



## Bicycle & Pedestrian Advisory Committee Meeting

Thursday, January 28, 2021, 5:00 – 7:00 P.M.

**To join the Zoom Meeting via computer, go to:** [www.fastplanning.us/keepup/zoom](http://www.fastplanning.us/keepup/zoom)  
**Zoom Meeting Phone Number:** 1 (253) 215-8782, enter Meeting ID 895-8989-6504

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of the January 28, 2021 Agenda
4. Approval of the December 17, 2020 Minutes Pg 2-7
5. Staff/Working Group/Chair Report
6. Public Comment Period
7. Old Business
  - a. Changes to Alaska Administrative Code (AAC) Pg 8-13
    - 13 AAC 02.050 Driving on Right Side of Roadway – Exemptions & Special Situations
    - 13 AAC 02.400 Riding Bicycles on Roadways & Bicycle Paths
    - 13 AAC 02.455 Operation of Off-Highway Vehicles on Highways & Other Locations
8. New Business
  - a. Resolutions of Support for AAC Revisions (Action Item) Pg 14-18
  - b. Non-Motorized Plan Update (Action Item) Pg 19-50
    - Committee member discussion of comments on Draft Non-Motorized Plan Update and recommendation for releasing the document for a 30-day public comment period
9. Other Issues
10. Committee Member Comments
11. Adjournment

Next Scheduled BPAC Meeting – Thursday, February 25, 2021, 5-7 P.M.



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

**December 17, 2020 • 5:00-7:00 p.m.**

By computer at [www.fastplanning.us/keepup/zoom](http://www.fastplanning.us/keepup/zoom)

By telephone at: 1 (253) 215-8782 Meeting ID: 814 9107 4254

**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

\*Nathan Belz

\*Donna Gardino

\*Carl Heim

\*Jim Richardson

\*Peter Stern

\*John Stowman

\*Larry Zervos

\*\*Jackson Fox

\*\*Olivia Lunsford

\*\*Deborah Todd

Stan Justice

Lt. Jess Carson

Susan Bissell

Travis Naibert

Carmen Brooks

**\*BPAC Representative**

**\*\*FAST Planning Staff**

**3. Approval of the December 17, 2020 Agenda**

**Motion:** To approve the December 17, 2020 Agenda. (Gardino/Stowman).

**Discussion:** No further discussion.

**Vote on Motion:** None opposed. Approved.

**4. Approval of the November 19, 2020 Meeting Minutes**

**Motion:** To approve the November 19, 2020 Meeting Minutes. (Gardino/Zervos).

**Discussion:**

**Vote on Motion:** None opposed. Approved.

**5. Staff /Working Group/Chair Reports**

Mr. Fox provided the following update:

- Mr. Fox reviewed the Executive Summary for the Draft Non-Motorized Plan and the full draft of the plan will be distributed to the BPAC for review next week and then to the Technical Committee and Policy Board for review in January 2021.

- Ms. Lunsford explained the Zoom Etiquette rules she created and the proper way to use the different features of Zoom such as chat, raising and lowering the hand icon when requesting to speak, and how to mute your computer during meetings to prevent background noise.

## 6. Public Comment Period

**Stan Justice** commented that back in 2002, 18 years ago, a group of them tried to ban snowmachines from the Borough and used the initiative process to try to put wording into the Borough Code that would ban snowmachines from the entire area. Mr. Justice stated that it created a lot of discussion and changed the entire community in his opinion. Mr. Justice stated that before that those trails were virtual raceways and there was at least one death per year. Mr. Justice stated that after that, things seemed to calm down and even though the initiative lost, just making a lot of noise made a huge difference. Mr. Justice stated that the Borough had no enforcement powers but there was a curfew that the State Troopers had gone to the Borough and asked that the curfew be placed in the Borough Code so they could cite that Code when they found kids out late at night. Mr. Justice commented that he encouraged them to think about that if their attempts to change the Statewide Code proved difficult. Mr. Justice commented that they might think about doing some things in Borough Code and work with the Troopers to try to get them enforced. Mr. Justice thanked them all for serving on the Committee.

## 7. Old Business

### a. Changes to Alaska Administrative Code (AAC) and/or Local Laws

- 13 AAC 02 050 – Driving on Right Side of Roadway, Exceptions & Special Situations
- 13 AAC 02 400 – Riding Bicycles on Roadways and Bicycle Paths
- 13 AAC 02 455 – Operation of Off-Highway Vehicles on Highways & Other Location

Mr. Fox explained that Lt. Jess Carson with the Alaska State Troopers was in attendance to answer any questions they had on the legalities and enforcement of snowmachines and ATVs traveling on non-motorized paths. Mr. Fox explained that the Committee was looking at proposing some changes to the Alaska Administrative Code.

Lt. Carson explained his background related to the topic and explained that he was not allowed to give suggestions on changes to code.

Mr. Zervos asked about the enforceability of these regulations and whether it was correct that law enforcement was not able to enforce those regulations.

Lt. Carson explained that currently if an individual was on a bike path, they could be given a citation and possibly go to Court. Lt. Carson stated that if they actually hit someone they could be charged with assault or reckless endangerment and if they killed someone, they could possibly be charged with vehicular manslaughter. Lt. Carson stated that if there was a designated ski area that was well posted and a snowmachine was used on it, they could charge the snowmachine operator with misdemeanor criminal mischief or felony criminal mischief depending on the amount of damage they did. Lt. Carson stated that the Troopers had not put a lot of focus on enforcement on the paths or trails because they had not had many complaints about it, but they were subject to complaints and if people were calling in, they prioritized that on their list of duties.

Mr. Zervos asked if the Troopers could pull someone over if they saw them driving a snowmachine on a non-motorized path.

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Lt. Carson stated that if they were not on a call, they would pull them over and give them a citation but were not allowed to pursue them. Lt. Carson stated that it was more common to issue citations in the summer than in the winter. Lt. Carson stated that they did let special interest groups come in and talk to them so if they wanted to come in and talk to the Troopers, they could set time aside during briefings.

Ms. Gardino asked Lt. Carson why they were not allowed to chase ATVs and if it was a safety concern.

Lt. Carson stated that he did not know why but it had been the policy in the 17 years he had been a State Trooper and it posed a crash risk when someone decided to run.

Ms. Gardino stated that they would appreciate any help in pursuing things that were enforceable. Ms. Gardino stated that it probably did not apply to the Troopers because it was mostly in the City regarding bicycles sharing the sidewalk with pedestrians and what his thoughts on that were.

Lt. Carson stated that he was not allowed to give suggestions on how to solve problems and if there was going to be a policy change written into law, it needed to be specific and make sure there was written enforcement and an added repercussion such as a monetary fine so that they had some enforcement mechanism to stop the action.

Mr. Belz stated that he understood that their ability to intervene was minimal.

Lt. Carson stated that did not say that they could not follow the tracks or maybe leave a note to contact the person. But if they ran, they were not allowed to pursue the vehicle or tackle them regardless if the vehicle was on or off the road.

Mr. Belz stated that he curious whether the enforcement should go in Alaska Administrative Code or Alaska Statute. Mr. Belz reiterated what Mr. Zervos said that they were making noise and saying it was a problem.

Mr. Stern stated that they got a report from the City Police Department that indicated the number of citations issued for vehicles on the bike path was low and asked if that was the case with the Troopers as well.

Lt. Carson stated that was probably the case.

Mr. Stern stated that he was curious about what the situation would be in rural areas of the State if they got this in the Administrative Code.

