimate of each concept.

Preferred Concepts

The conclusion of this Planning and Environmental Linkages study recommends one project and one concept for future development.

Project 1: Minnie Street Improvements. This project reconstructs Minnie Street from Illinois Street to Old Steese Highway. The project includes:

- A two-lane road
- Shoulders for bicycle use and temporary snow storage
- Drainage improvements – piped storm drain system and curb and gutter
- Sidewalks on both sides of the roadway
- Relocation of utilities to provide ADA compliant sidewalks
- Replacement of a structurally deficient bridge and addressing social nuisance behavior at the bridge.
- ROW acquisition on both sides of Minnie Street

Concept C: Johansen Expressway Connection. This concept addresses the need for a future connection to the broader transportation network. The concept includes C1 and C3/C3A, two alignment options that:

- Connect the Johansen Expressway to Illinois / Minnie Street
- Provide a direct connection for pedestrians and bicyclists between the Minnie Street area and areas north of Johansen Expressway
- Reduces travel time and eases congestion on adjacent intersections and corridors
- Require ROW acquisitions and business relocations



Project 1: Minnie Street Improvements was determined to deliver the vision and goals most effectively in the short term while not precluding long-term solutions. It provides the greatest improvements to address challenges associated with walking, bicycling, and motorized traffic operations within the Minnie Street corridor, while continuing to support the character of the Slaterville neighborhood.

Concept C: Johansen Expressway Connection was determined to deliver the vision and goals for the study area in the longer term. It would improve motorized and non-motorized access to Slaterville and downtown Fairbanks, ease traffic congestion at the Johansen Expressway/College Road/Illinois Street intersections and improve the connection to the surrounding transportation network. In addition, the forecasted 2040 traffic volumes associated with Concept C can be accommodated on the Project 1 Minnie Street typical section with no modifications.

Preferred Concept Implementation

Table ES-1 summarizes the proposed improvements and provides information on the logical termini, timeframe for improvements, preliminary class of action for NEPA documentation, and estimated project cost.

Table ES-1: Recommendations for Implementation of Concepts

Project Description	Project Limits	Proposed Timeframe ¹	Preliminary COA ²	Estimated Cost ³
Project 1: Minnie Street Improvements (includes Noyes Slough Bridge Replacement)	MS MP 0.0 to MS MP 0.5	Short term	TBD	\$14,000,000
Concept C: Johansen Expressway Connection (Concept C1) OR	JE MP 4.0 to IS MP 0.4	Long term	TBD	\$31,000,000
Concept C: Johansen Expressway Connection (Concept C3/C3A)	JE MP 3.8 to MS MP 0.0	Long Term	TBD	\$32,000,000
Notes: ¹ Proposed Timeframe (for construction and dependent on funding availability): Short term: 1-5 years; Long term: Beyond 5 years. ² To be determined (TBD) through consultation with DOT&PF Statewide Environmental Department. Dependent on funding sources. ³ Estimated costs include design, right-of-way acquisition, environmental documentation, utility relocation, and construction. Any cost-to-cure associated with property acquisitions/relocations are excluded and will increase the cost estimate. Abbreviations: COA – Class of Action; MP – Mile Point; MS – Minnie Street; JE – Johansen Expressway; IS – Illinois Street				

DOT&PF PEL Questionnaire

The DOT&PF PEL Questionnaire is included as Chapter 1 (with a copy also provided in Appendix A) to document the Planning and Environmental Study process. The DOT&PF Statewide Environmental Office has issued guidance confirming the use of this questionnaire until such times as DOT&PF produces a Planning and Environmental Linkages Guidebook.

FAST Planning

**Policy Board
Action Items
9.18.19**

Motion: To approve the 2020 Meeting Calendar as presented. (Matherly/Welch). None opposed. Approved.

Motion: To move the Technical Committee meeting location to FAST Planning's new office in the Key Bank building. (Tacke/Welch). Four opposed (Welch, Cleworth, Anderson, Edwards). Motion failed.



Ryan Anderson, P.E.
Chair, Policy Board

9/20/2019
Date

2ND ANNUAL WINTER MAINTENANCE FORUM

A stylized black snowflake icon with a central vertical line and several radiating lines of varying lengths, some ending in small circles.

Join us for a **series of presentations** from DOT&PF, the City of Fairbanks, the Fairbanks North Star Borough, and other special guests about:

ICE
SNOW
BRINE
SAND
PLOWING
DRIVING
BIKING
WALKING

A stylized black snowflake icon, identical to the one in the main title, positioned to the right of the text.

TUESDAY | OCTOBER 15 | 2019
5:30-7:00 PM
CITY HALL 800 Cushman St.

