



**Bicycle & Pedestrian Advisory Committee Web Conference
Meeting Minutes**

August 13, 2020 • 5:00-7:00 p.m.

By computer at www.fastplanning.us/keepup/zoom

By telephone at: 1 (253) 215-8782 Meeting ID: 859 9593 9435

1. Call to Order

David van den Berg, Chair, called the meeting to order at 5:02 p.m.

2. Introduction of Members and Attendees

*David van den Berg, Chair

*Corlis Taylor

*Peter Stern

*Carl Heim

*Jim Richardson

*Nathan Belz

*John Stowman

*Larry Zervos

**Jackson Fox

**Olivia Lunsford

**Deborah Todd

Amy Griffiths

Donna Gardino

Don Galligan

Phoebe Bredlie

Lauren Little

Mike Prax

Bob Pristash

***BPAC Representative**

****FAST Planning Staff**

3. Approval of the August 13, 2020 Agenda

Motion: To approve the August 13, 2020 Agenda.

Discussion: No discussion.

Vote on Motion: None opposed. Approved by consent.

4. Approval of the June 11, 2020 Meeting Minutes

Motion: To approve the June 11, 2020 Meeting Minutes. (Zervos/Stern).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

5. Staff /Working Group/Chair Reports

Mr. Fox noted that the terms for BPAC members Nathan Belz and Corlis Taylor expired in September 2020 and the roles and responsibilities for the Committee allowed for one additional appointment so if they wished to continue to serve, they could do so.

Mr. Belz stated that he was interested in continuing to serve as a BPAC member.

Mr. Fox noted that there was still a vacant BPAC seat for the City of North Pole.

Ms. Taylor stated that she would think about it and let them know.

Working Group Reports

Mr. Fox noted that all other working group reports were covered in the agenda under old or new business.

Chair Report

Mr. van den Berg explained that the Downtown Association would be meeting with Kinney Engineers about 5th Avenue pursuant to the process and the preferred alternatives that came out of that process. Mr. van den Berg disclosed that he was running for City Council and noted that if anyone was uncomfortable with him being the BPAC Chair because of that, they should let him know.

6. Public Comment Period

Don Galligan of the Fairbanks North Star Borough read the letter shown below from Kellen Spillman, a representative of the Technical Committee, into the record.

Members of the Bicycle and Pedestrian Committee,

My name is Kellen Spillman and I sit on the Fast Planning Technical Committee as a representative for the FNSB. I am making comments today regarding discussions at the last Technical Committee meeting regarding the 5th Avenue Reconstruction project.

There were quite a few discussions about this project, one issue that came up was bicycle accommodations. This was also discussed in-depth at the 5th Avenue Steering Committee meetings. One discussion point on this project, as well as several other similar projects, is the best way to accommodate bicyclists on low volume, low speed roads. One option would be the use of a bicycle lane, but in general, the "best use" for a bicycle lane is on "major roads" and "collector roads and busy urban streets with slower speeds".¹ On slower speed, low volume roads, dedicated bicycle lanes appear often not to be the best option. There are several advantages to bicycles sharing travel lanes with vehicles, including initial cost and ongoing maintenance.² As noted in several FAST Planning/FMATS documents and national publications, "marked shared lanes" or "sharrows" help to "reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance."³

I bring this up now, because recent conversations regarding the preferred design alternatives on 5th Avenue. This is a very low volume road, with average daily traffic (ADT) below the AASHTO recommendations for a separated bicycle lane. At one point in the conversation, a representative from the DOT noted that "marked shared lanes" or "sharrows" are against state law. Specifically, "The reason we do not use those (sharrows) in Alaska is because Alaska Administrative Code says that bicyclists are to ride as far as practicable to the right of the road as possible, which would be contrary to State law to say, 'Here bike. Be in the same exact lane as vehicles are.'" Having worked for and with the MPO for the last 10 years, this was the first that I had ever heard of this potential conflict between state law and sharrows. Additionally, it is my understanding that other communities in Alaska have used "marked shared lanes" or "sharrows" on several road projects. In a 2015 interview with ADN, Lori Schanche, nonmotorized transportation coordinator for the Municipality of Anchorage, noted the use of "'shared lane markings' known as 'sharrows'" on 17th Avenue between E Street to Arctic Boulevard.⁴

As a member of the Technical Committee I would appreciate some guidance from the Bicycle and Pedestrian Advisory Committee on the use of "marked shared lanes" or "sharrows" on FAST Projects. If "marked shared lanes" or "sharrows" are against the law in Alaska we as an MPO should probably consider removing them as options from the Non-Motorized Transportation Plan and Solution Toolkit, both of which make recommendations to frequently use these across the Fairbanks Area.