Lt. Carson stated that if they passed it in Alaska Statutes it would include all State-maintained roads and unless the City added it to their laws it would not cover any City of Fairbanks roads and the same would apply to the rural areas throughout the State. Lt. Carson stated that it would be a lot of work on their part as they would have to also change the City laws as well. Lt. Carson stated that he thought rural areas were more heavily enforced and thought Fairbanks was probably the worst area he had seen for the use of ATVs on bike paths and there did not seem to be a lot of enforcement on it.

Mr. Stern stated that they were also thinking about changing the State Statute for bicyclists regarding a group of bicyclists and whether they had to yield and how the Troopers treated a situation where they had a number of bicyclists on the road.

Lt. Carson stated that bicyclists on the road are required to go to the edge of the road. Lt. Carson stated that a bunch of bicyclists in the middle of the road was against the statute and vehicles were required to slow down for bicyclists on the side of the road.

Lt. Carson stated that more often they had seen vehicles run up against the bicyclist on the side of the road.

Mr. Zervos stated that the regulations they were working with were under AAC in Title 13 and asked if they were a violation that was punishable.

Lt. Carson stated that they could tell them to stop doing it but there was not a lot they could do to make them stop doing it so if they created an Alaska Statute for it, they needed to point out what the infraction punishment would be.

Mr. Zervos asked if there was an individual statute that set out the amount limit like there was for a traffic ticket.

Lt. Carson stated that if it was not specifically listed out, it was not enforceable.

Lt. Carson stated that he was not saying that it was not there but, all they knew about was the specific ones, because their computer program would not pull it up unless it was specifically typed in the TRaCS System program.

Mr. Zervos stated that the issuance of a traffic ticket was in the TRaCS System.

Lt. Carson stated that a lot of them were in TRaCS, but a random one like the one they were talking about was not in there.

Ms. Gardino asked Lt. Carson thought that an educational plan was something that the officers needed to have.

Lt. Carson stated that they always needed training because some of those things were taught in the academy but not used when they left the academy, so it was not enforced because it was not done regularly, so training programs were helpful.

Mr. Belz stated that the intent was not to limit the use of off-road vehicles in rural areas.

Mr. van den Berg asked Lt. Carson if the State of use was used in enforcement.

Lt. Carson stated that if it was paved, it was enforceable.

Mr. Belz asked how frequently Lt. Carson saw that on State roads.

Lt. Carson stated that the Denali Highway was a good example of that and if the roads were covered in snow, they would be able to do it and if there was a bridge, they allowed them to be on the shoulder.

Lt. Carson suggested that if they were interested in enforcement of a particular section of the Statutes, they could produce a flyer and put it up at the nearest Trooper Post where it would be seen by the Troopers.

It was agreed by the group that a subcommittee would be formed to revise the draft code language and bring it back to the group at the next meeting.

#### **b. Winter Maintenance of Non-Motorized Paths**

Mr. Fox explained that snow removal came up at most of the meetings and he and Ms. Lunsford put together a list of things that BPAC could and could not do regarding the operations of the City and State for winter maintenance. Mr. Fox noted that they could:

- Expand the representation at the Seasonal Maintenance Task Force to specifically address bike and pedestrian needs for a more well-rounded discussion.
- Bring the Mobility Recommendations Report back to revisit its content to see how well the practices outlined in it were being followed.

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- Use GIS to create an updated map showing all the roads in our urban area and who was responsible for maintaining those roads as well as schools, bus stops, etc. and put it on the website.
- Encourage discussion between agencies about the idea of snow removal on sidewalks and bus stops being put out to bid. It would have to be budgeted but the City's budget would be reduced. The City of North Pole contracted out all their snow removal and if the City or State were not keeping up with snow removal it might be an option to contract that work out.
- Discuss equity with the Seasonal Mobility Task Force and how they were dedicating budget to maintenance on non-motorized facilities equally with motorized facilities.
- Voice their concerns about snow removal not meeting federal regulations with federal funding and the maintenance responsibilities that came with that as well as ADA requirements.

Mr. van den Berg commented that maybe they needed to have a road/sidewalk survey like the one they did in the summer in the wintertime.

Mr. Fox stated that DOT was tracking snow removal from the end of the snow event to when the roads were cleared, and they could do something similar in the City of Fairbanks.

Mr. Richardson commented that if they surveyed the road, they should do the sidewalks too.

**Motion:** To revive the Seasonal Mobility Task Force to update the "Mobility Recommendations Report." (Gardino/Stowman).

**Discussion:** Mr. Zervos stated that he thought it was a good report but wondered what good it did since it was made ten years ago and what had changed.

Ms. Gardino stated that she thought it was a good report but needed to be updated and they should appreciate their accomplishments and try to do better.

Ms. Lunsford stated that she thought the prospect of updating the report was exciting because there were so many more examples to look at and checking off some boxes and adding some new ones was going to be an eye opener.

Ms. Gardino stated that all the maintenance people responsible never used to meet and had been meeting since that document was completed so they were talking to each other and trying to identify deficiencies.

Mr. Heim commented that he thought a small portion of money could be set aside as a time and expenses contract to supplement the City and State when they got overwhelmed.

Mr. Fox stated that when they brought the Seasonal Mobility Task Force back to the table it would be a good thing to discuss.

**Vote on Motion:** None opposed. Approved.

**8. New Business**

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

Mr. Fox explained that new NCHRP Guidance was published in 2020 to improve pedestrian and bicycle safety at intersections and stated that they could download it or he could send them all the link to it.

**9. Other Issues**

No other issues.

**10. Committee Member Comments**

- Mr. Stern commented that he ran across something that he had never encountered before as he was walking along Phillips Field Road and found a used syringe right on the roadway.

**11. Adjournment**

**Motion to adjourn.** (Belz/Richardson). The meeting adjourned at 7:08 p.m. The next BPAC meeting is Thursday, January 28, 2021, 5-7 pm.

**Approved:** \_\_\_\_\_  
**David van den Berg, Chair**  
**Bicycle & Pedestrian Advisory Committee**

**Date:** \_\_\_\_\_

## Use of Roadway

### 13 AAC 02.050. Driving on right side of roadway - exceptions and special situations

(a) Upon a roadway of sufficient width, a vehicle must be driven upon the right half of the roadway, except as follows:

- (1) when overtaking and passing another vehicle proceeding in the same direction, or when preparing for a left turn at an intersection or into an alley, private road or driveway;
- (2) when traveling upon a roadway marked or divided as provided by [13 AAC 02.025](#), [13 AAC 02.085](#), or [13 AAC 02.095](#), or within an urban district upon a roadway restricted to one-way traffic; or
- (3) when an obstruction exists making it necessary to drive to the left of the center of the highway; a driver must yield the right-of-way to all vehicles traveling in the opposite direction upon the unobstructed portion of the highway.
- (4) repealed 6/28/79;
- (5) repealed 6/28/79.

(b) Upon all roadways outside an urban district, a vehicle other than an emergency vehicle proceeding at less than the maximum authorized speed of traffic must be driven in the right-hand lane or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into an alley, private road, or driveway. However, on a two-lane highway outside an urban district where passing is unsafe because of oncoming traffic or other conditions, the driver of a motor vehicle proceeding at less than the maximum authorized speed of traffic and behind whom five or more vehicles are formed in a line shall turn off the roadway at the nearest place designated as a turnout or wherever sufficient area for a safe turnout exists in order to permit following vehicles to pass.

(c) When overtaking or passing a person operating a bicycle proceeding in the same direction of travel, the driver of a motor vehicle shall exercise caution and:

(1) if there is more than one lane for traffic proceeding in the same direction, move the vehicle to the travel lane to the immediate left, if available and moving into the lane is reasonably safe; or

(2) if there is only one lane for traffic proceeding in the same direction, pass to the left of the person operating a bicycle at a safe distance, not less than three feet between any portion of the vehicle and the bicycle, and shall not return to the center of the travel lane until the vehicle is safely clear of the overtaken person operating a bicycle.