FAST Planning | (907) 205-4276 | www.fastplanning.us
FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING

FAST Planning TIP OBLIGATION STATUS REPORT FFY19 (updated 09.30.19)

FMATS ALLOCATION TOTALS (Federal Share)

FMATS ALLOCATIONS	PHASE	AMOUNT	FFY19 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$7,528.1	\$7,524.1	100%
BANK	All	\$555.5	\$531.3	96%
AC	All	\$2,995.6	\$2,980.5	99%
CMAQ	All	\$727.8	\$591.4	81%
PL	All	\$274.6	\$274.6	100%
OFFSET	All	\$4,058.4	\$4,058.4	100%
TOTAL		\$16,140.0	\$15,960.4	99%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY19 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWHY00445	5th Avenue Reconstruction	Design	8/7/2019	\$218.8	\$218.8	100%	
NFHWHY00447	Airport West Bicycle & Pedestrian Facility	Design	8/5/2019	\$300.2	\$300.2	100%	
NFHWHY00395	Advance Project Definition	Planning	11/6/2018	\$91.0	\$91.0	100%	
NFHWHY00290	College Road Bus Pullouts	Design	5/6/2019	\$181.9	\$181.9	100%	
NFHWHY00126	Cowles Street Reconstruction	Design	7/12/2019	\$136.5	\$136.0	100%	
NFHWHY00336	Coordinator's Office	Planning	9/17/2018	\$106.1	\$102.3	96%	
NFHWHY00425	Fairbanks Road/Rail Crossing Reduction/Realignment Plan	Planning	5/6/2019	\$136.5	\$136.5	100%	FFY18 BANK
NFHWHY00284	FMATS Improvement Program FFY19	Construction	3/26/2019	\$1,809.6	\$1,809.6	100%	FFY20 AC
NFHWHY00165	FMATS Intersection Improvement Program	Construction	4/16/2019	\$132.3	\$132.6	100%	
NFHWHY00170	FMATS Sidewalk Improvement Program	Utilities	6/25/2019	\$9.1	\$9.1	100%	
NFHWHY00170	FMATS Sidewalk Improvement Program	Construction	6/25/2019	\$1,074.7	\$1,059.6	99%	FFY20 AC
NFHWHY00170	FMATS Sidewalk Improvement Program	Construction	6/25/2019	\$1,155.5	\$1,155.5	100%	
Z637840000	Gillam Way Reconstruction	Utilities	4/23/2019	\$91.0	\$91.0	100%	
Z637840000	Gillam Way Reconstruction	Construction	4/23/2019	\$111.3	\$111.3	100%	FFY20 AC
Z637840000	Gillam Way Reconstruction	Construction	4/23/2019	\$3,623.0	\$3,623.0	100%	
Z628380000	McGrath Road Upgrade	Utilities	8/19/2019	\$527.6	\$527.6	100%	
NFHWHY00446	Non-motorized Plan Update	Planning	8/5/2019	\$136.5	\$136.5	100%	
NFHWHY00269	North Pole Streetlight Standardization	Design	4/19/2019	\$163.7	\$163.7	100%	FFY18 BANK
NFHWHY00158	Old Richardson Highway Intersection Improvements	Design	6/14/2019	\$300.2	\$300.2	100%	
TBD	Road Service Area Expansion	Planning	Pending	\$100.0	\$100.0	100%	
NFHWHY00014	Tanana Loop & South Chandalar Drive Improvements	Design	8/27/2019	\$68.2	\$68.2	100%	
NFHWHY00448	Woll Road Resurfacing & Widening	Design	8/7/2019	\$350.2	\$350.2	100%	
	TOTAL			\$10,823.9	\$10,804.8	100%	