Thank you for your consideration and I have included several photos of "sharrows" below.

Kellen D. Spillman

Kellen D. Spillman

¹ AASHTO, Guide for the Development of Bicycle Facilities, Fourth Addition, 2012, section 2-18

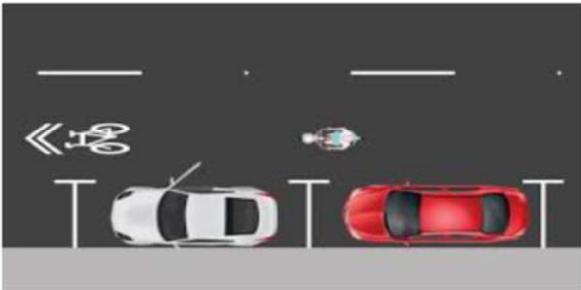
² FMATS, Non-Motorized Transportation Plan Solutions Toolkit, 2012

³ NACTO, Urban Bikeway Design Guide, Second Addition

⁴ Suzanna Caldwell, ADN, Slowly but surely, bike lanes are emerging in Anchorage, Published May 8, 2015



Shared travel lane with pavement markings and sign
Source: www.pedbikemages.org / Heather Bowden



7. Old Business

a. Non-Motorized Plan Update:

Mr. Fox explained that Kittelson was working on the draft chapters for the Non-Motorized Plan and gearing up for a Virtual Open House possibly in September or October showcasing that Plan. Mr. Fox explained that with all the new projects identified, DOT had been working on design and construction estimates for all those projects to be included in the update. Mr. Fox explained that Kittelson had been communicating with FHWA regarding the maintenance requirements for striped bike lanes during the winter months and the determination from FHWA was that they were not as concerned about keeping the bike lanes open all winter long and was okay with the use of Federal funds to paint the road with bike lanes. Mr. Fox stated that the email gave the City of Fairbanks permission to move forward without any onerous requirements for snow removal and the standards for snow removal would not be as stringent for bike lanes as they were for sidewalks.

Discussion: Mr. Stern asked if the blue lines on the maps were the areas that were proposed to be striped.

Mr. Fox explained that it was a first look at what the network might be.

Mr. Stern asked what that meant with respect to Aurora Drive with the center turn lanes.

Mr. Fox explained that it was just a proposed network and since it was a City street it would be a City of Fairbanks decision as to which streets were included in that bike lane network. Mr. Fox stated that there were still more discussions to be held about it and appreciated any BPAC input.

Mr. Stern asked if there had been any further action on the AMATS update.

Mr. Fox explained that he did not have an update for the AMATS Non-Motorized Plan.

b. 5th Avenue Reconstruction Project Update

Mr. Fox explained that meeting packet contained the letter received from Mayor Matherly's office containing the City of Fairbanks preferred design for the 5th Avenue Reconstruction Project. Mr. Fox explained that FAST Planning held four Stakeholder meetings to determine what the future of 5th Avenue should be. Mr. Fox stated that as a result of those meetings, two alternatives were developed and following those meetings, the DOT and City of Fairbanks hired a consultant to put together a Virtual Open House to display those concepts with an online public survey to get feedback on the two options. Mr. Fox explained that the City had selected their preferred design for 5th Avenue to remain as a one-way street between Noble and Barnette Streets. Mr. Fox stated noted that some concerns were raised at the Technical Committee Meeting presentation regarding the preferred design because the City noted that between Cushman and Barnette Streets would remain two lanes of traffic instead of one lane as preferred. Mr. Fox stated that it was his understanding that the Downtown Association would meet with the City and DOT to further discuss the preferred design alternative that was chosen.

Mr. van den Berg stated that they participated in the Stakeholder Meeting and felt that the concepts that were chosen were not incorporated into the preferred design that was chosen.

Mr. Zervos asked for clarification about the preferred design alternative.

c. Lacey Street Reconstruction Stakeholder Meetings Update

Mr. Fox explained that they were in the middle of five Lacey Street Stakeholder Group meetings to reimagine the future of Lacey Street corridor from 1st to 12th Avenues. Mr. Fox explained that Lacey Street was a two-way street with extremely low traffic volumes, narrow sidewalks, and had utility obstructions in the sidewalks. Mr. Fox explained that the group felt that they should look at making the Lacey Street corridor more bicycle and pedestrian friendly which could be accommodated in various way. Mr. Fox stated that some blocks could be closed and with each block along Lacey Street there were challenges at each intersection and the Stakeholder group was looking at those challenges and had developed an online Story Map showing the history and background of Lacey Street with different design graphics with an online survey. Mr. Fox stated that the proposed project was to replace the roadway pavement and sidewalks and relocate the utilities which was an expensive option so they were looking at different design concepts that might work better. Mr. Fox stated that they were encouraging everyone to share the link to the online Story Map and Survey so they could gather information from the public. Mr. Fox explained that the project was nominated to them for funding but had not started and was in the initial phase of gathering input for design concepts. Mr. Fox explained that the online survey would close on August 26th and the Stakeholder Group will meet on September 2 to review the results and following that meeting would develop concepts to be shared with the City of Fairbanks and the public.