(d) The driver of a motor vehicle may drive to the left of the center of a roadway, including when a and if necessary, in a no passing zone is marked, to pass a person operating a bicycle only if the roadway to the left of the centerline is unobstructed for a sufficient distance to permit the driver to pass the person operating the bicycle safely and avoid interference with oncoming traffic. This paragraph does not authorize driving on the left side of the center of the roadway when prohibited under 13 AAC 02.060 or 13 AAC 02.065.

**Commented [JF1]:** From Larry Zervos (BPAC): I would write "The driver of a motor vehicle may pass a person operating a bicycle by driving to the left of the centerline of a roadway, including when a and if necessary in a no passing zone, is marked, to pass a person operating a bicycle provided there is no obstruction only if the roadway to the left of the centerline is unobstructed for a sufficient distance to permit the driver to pass the person operating the bicycle safely and avoid interference not interfere with oncoming traffic. This paragraph does not authorize driving on the left side of the center of the roadway when prohibited under 13 AAC 02.060 or 13 AAC 02.065." I still have troubles with use of the no passing zone. I doubt this will be well-received.

**13 AAC 02.060. Limitations on driving left of center**

(a) A vehicle may not be driven on the left side of a roadway under the following conditions:

- (1) when approaching within 500 feet of the crest of a grade or a curve in a highway where the driver's view is obstructed for a distance which creates a hazard if another vehicle is approaching from the opposite direction;
- (2) when approaching within 100 feet of or traversing an intersection or railroad grade crossing unless otherwise indicated by an official traffic control device; or
- (3) when the view is obstructed upon approaching within 300 feet of a bridge, viaduct, or tunnel;
- (4) repealed 6/28/79.

(b) The provisions in (a) of this section do not apply to a vehicle on a one-way roadway, or under the conditions described in 13 AAC 02.050(a)(3), or to the driver of a vehicle turning left from an alley, private road, or driveway.

**13 AAC 02.065. Overtaking a vehicle on the left - limitations**

(a) Except as provided in sec. 55 of this chapter, the driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left of the overtaken vehicle at a safe distance, and may not return to its right lane until safely clear of the overtaken vehicle. Upon audible signal, the driver of the overtaken vehicle shall give way to the right in favor of the overtaking vehicle. If the driver of the overtaking vehicle must perform the passing maneuver in a lane reserved for oncoming traffic, the driver of the overtaken vehicle may not increase the speed of his vehicle until the overtaking vehicle has passed and driven back to the right side of the roadway.

(b) No vehicle may be driven to the left side of the center of a roadway in overtaking and passing another vehicle proceeding in the same direction unless authorized by this chapter and unless the left side of the roadway is clearly visible and free of oncoming traffic for a sufficient distance ahead to permit the overtaking and passing to be completed without interfering with the flow of traffic approaching from the opposite direction or with a vehicle overtaken. The overtaking vehicle shall return to an authorized lane of travel as soon as practicable and, if the passing movement involves the use of a lane authorized for vehicles approaching from the opposite direction, before coming within 200 feet of an approaching vehicle.

## Special Rules for Bicycles, Nonmotorized Conveyances, Motorcycles, and Motor-Driven Cycles

### 13 AAC 02.400. Riding bicycles on roadways and bicycle paths/facilities

(a) ~~Unless otherwise authorized by traffic control devices, signs, or markings (i.e. bicycle lanes and sharrows), a~~ person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, ~~and shall give way to the right as far as practicable to a motor vehicle proceeding in the same direction when the driver of the motor vehicle gives audible signal, except:~~

- (1) when passing another bicycle or vehicle traveling in the same direction;
- (2) when making a left turn at an intersection or driveway;
- (3) when roadway or other conditions makes riding to the right dangerous or impractical; and
- (4) ~~when the travel lane is too narrow to allow the passing vehicle and the bicyclist to travel side-by-side.~~

(b) Persons riding bicycles on a roadway may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles ~~or where lane and shoulder widths do not allow adequate room for the vehicle to pass without leaving their lane of travel.~~ Persons riding bicycles two abreast may not impede traffic and, ~~in a laned roadway,~~ shall ride ~~within the~~ ~~as farthest to the right lanes practicable.~~

(c) When a shoulder of the highway is maintained in good condition, an operator of a bicycle shall use the shoulder of the roadway.

(d) A person operating a bicycle on a trail, ~~shared use path,~~ sidewalk, or ~~sidewalk area~~ ~~other facility solely intended for the use of non-motorized forms of transportation~~ shall

- (1) exercise care to avoid colliding with other persons or vehicles;
- (2) give an audible signal before overtaking and passing a pedestrian; and
- (3) yield the right-of-way to any pedestrian.

(e) Repealed 6/28/79.

(f) A person riding a bicycle intending to turn left shall, unless ~~he the operator~~ dismounts and crosses as a pedestrian, comply with the provisions of sec. 200 of this chapter. The operator of a bicycle must give a signal by hand and arm continuously during the last 100 feet traveled unless the hand is needed in the control or operation of the bicycle. When stopped to await an opportunity to turn, a hand and arm signal must be given continuously by the operator.

(g) No person may ride a bicycle upon a sidewalk in a business district or where prohibited by an official traffic-control device. (h) No bicycle race may be conducted upon a roadway, except as provided under AS 05.35.

(h) No bicycle race may be conducted upon a roadway, except as provided under AS 05.35.

**Commented [JF2]:** From Pam Golden (DOT Traffic & Safety): Don't we still want bikes to ride to the right to have the setup in place for 3' to pass to be effective? I would think the addition of "Unless otherwise authorized by traffic control devices, signs, or markings (i.e. bicycle lanes and sharrows)" would address the issue of whether or not the state or cities could mark a sharrow as it is specifically called out. (numbers 1-3 I take no issue with and make sense)

**Commented [JF3]:** From Larry Zervos (BPAC): So this says people can ride two abreast on paths or roadways for the exclusive use of bicycles "...or where lane and shoulder widths DO NOT allow adequate room..." I am quite sure we do not mean to say this.

The fix is easy -- just get rid of "do not". But do we agree that bicyclists can ride side-by-side on a road with traffic?

**Commented [JF4]:** From Pam Golden (DOT Traffic & Safety): I'm reading this as proposed that it would be ok to ride more than 2 abreast where lanes + shoulder are narrow. Is that the intent? If so, why? Seems ill-advised from a safety, mobility, and potential driver aggression perspective. I would offer that this addition be removed - keep 2 abreast as the standard on a roadway, regardless.

## Special Rules for Snowmobiles and Other Off-Highway Vehicles

### 13 AAC 02.455. Operation on highways and other locations

(a) A snowmobile or an off-highway vehicle may be driven on a roadway or shoulder of a highway only under the following circumstances:

(1) when crossing a highway as provided in (f) of this section, or when traversing a bridge or culvert on a highway, but then only by driving at the extreme right-hand edge of the bridge or culvert and only when the traverse can be completed with safety and without interfering with other traffic on the highway;

(2) when use of the highway by other motor vehicles is impossible because of snow or ice accumulation or other natural conditions or when the highway is posted or otherwise designated as being open to travel by off-highway vehicles;

(3) when highway driving is authorized by an authority having jurisdiction over the highway, but only in accordance with restrictions which may be imposed by that authority with regard to highway use; or

(4) when driven on the right-of-way of a highway which is not a controlled-access highway, outside the roadway or shoulder, and no closer than three feet from the nearest edge of the roadway; night driving may be only on the right-hand side of the highway and in the same direction as the highway motor vehicle traffic in the nearest lane of the roadway; no person may drive an off-highway vehicle within the area dividing the roadways of a divided highway, except to cross the highway as provided in (f) of this section.