FAST Planning TIP OBLIGATION STATUS REPORT FFY19 (updated 09.30.19)							
CMAQ FUNDS (Federal Share)							
IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY19 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00280	Chena River Walk Stage III	Design	5/31/2019	\$277.5	277.5	100%	
Z637840000	Gillam Way Reconstruction	Construction	4/23/2019	\$313.9	\$313.9	100%	
NFHWWY000137	Wembley Avenue Improvements	Construction	8/22/2018	\$136.4	\$136.4	100%	FFY19 AC
NFHWWY00170	FMATS Sidewalk Improvement Program	Design	5/30/2019	\$255.3	\$231.1	91%	FFY18 BANK
	TOTAL			\$983.1	\$958.9	98%	
PL FUNDS (Federal Share)							
IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY19 OBLIGATIONS	Percent Obligated	COMMENTS
Z616760000	FMATS Coordinator's Office	Planning	10/15/2018	\$274.6	\$274.6	100%	
	TOTAL			\$274.6	\$274.6	100%	
OFFSET FUNDS (Federal Share)							
IRIS	OFFSET	PHASE	AMOUNT		FFY19 OBLIGATIONS	OBLIGATION DATE	COMMENTS
NFHWWY00006	FMATS Improvement Program FFY15-17	Design	\$110.1		\$1,678.6	3/22/2019	GILLAM WAY
NFHWWY00157	COF Sidewalk Condition Survey	Planning	\$9.4		\$76.4	6/14/2019	TANANA/CHAND
Z641030000	FMATS Area Surface Upgrades FFY15	Construction	\$55.7		\$24.1	8/7/2019	MINNIE STREET
Z626870000	South Cushman Street Resurfacing	Construction	\$21.6		\$71.5	6/14/2019	FMATS IMP PRGM
NFHWWY00137	Wembley Avenue Improvements	Construction	\$139.1		\$1.6	8/12/2019	GREEN STREETS
Z631020000	Illinois Street Reconstruction	Construction	\$735.9		\$325.7	7/12/2019	COWLES STREET
NFHWWY00127	FMATS Area Surface & Approach Upgrades FFY17	Construction	\$324.6		\$45.5	7/26/2019	COLLEGE RD BUS
Z616610000	FMATS Pedestrian Improvements-Stage I	Construction	\$302.9		\$40.9	8/29/2019	WEMBLEY
NFHWWY00013	Aurora & Auburn Drive Resurfacing	Construction	\$56.2		\$108.9	8/19/2019	MCGRATH
Z632930000	Goldhill Road Bicycle & Pedestrian Facility	Construction	\$690.1		\$341.1	9/6/2019	INTERSECTION
Z628360000	Steese Expressway to Front Street Bicycle/Pedestrian Path	Construction	\$54.8		\$867.9	8/22/2019	SURFACE UPGR
NFHWWY00134	FMATS Advanced Project Defintion FFY16-18	Planning	\$98.7		\$398.5	8/27/2019	GILLAM WAY
Z618880000	FMATS Surface & Approach Upgrades FFY12	Construction	\$94.0		\$77.7	Pending	AC Payback
Z621640000	College Road Pavement Rehabilitation	Construction	\$911.5				
Z637840000	Gillam Way Rehabilitation	Construction	\$453.6				
	TOTAL		\$4,058.4		\$4,058.4	Percent Obligated	100%

FAST Planning FFY19 Offsets
09.30.19

PROJECT OFFSETS	FEDERAL	TOTAL (w/ Match)	
FMATS Improvement Program FFY15-17 Design	\$110,119	\$121,050	Project closure
City of Fairbanks Sidewalk Condition Survey	\$9,384	\$10,315	Project closure
FMATS Area Surface & Approach Upgrades FFY15	\$55,658	\$61,183	Project closure
South Cushman Street Resurfacing	\$21,641	\$23,789	Project closure
Wembley Avenue Improvements	\$139,147	\$152,959	Decrease to award
Illinois Street Reconstruction	\$735,941	\$808,993	Project closure
FMATS Area Surface & Approach Upgrades FFY17	\$324,618	\$356,841	Project closure
FMATS Pedestrian Improvements - Stage I	\$302,943	\$333,014	Project closure
Aurora & Auburn Drive Resurfacing	\$56,221	\$61,802	Project closure
Goldhill Road Bicycle & Pedestrian Facility	\$690,123	\$758,627	Project closure
Steese Expressway to Front Street Bicycle/Pedestrian Path	\$54,814	\$60,255	Project closure
FMATS Advanced Project Definition FFY16-18	\$98,733	\$108,534	Project closure
FMATS Area Surface & Approach Upgrades FFY12	\$93,966	\$103,293	Project closure
College Road Pavement Rehabilitation	\$911,493	\$1,001,971	Project Closure
Gillam Way Rehabilitation	\$453,609	\$498,636	Decrease to award
Total Offset Funding to Date	\$4,058,410	\$4,461,262	
COMMITTED FUNDS			
Gillam Way Reconstruction	\$1,678,613	\$1,845,238	Policy Board approved 02.27.19
Tanana Loop & South Chandalar Drive Intersections	\$76,415	\$84,000	Policy Board approved 03.20.19
Minnie Street Corridor Study	\$24,107	\$26,500	Policy Board approved 05.15.19
FMATS Area Surface Upgrades FFY19	\$71,520	\$78,619	Executive Director approved 05.20.19
Green Streets Plan	\$1,613	\$1,773	Executive Director approved 06.05.19
Cowles Street Reconstruction	\$325,673	\$358,000	Policy Board approved 06.19.19
College Road Bud Pullouts	\$45,485	\$50,000	Policy Board approved 06.19.19
Wembley Avenue Improvements	\$40,902	\$44,962	Executive Director approved 07.12.19, rev. 08.12.19
McGrath Road Upgrade	\$108,800	\$119,600	Policy Board approved 07.17.19
FAST Intersection Improvement Program	\$341,138	\$375,000	Policy Board approved 07.17.19
FAST Area Surface Upgrades FFY19	\$867,872	\$954,020	Policy Board approved 07.17.19
Gillam Way Reconstruction	\$398,530	\$438,090	Policy Board approved 08.21.19
FFY20 Advance Construction (AC) Payback	\$77,743	\$85,460	Policy Board approved 08.21.19
Total Committed Offsets	\$4,058,410	\$4,461,262	
Remaining Funds to be Obligated	\$0	\$0	