d. Transportation Improvement Program (TIP) Amendment #3 Update

Mr. Fox explained that two options for TIP Amendment #3 were out for public comment which closed on August 16th and no comments had been received. Mr. Fox stated that the Policy Board would vote on one of the two options at their August 19th meeting.

e. FAST Planning Maintenance Policy Revision

Mr. Fox explained that he had included the meeting minutes from the July 1, 2020 Technical Committee meeting where the Maintenance Policy Revision was discussed. Mr. Fox summarized that the Maintenance Policy Revision failed to pass through the Technical Committee and there was thought that it would be better to have a Maintenance Agreement commitment after a project went through the NEPA process and an alternative was selected so the entities knew what they were agreeing to maintain, but noted that it was also thought that it was not appropriate for FAST Planning to be making maintenance policy decisions and the BPAC efforts would be better spent advocating to the decisionmakers and maintenance managers that represented those entities that provided maintenance on how that could be improved. Mr. Fox stated that there was interest in holding a work session for the Maintenance Policy so the BPAC and Technical Committee members could meet and

discuss their perspectives and come to a consensus about whether to revise the policy or leave it as it was.

8. New Business

a. Steese Johansen Expressway Interchange Guest Presentation by DOT&PF

Mr. Fox introduced Lauren Little, of DOT&PF, who provided a presentation update for the Steese-Johansen Expressway Interchange.

b. University Avenue Rehabilitation & Widening Guest Presentation by DOT&PF

Lauren Little, of DOT&PF, provided a presentation and update for the University Avenue Rehabilitation and Widening Project.

c. Committee Meeting Schedule

Mr. Fox explained that a survey was sent to the BPAC members to see if there was interest in meeting more frequently due to lengthy agendas and thought that it would be advantageous to have the meetings monthly and to get feedback as to dates and times for the meeting. Mr. Fox stated that it was his opinion that it would be advantageous to have the BPAC meetings prior to the Technical Committee meetings in order to get a preview of the agenda the Technical Committee was working on and provide recommendations to them. Mr. Fox stated that the survey results were completed by six of the eight BPAC members and five of six voted to have the meetings monthly rather than bi-monthly and four of the six voting members voted to have it on the last Thursday of the month to get a preview of the Technical Committee items.

Motion: To change to monthly meetings every last Thursday from 5-7 pm. (Zervos/Stowman).

Discussion: Mr. Zervos thought it was advantageous to have two-hour meetings.

Vote on motion: None opposed. Approved.

d. Winter Maintenance Forum

Mr. Fox explained that the packet contained the flyer from the prior year Maintenance Forum, and they planned to have a Virtual Forum this year and would be sending out an email to the area maintenance managers to get a list of agenda topics. Mr. Fox stated that when the planning session meeting with the maintenance managers was scheduled and it would be an open public meeting, and the BPAC members would receive an invitation and be able to provide input about what topics they would like to see on the agenda this year.

e. New NCHRP “Guidance to Improve Pedestrian & Bicycle Safety at Intersections”

Postponed to the next meeting.

9. Other Issues

No other issues.

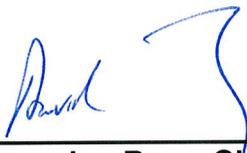
10. Committee Member Comments

- Mr. Richardson commented that he thought that Item 8e on the Agenda needed to have a separate meeting because the lack of police traffic enforcement was a real consideration because people were not stopping at stop signs or traffic signals and it really needed a good lot of thought.

- Mr. Belz stated that he would agree with what Mr. Richardson said and it was probably, in part, due to the pandemic but he had noticed a lot of disrespect of basic traffic laws and basic human decency on the roads lately and hopefully if they went to the more frequent meetings, they could spend more time talking about that point.
- Mr. Fox stated that he was excited to have monthly meetings so they could delve deeper into the different topics listed on the agenda.

11. Adjournment

Motion to adjourn. (Zervos/Stowman). The meeting adjourned at 7:05 p.m. The next BPAC meeting is Thursday, October 8, 2020, 5-7 pm.

Approved: 

David van den Berg, Chair
Bicycle & Pedestrian Advisory Committee

Date: 11/2/20