(b) Repealed 6/28/79.

(c) Repealed 6/28/79.

(d) Repealed 6/28/79.

(e) Repealed 6/28/79.

(f) A snowmobile or an off-highway vehicle may make a direct crossing of a highway if

(1) the crossing is made approximately at a right angle to the highway and at a location where visibility along the highway in both directions is clear for a sufficient distance to assure safety, and the crossing can be completed safely and without interfering with other traffic on the highway; and

(2) the vehicle is brought to a complete stop before crossing the shoulder or roadway, and the driver yields the right-of-way to all traffic on the highway.

(g) ~~No~~ A person operating a snowmobile or other off-highway vehicle may not cross or travel on or within three feet of a sidewalk, a location intended for pedestrian use ~~or other nonmotorized traffic, a bicycle lane, a path or other trail,~~ an alley, or a vehicular way or area which is not open to snowmobile or off-highway vehicle operation, except as provided in (f) of this section.

## Special Rules for Snowmobiles and Other Off-Highway Vehicles

### **13 AAC 02.455. Operation on highways and other locations**

(a) A snowmobile or an off-highway vehicle may be driven on a roadway or shoulder of a highway only under the following circumstances:

(1) when crossing a highway, ~~other than a controlled-access highway,~~ as provided in (f) of this section, or when traversing a bridge or culvert on a highway, ~~but then only~~ by driving at the extreme right-hand edge of the bridge or culvert and only when the traverse can be completed ~~with safety~~ and without interfering with other traffic on the highway;

(2) when ~~use of the highway by other motor vehicles is impossible because of~~ is not seasonally maintained and snow and/or ice accumulation makes travel by motor vehicles otherwise impossible, or when ~~other natural conditions or when~~ the highway has been closed by the responsible governing body to motor vehicle traffic during winter months ~~is posted or otherwise designated as being open to travel by off-highway vehicles;~~

(3) when the highway is designated as being open to travel by off-highway vehicles by a governing body ~~driving is authorized by an authority having jurisdiction over the highway,~~ but only in accordance with locally imposed ~~restrictions which may be imposed by that authority with regard to highway use; or~~

(4) when operated within ~~driven on~~ the right-of-way of a highway, other than which is ~~not~~ a controlled-access highway, outside the roadway or shoulder, and no closer than three feet from the nearest edge of the roadway; night driving may be only on the right-hand side of the highway and in the same direction as the highway motor vehicle traffic in the nearest lane of the roadway; no person may drive an off-highway vehicle within the median area dividing the roadways of a divided highway, ~~except to cross the highway as provided in (f) of this section.~~

(5) when a governing body has declared an emergency and where the use of snowmobiles and off-highway vehicles has been authorized by the governing body; or

(6) during a special event of specified duration, conducted according to a prearranged schedule, and in accordance with a permit granted by a governing body having jurisdiction over that highway.

(b) Repealed 6/28/79.

(c) Repealed 6/28/79.

(d) Repealed 6/28/79.

(e) Repealed 6/28/79.

(f) A snowmobile or an off-highway vehicle may make a direct crossing of a highway, other than a controlled-access highway, if

(1) the crossing is made approximately at a right angle to the highway and at a location where visibility along the highway in both directions is clear for a sufficient distance to

assure safety, and the crossing can be completed safely and without interfering with other traffic on the highway; ~~and~~

(2) the vehicle is brought to a complete stop before crossing the shoulder or roadway, and the driver yields the right-of-way to all traffic on the highway; ~~and~~

(3) the crossing is made at a location which is greater than one hundred feet from any intersecting highway.

(g) ~~No~~ A person operating a snowmobile or other off-highway vehicle may not cross or travel on or within three feet of a sidewalk, a location intended for pedestrian ~~use or other~~ nonmotorized traffic, a bicycle lane, a path or other trail, an alley, or a vehicular way or area which is not open to snowmobile or off-highway vehicle operation, except as provided in (f) of this section.

(i) No person under sixteen years of age shall operate a snowmobile or off-highway vehicle on or across a public roadway or highway unless

(1) they have completed a snowmobile or off-highway vehicle safety education course and has on their person evidence of such certification; or

(2) they are under the direct supervision of a snowmobile or off-highway vehicle operator over the age of 18.

February 17, 2021

## **FAIRBANKS AREA SURFACE TRANSPORTATION (FAST) PLANNING**

### **A RESOLUTION IN SUPPORT OF REVISIONS TO ALASKA ADMINISTRATIVE CODE TO IMPROVE SAFETY FOR PEDESTRIANS AND BICYCLISTS USING THE TRANSPORTATION NETWORK**

WHEREAS, FAST Planning is the State-designated transportation planning organization for the Fairbanks and North Pole area and supports local and Statewide policy, programmatic, and infrastructure improvements that improve safety and comfort of pedestrians and bicyclists using the transportation network; and

WHEREAS, Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances have not been updated since 1979; and

WHEREAS, provisions are needed in 13 AAC 02.050 to improve safety of vehicles passing bicyclists in the roadway; and

WHEREAS, provisions are needed in 13 AAC 02.400 for bicycle lane and shared use lane markings (i.e. sharrows) for riding bicycles on roadways; and

WHEREAS, provisions are needed in 13 AAC 02.455 to improve safety and reduce conflicts for bicyclists and pedestrians with off-highway vehicles traveling on sidewalks and other locations officially designated for non-motorized use only; and

WHEREAS, residents of the State of Alaska recognize that pedestrians and bicyclists share transportation networks with motorized vehicles; and

WHEREAS, the most recent five-year averages of fatalities and serious injuries for pedestrians and bicyclists exceed the goals of Alaska Strategic Highway Safety Plan and are trending upward; and

WHEREAS, one of the goals of the Alaska Statewide Active Transportation Plan is to improve safety for pedestrians and bicyclists who use the transportation network by reducing the number and severity of conflicts between people walking, bicycling, and driving; and

WHEREAS, in 2016 Alaska was ranked #1 in the U.S. by the Alliance for Walking & Bicycling for the number of people who walk and bike to work per capita; and

WHEREAS, the rates of walking and bicycling in Alaska have increased by XX% since 2017; and

WHEREAS, in 2019 Alaska was ranked 39<sup>th</sup> in the U.S by the League of American Bicyclists for bicycle friendliness receiving a grade of "F" in 6 out of 17 categories including state transportation funding, planned and recently built bicycle and pedestrian facilities, laws that create protections for people who bike and walk, design and access policies, understanding people who bike and walk, and formal user group engagement; and

WHEREAS, 35 of the 50 states in the U.S., not including Alaska, have adopted Safe Passing Laws to improve safety for bicyclists, and the League of American Bicyclists has recommended the State of

Alaska adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety and has provided a white paper that provides examples of how other states have adopted and implemented this type of law; and

WHEREAS, the State of Alaska ranked 44<sup>th</sup> in the U.S. with respect to laws that create protections for people who bike and walk; and

WHEREAS, the FAST Planning Bicycle & Pedestrian Advisory Committee has provided recommended revisions to 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 for consideration of the Alaska Department of Public Safety to initiate changes, which are attached to this Resolution.

NOW, THEREFORE, BE IT RESOLVED that FAST Planning supports the review and revision of 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 by the Alaska Department of Public Safety to improve safety for pedestrians and bicyclists using the transportation network in accordance with the recommended revisions attached to this Resolution.