FAST Planning TIP OBLIGATION STATUS REPORT FFY20 (as of 10.01.19)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY20 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$5,039.4	\$0.0	0%
AC	All	\$6,049.1	\$0.0	0%
CMAQ	All	\$409.3	\$0.0	0%
PL	All	\$274.6	\$0.0	0%
OFFSET	All	\$0.0	\$0.0	#DIV/0!
TOTAL		\$11,772.4	\$0.0	0%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY19 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWY00447	Airport West Bicycle & Pedestrian Facility	Design		\$154.6		0%	
		Right-of-Way		\$2.3		0%	Phase Placeholder
NFHWY00280	Chena Riverwalk Stage III	Right-of-Way		\$2.3		0%	Phase Placeholder
		Utilities		\$2.3		0%	Phase Placeholder
NFHWY00126	Cowles Street Reconstruction	Right-of-Way		\$227.0		0%	FFY21 AC
NFHWY00336	Coordinator's Office	Planning		\$100.0		0%	
Z622070000	Cushman Street Bridge Rehabilitation	Design		\$2.3		0%	Phase Placeholder
NFHWY00346	FAST Improvement Program FFY20	Design		\$2.3		0%	Phase Placeholder
		Right-of-Way		\$2.3		0%	Phase Placeholder
		Utilities		\$2.3		0%	Phase Placeholder
		Construction		\$872.9		0%	
NFHWY00271	FAST Intersection Improvement Program	Design		\$2.3		0%	Phase Placeholder
		Right-of-Way		\$2.3		0%	Phase Placeholder
		Utilities		\$2.5		0%	Phase Placeholder
NFHWY00138	FAST Sidewalk Improvement Program	Right-of-Way		\$2.3		0%	Phase Placeholder
TBD	Lathrop Street Extension	Design		\$122.8		0%	
Z628380000	McGrath Road Upgrade	Construction		\$5,094.3		0%	FFY21 AC
NFHWY00274	Minnie Street Upgrade	Design		\$887.0		0%	
NFHWY00269	North Pole Streetlight Standardization	Right-of-Way		\$91.0		0%	FFY21 AC
NFHWY00158	Old Richardson Highway Intersection Improvements	Right-of-Way		\$2.3		0%	Phase Placeholder
NFHWY00246	Sign Replacement - Stage III	Design		\$2.3		0%	Phase Placeholder
		Right-of-Way		\$2.3		0%	Phase Placeholder
		Utilities		\$2.3		0%	Phase Placeholder
NFHWY00014	Tanana Loop & South Chandalar Drive Improvements	Construction		\$2,867.4		0%	
NFHWY00139	Yankovich/Miller Hill Road Reconstruction	Right-of-Way		\$636.8		0%	FFY21 AC
	TOTAL			\$11,088.5	\$0.0	0%	

FAST Planning FFY20 Offsets

October 1, 2019

Project	Federal	Total w/ Match	
Project Name		\$0	Project closure
Total Offset Funding to Date	<hr/> \$0	\$0	
COMMITTED FUNDS			
Project Name		\$0	
Total Committed Offsets	<hr/> \$0	\$0	
Remaining Funds to be Obligated	\$0	\$0	

Pending FAST Planning Deobligations from Project Closures & Reductions to Bid Awards

October 1, 2019

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
Z772480000	Plack Road Bike/Pedestrian Facility	2015	\$511,128	Project Closure; pending ROW closeout FFY20
Z637680000	Birch Hill Bicycle & Pedestrian Facility	2017	\$225,000	Project Closure; estimated 8/7/19
NFHWHY00156	Yukon Drive Improvements	2018	TBD	Project Closure; \$123,223 remaining; pending final inspection
NFHWHY00243	FMATS Area Surface Upgrades FFY18	2018	TBD	Project Closure; \$121,776 remaining; pending construction closeout
NFHWHY00165	FAST Intersection Improvement Program	2019	\$132,298	Deobligation; construction bids rejected
NFHWHY00170	FAST Sidewalk Improvement Program	2019	\$400,000	Reduction to bid award
		TOTAL	\$1,268,426	