PASSED AND APPROVED THIS 17TH DAY OF FEBRUARY 2021.

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Ryan Anderson, P.E.  
Chair, FAST Planning Policy Board

ATTEST:

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Jackson C. Fox  
Executive Director, FAST Planning

February XX, 2020

## FAIRBANKS AREA SURFACE TRANSPORTATION (FAST) PLANNING

### A RESOLUTION IN SUPPORT OF REVISIONS TO ALASKA ADMINISTRATIVE CODE TO IMPROVE SAFETY FOR SNOWMOBILES AND OFF-HIGHWAY VEHICLES USING THE TRANSPORTATION NETWORK

WHEREAS, FAST Planning is the State-designated transportation planning organization for the Fairbanks and North Pole area and supports local and Statewide policy, programmatic, and infrastructure improvements that improve safety of all users of the transportation network; and

WHEREAS, Title 13 of Alaska Administrative Code, Chapter 2, Sections 455 (13 AAC 02.455) for operation of snowmobiles and other off-highway vehicles on highways and other locations has not been updated since 1979; and

WHEREAS, provisions are needed in 13 AAC 02.455 to improve safety and reduce conflicts for bicyclists and pedestrians with off-highway vehicles traveling on sidewalks and other locations officially designated for non-motorized use only; and

WHEREAS, provisions are needed in 13 AAC 02.455 to clarify the intent of the phrase “impossible because of snow or ice accumulation or other natural conditions”; and

WHEREAS, points of access to and crossings of roadways, such as driveways and approach roads, is subject to a formal design and permit application process through the Alaska Department of Transportation and Public Facilities, hereinafter referred to as “AKDOT&PF”, particularly for divided and controlled-use highways<sup>1</sup>; and

WHEREAS, provisions are needed in 13 AAC 02.455 to exclude the use and crossing of divided and controlled-use highways by off-highway vehicles; and

WHEREAS, there have been nearly 16,000 ATV-related fatalities in the United States between 1982 and 2018<sup>2</sup>, of which 21% were children under the legal driving age of 16; and

WHEREAS, provisions are needed in 13 AAC 02.455 to limit the use of off-highway vehicles use on and across roadways by operators under the age of 16; and

WHEREAS, the most recent five-year averages of fatalities and serious injuries involving off-highway vehicles exceed the goals of Alaska Strategic Highway Safety Plan and are trending upward and exceed the averages for bicycles and pedestrians; and

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<sup>1</sup> <http://www.dot.state.ak.us/permits/index.shtml>

<sup>2</sup> Console, R.P. (2020). *Personal Injury Liability Following ATV and OHV Accidents*, The National Law Review, Volume XI, No. 21.

WHEREAS, AKDOT&PF partially funded the University of Alaska Fairbanks to conduct a study titled *Safety Evaluation of Statewide Off-Highway Vehicle Use in Alaska*<sup>3</sup>, hereinafter referred to as “THE STUDY”; and

WHEREAS, THE STUDY identified locations where as many as 60 off-highway vehicles used or crossed a highway in a single day; and

WHEREAS, THE STUDY found that 25% of the 1,352 incidents involving all-terrain vehicles recorded in the Alaska Trauma Registry between 2009 and 2014 occurred on highways and other public roads; and

WHEREAS, THE STUDY found that approximately 18% of the 936 incidents involving snowmobiles recorded in the Alaska Trauma Registry between 2009 and 2014 occurred on highways and other public roads; and

WHEREAS, THE STUDY identified that there were 120 reported on-road crashes involving off-highway vehicles in the Alaska Department of Motor Vehicles crash database in 2016 and an average of 80 reported crashes per year between 2000 and 2016; and

WHEREAS, national data suggests that on-road off-highway vehicle crash victims are twice as likely to incur major trauma as compared to off-road crash victims<sup>4</sup>; and

WHEREAS, national data suggests that on-road fatalities involving off-highway vehicles are 77% more likely to involve alcohol and 44% less likely to have had the operator wearing a helmet<sup>4</sup>; and

WHEREAS, a collision involving a motor vehicle and an all-terrain vehicle at the intersection of Geist Road and Thompson Drive<sup>5</sup> on May 6, 2020 provides timely evidence of the safety issues being presented in this Resolution; and

WHEREAS, the State recognizes that off-highway vehicles still fill the basic mobility needs of some residents, particularly in rural and remote locales, and has considerable contributions to tourism and our economy ; and

WHEREAS, provisions are needed in 13 AAC 02.455 to allow the use of off-highway vehicles on roads and highways if there has been a declaration of emergency; and

WHEREAS, provisions are needed in 13 AAC 02.455 to allow the use of off-highway vehicles on roads and highways during special events when a permit has been granted by an appropriate governing body; and

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<sup>3</sup> Belz, N.P. (2021). *Safety Evaluation of Statewide Off-Highway Vehicle Use in Alaska*, Alaska Department of Transportation and Public Facilities, <http://www.dot.state.ak.us/stwddes/research/assets/pdf/4000-180.pdf>

<sup>4</sup> Denning, G., Jennissen, C., Harland, K., Ellis, D., & Buresh, C. (2013). All-Terrain Vehicles (ATVs) on the Road: A Serious Traffic Safety and Public Health Concern. *Traffic Injury Prevention*, 14(1), 78–85. <https://doi.org/10.1080/15389588.2012.675110>

<sup>5</sup> [http://www.newsminer.com/alerts/troopers-seek-driver-involved-in-atv-crash-on-geist-road-on-tuesday/article\\_46b475aa-8fd7-11ea-942b-7b043c18bb60.html](http://www.newsminer.com/alerts/troopers-seek-driver-involved-in-atv-crash-on-geist-road-on-tuesday/article_46b475aa-8fd7-11ea-942b-7b043c18bb60.html)

WHEREAS, the FAST Planning Bicycle & Pedestrian Advisory Committee has provided recommended revisions to 13 AAC 02.455 for consideration of the Alaska Department of Public Safety to initiate changes, which are attached to this Resolution.

NOW, THEREFORE, BE IT RESOLVED that FAST Planning urges the Alaska Department of Public Safety to review and revise 13 AAC 02.455 to improve safety of all users of the transportation network.

PASSED AND APPROVED THIS XX DAY OF FEBRUARY 2021.

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Ryan Anderson, P.E.  
Chair, FAST Planning Policy Board

ATTEST:

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Jackson C. Fox  
Executive Director, FAST Planning



## CONNECT FAIRBANKS

Finding you more ways to reach your destination

# CONNECT FAIRBANKS

## FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING NON-MOTORIZED PLAN

DRAFT  
December 2020



**REAL FREEDOM STARTS**

**WITH TRANSPORTATION**

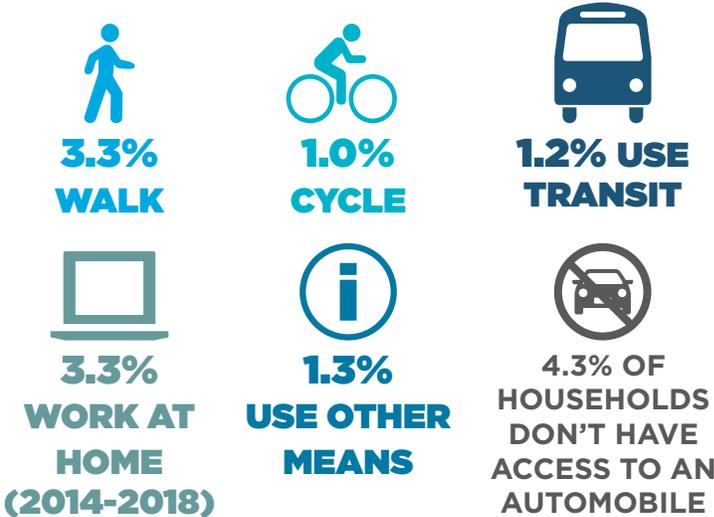
**INDEPENDENCE.**

# WHAT IS TRANSPORTATION INDEPENDENCE?

How easy would it be for you to get where you need to go in Fairbanks without a car? Ten percent of people in our community use other modes to get around every day due to age, health, financial constraints, or just a desire to improve their health or save money.<sup>1</sup> It isn't always easy, especially because much of our infrastructure has been designed around cars and trucks. Connect Fairbanks aims to increase transportation independence, so Fairbanksans can travel safely and efficiently in their communities with or without a car.

10.2% of our community<sup>1</sup> use non-automobile modes for commuting:

<sup>1</sup> American Community Survey data, 2014-2018.



# WHAT IS CONNECT FAIRBANKS?

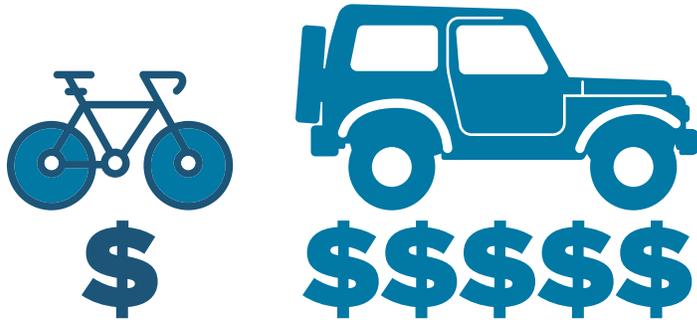
Connect Fairbanks is a regional non-motorized transportation plan. It outlines policy, programmatic, and infrastructure improvements to increase the number of Fairbanks area residents walking, cycling, and accessing transit and to improve the safety and comfort of those who already do. Connect Fairbanks updates the Fairbanks Non-Motorized Transportation Plan (NMP), published in 2012.

Full implementation of this plan will add approximately:



# WHY WAS THIS UPDATE NEEDED?

The 2012 NMP recognized a resurgence of interest in non-motorized travel, spurred by desires for better health, transportation options, environmental quality, and access to the area's natural surroundings. Connect Fairbanks considers changes in the region and in bicyclist and pedestrian planning and design practices since the 2012 NMP was adopted.

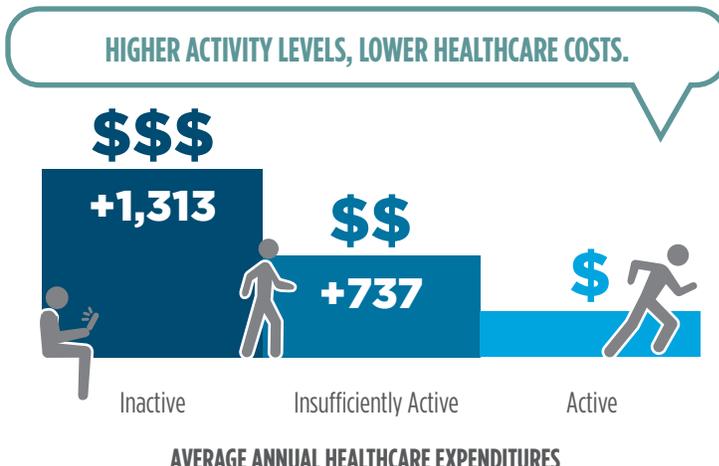


A bicycle typically costs a small fraction of a motor vehicle in upfront costs and operating costs which are estimated to be over \$9,000 per year on average<sup>1</sup>

<sup>1</sup> Greater Fairbanks Transportation Survey, Alaska Department of Transportation & Public Facilities, 2014

<sup>1</sup> <https://newsroom.aaa.com/auto/your-driving-costs/>

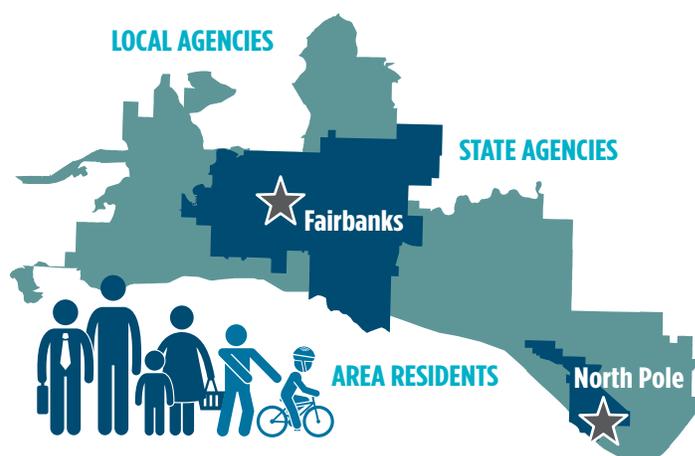
Just 150 mins of physical activity per week measurably improves your health. That's just **one 22-minute walk a day.**



Source: Carlson, Susan A., et al. "Inadequate Physical Activity and Health Care Expenditures in the United States." Progress in Cardiovascular Diseases, vol. 57, no. 4, 2015, pp. 315-323., doi:10.1016/j.pcad.2014.08.002.

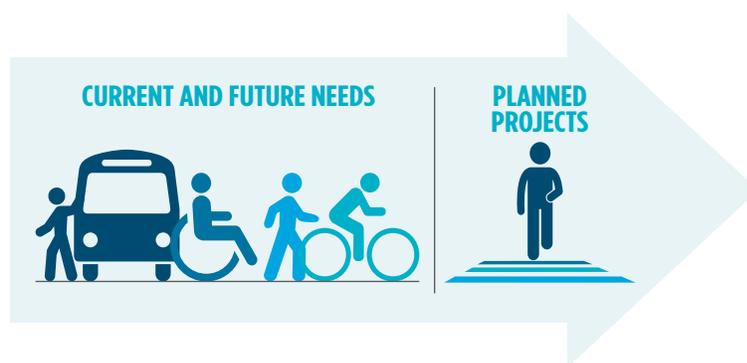
## WHO WORKED ON THE UPDATE?

Fairbanks Area Surface Transportation Planning (FAST Planning), the metropolitan planning organization that coordinates federal transportation spending within the region, led the development of Connect Fairbanks, with support from their Bicycle & Pedestrian Advisory Committee (BPAC). FAST Planning is the Metropolitan Planning Organization (MPO) for the urbanized areas of the Fairbanks North Star Borough, including the cities of North Pole and Fairbanks.



## WHAT DOES THE PLAN DESCRIBE?

Over time, FAST Planning hopes to increase transportation independence for all Fairbanksans by broadening the variety of safe, efficient travel options. Connect Fairbanks proposes community-informed active transportation investments with a connection to goals established by the community. It also lays out a framework to connect routes for those traveling without the use of a vehicle.



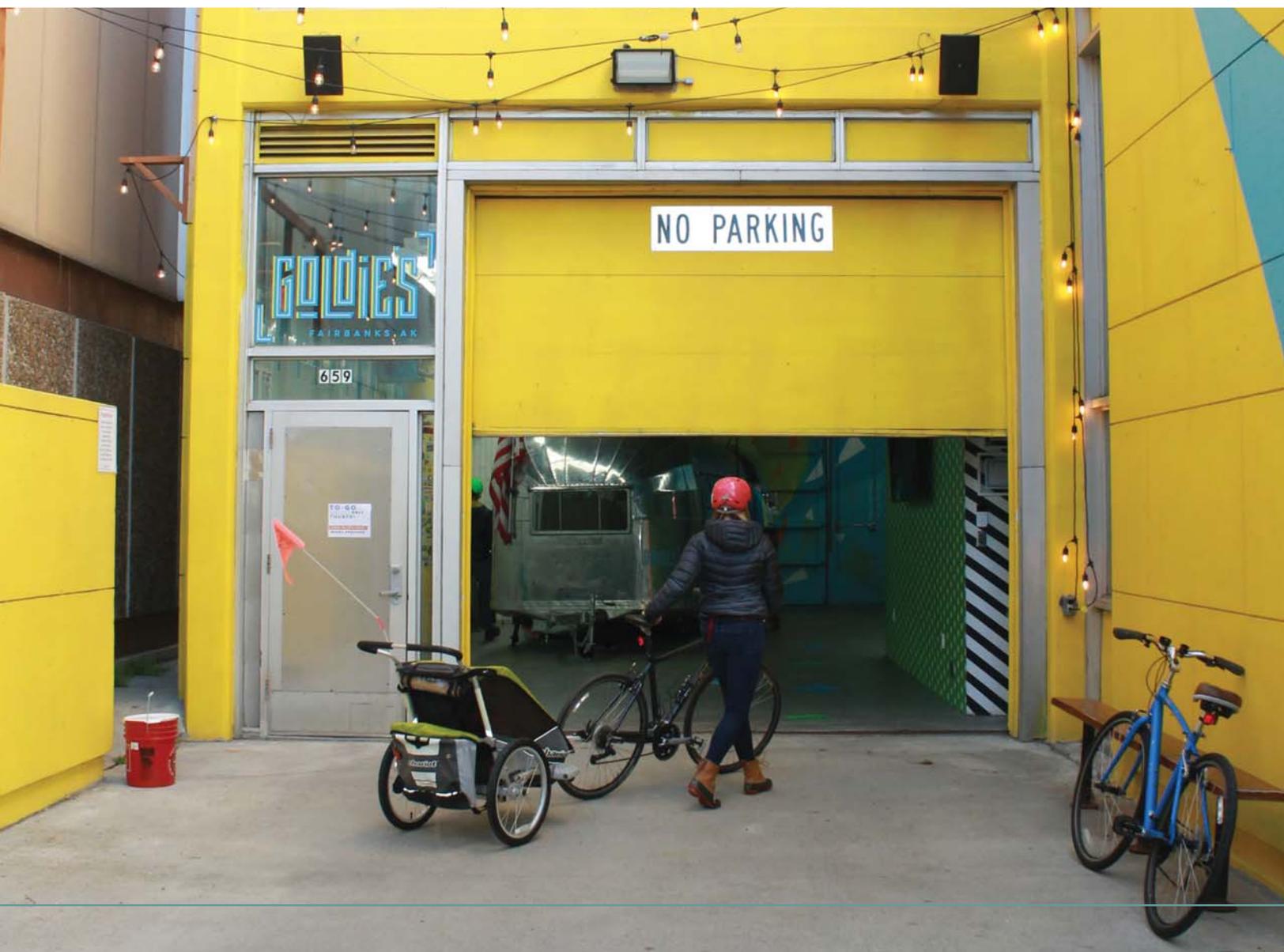
## Q: Are people walking, cycling, or taking transit to access your business?

A: We have walkers and bikers all the time! Customers have learned that it is a fun destination to access by foot or pedal. We also benefit from proximity to other businesses. People may be on a bar hop through downtown and would most likely walk to us instead of driving to and from each place.

-Kara Nash

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Profession:	Outdoor Activity:	# Years in FBX:
Small Business Owner	Summer: 15-20 hrs/wk Winter: 5-10 hrs/wk	12



# THIS IS A PLAN FOR EVERYONE.

Connect Fairbanks envisions a system that is accessible and comfortable for people with a wide range of abilities.

## Walking and cycling are important ways for people to get around the Fairbanks Region.

People walk or cycle to the store, to work and school, to transit stops, or just down their street or path for exercise or to get fresh air. But walking and cycling are not just ways for people to get from point A to point B. They also provide a myriad of health, economic, environmental, and social benefits.

According to the Alaska Statewide Active Transportation Plan, if the walking and cycling commute mode splits were to double, there would be \$6.5M in health, transportation, and environmental benefits to the region.

## It's good for your body and your brain.

Studies show that cardiovascular exercise, such as walking and biking, has a positive effect on mental health. People who walk and cycle are less likely to suffer from depression, anxiety, and other mental health issues than those who do not.



## Our non-motorized system should be accessible to everybody.

It is critical when planning bicycle and pedestrian infrastructure to make sure everyone has equitable access. The infrastructure should empower people using mobility devices, such as walkers, canes, crutches, and wheelchairs to navigate the Fairbanks area independently.





### More people walking and cycling means fewer cars on the road...

When people walk and cycle to reach a destination, they are often foregoing a car trip, reducing traffic congestion, emissions, stormwater pollution, and wear and tear on the roadway. This can lead to reduced maintenance costs for roadways, reduced climate impacts, and improved local air and water quality.



### ...and safer conditions for all roadway users.

More people walking and cycling creates a heightened awareness among the community to expect people walking and cycling, which in turn reduces crash rates with motor vehicles.



### Walking and cycling are viable year round.

Fairbanksans are hardy and if given the chance, may be comfortable walking and cycling year round. However, snow berms at bus stops, unplowed sidewalks, and icy paths create barriers that can make winter walking and cycling challenging.



### All of this is good for quality of life and the local economy.

The presence of cycling and walking infrastructure may improve quality of life and increase property values nearby. This kind of infrastructure can also spur economic growth. People walking and cycling are more likely to stop on pass-by trips to make purchases than those in motor vehicles, and increased cycling can add jobs and economic stimulus through added visits to bicycle shops. Also, scenic and cultural destinations with good bicycle infrastructure may see increases in bicycle tourism.



**Q: What do you consider the benefits of commuting by bicycle in Fairbanks/ North Pole to be?**

A: Health and Happiness! Everything's better on a bike!

-Adam Koegle

**Profession:**  
Network  
Communications  
Specialist

**Outdoor Activity:**  
Bike/Run/Ski/  
Paddle, 10-15 hours  
per week

**# Years in FBX:**  
My whole life!



# VISION

Connect Fairbanks envisions an independent future for all Fairbanksans through transportation network improvements, supportive agency programs, and policies that benefit pedestrian and bicycle travel and connect people with public transit.

Goals	Objectives	Performance Measures
<b>1.</b> PLAN FOR, PROVIDE, AND PROMOTE A NON-MOTORIZED TRANSPORTATION SYSTEM THAT IS CONTINUOUS, ACCESSIBLE, RELIABLE AND SAFE.	Maintain a current inventory of the entire non-motorized transportation system.	Update the inventory at least every 2 - 4 years. Update in GIS after completion of each project.
	Improve the continuity of the non-motorized transportation system.	Implement all high priority projects by 2030
		Report and increase the miles of sidewalks in the FAST Planning area each year.
		Report and increase the miles of shared use paths in the FAST Planning area per year.
	Improve the accessibility of the non-motorized transportation system for users of all abilities.	Implement the recommendations in the ADA Transition Plans as they are developed/updated by the City of Fairbanks and ADOT&PF.
		Implement low stress (Level of Traffic Stress 1 or 2) facilities on all collectors and arterial roads or provide a parallel network by 2035.
Improve the safety of the non-motorized transportation system.	Reduce the number of pedestrian and bicycle crashes by 50 percent by 2040.	
<b>2.</b> PLAN FOR AND PROVIDE A NON-MOTORIZED TRANSPORTATION SYSTEM THAT CONNECTS RESIDENTS AND VISITORS TO ESSENTIAL SERVICES AND DESTINATIONS	Maintain a current inventory of essential destinations (e.g., employment and retail centers, tourist and recreational destinations)	Inventory major residential areas and other major generators of non-motorized travel and update at least every 2 - 4 years.
	Improve the connectivity of the non-motorized transportation system.	Provide bicycle and pedestrian connections to all inventoried major generators by year 2035.

Goals	Objectives	Performance Measures
<b>3.</b> DEVELOP AND IMPLEMENT POLICIES AND PROGRAMS TO SUPPORT YEAR-ROUND NON-MOTORIZED TRAVEL	Ensure that agency staff has access to current best practices for non-motorized facility selection and design.	Provide one bicycle and pedestrian design specific training to transportation agencies in the area per year. Every year, update a list of best practice design documents for transportation agencies in the area to reference.
	Promote a bicycle and pedestrian friendly culture.	Achieve Bronze level Bicycle Friendly Community Status from the League of American Bicyclists by 2022 and maintain status afterward. Implement policies and programs recommended in this plan by 2025.
	<b>4.</b> DEVELOP AND IMPLEMENT PROGRAMS AND STRATEGIES TO INCREASE AWARENESS OF EXISTING NON-MOTORIZED TRANSPORTATION FACILITIES AND THEIR SAFE USE.	Engage businesses, tourism associations, and Fairbanks area residents in the planning process.
Promote awareness of the existing non-motorized transportation system and how to use it.		Implement a promotional program, in coordination with community partners (i.e., bike to work week, walk to school day) each year. Update the Fairbanks Region Bikeways map every 2-3 years. Develop a public annual bicycle and pedestrian count report.
Increase the proportion of Fairbanks area residents that cycle or walk to work.		Increase the proportion of Fairbanks area residents that walk to work from 3.3 percent <sup>1</sup> to 6.6 percent by year 2035. Increase the proportion of Fairbanks area residents that cycle to work from 1.0 percent <sup>1</sup> to 2 percent by year 2035.
<b>5.</b> DEVELOP, FUND, AND PROMOTE A LIST OF PRIORITIZED CAPITAL IMPROVEMENT PROJECTS THAT IMPLEMENT THIS PLAN AND ADEQUATELY MAINTAINS A YEAR ROUND SYSTEM	Encourage local governments to provide adequate funding to ensure the primary non-motorized network is maintained to provide year-round access	Implement recommendations from the Seasonal Mobility Task Force.
	Maintain and fund a priority list of capital improvement projects that meets the targets of the objectives of this Plan	Ensure that the projects in this plan are included in each Metropolitan Transportation Plan (MTP) update and Transportation Improvement Program (TIP).

<sup>1</sup> Based on the American Community Survey 2018 5-Year Estimate for the Fairbanks-North Star Borough

# SAFE STREETS MAKE A DIFFERENCE

When asked about walking and cycling in the community, **31% of respondents** explicitly mentioned a safety concern using the words “dangerous,” “hazard,” or “unsafe.”



**“Drivers pose a huge threat to our safety. With one-way roads, they often don’t look both ways for pedestrians. Pedestrians aren’t common enough for drivers to take them into consideration.”**

**-Kara Nash**

**“Two of the biggest challenges now in my mind are aging sidewalks or lack of safe bike lanes where there are no sidewalks. Small shoulders are hazardous to use, but sometimes that’s the only option, especially anywhere on the south side of the Mitchell Expressway.”**

**-Adam Koegle**

## WE'VE MADE PROGRESS

In 2012, Fairbanks' first Non-Motorized Transportation Plan set a framework for the cycling and walking systems in the FAST Planning region and included a list of projects to improve those systems. Since then, public agencies have made significant progress toward improving walking and cycling facilities and policies across the Fairbanks area.



**24 projects** with major bicycle and/or pedestrian elements have been constructed, including

- **Cushman Street Reconstruction**
- **10th Avenue: Cushman to the Steese**
- **Goldhill Bicycle and Pedestrian Facility**
- **Noble Street Upgrade**

**10 projects** are currently in the works, including

- **Lacey Street Project**
- **Cowles Street Reconstruction**
- **Minnie Street Upgrade**
- **5th Avenue Reconstruction**

In addition, FAST Planning adopted a Complete Streets Policy and updated the Transportation Improvement Program (TIP) criteria to better evaluate non-motorized projects.

## WE HEARD YOU

We received **227 COMMENTS** from community members through interactive maps, emailed comments, a community survey and virtual open houses. Here's what Fairbanksans had to say.

**I LOVE HAVING THE ABILITY TO HOP ON A BIKE PATH RIGHT FROM MY NEIGHBORHOOD AND BIKE ALL THE WAY INTO TOWN!**

This is a great route [along Tanana Drive between Farmers Loop Road and N Tanana Drive], but the pavement is broken and cracked, making riding painful.

JOHANSEN BIKE PATH IS FULL OF CRACKS AND I HAVE FALLEN SEVERAL TIMES AS A RESULT (ROLLERSKIING).

Would like to see the bike path continue up Chena pump and even around Chena ridge.... **lots of people run/bike the loop and it would make bike commuting much safer if there was a path or wider shoulder.**

**There's less than no shoulder [on McGrath Road] at some points: I've almost been hit twice and verbally assaulted for running on just this section...**

**Illinois St. needs a bike lane.** I once held up traffic biking from Minnie St. to College St. because there was a truck behind me too big to pass safely. There were plenty of angry drivers that day!

IT WOULD BE GREAT TO PUT IN A **CROSSWALK AT THE BUS STOPS** [ALONG COLLEGE ROAD] SO PEOPLE FROM CAN MORE SAFELY REACH TRANSIT AND/OR RECREATION OPPORTUNITIES AT CREAMER'S.





**THE MILLER HILL BIKE PATH WAS A GREAT IDEA, BUT NOT COMPLETING THE PAVEMENT MAKES IT DANGEROUS.**

For user health and safety, Yankovich sorely needs a bike path that has physical separation from traffic.

**The farmers loop path is an excellent example of non-motorized improvement being integrated into the overall road system upgrade. Thank you.**

**4-FOOT SIDEWALK IS DANGEROUS AND INTIMIDATING.**

**The Farmer's Loop path is amazing and gets used a lot.**

A bike/walking path that went along the Richardson Highway from Fairbanks to North Pole would be amazing!

**College Road, in general, needs more pedestrian crossing options.**

**LOVE THE IDEA OF CLOSING LITTLE-USED STREETS TO CAR TRAFFIC AND KEEPING THEM OPEN FOR BIKES AND PEDESTRIANS, WHILE BEAUTIFYING DOWNTOWN WITH GREENERY.**

**FNSB PLEASE ENCOURAGE TROOPER ENFORCEMENT WHEN 4-WHEELERS AND DIRT BIKES ARE ON THE BIKE PATH.**

Seems silly to have so much downtown parking when the city has an agreement with the parking garage for free short-term parking. This would free up space for bike lanes and reduce risk of crashes near businesses.

# HOW DID WE DEVELOP AND PRIORITIZE OUR PROJECTS?

Selecting projects is one of the main steps in the process of creating this plan. Our project list came from many different sources to be as comprehensive as possible. Those sources include the following:



```
graph TD; A[Envision 2045 (the Fairbanks Metropolitan Transportation Plan)] --- B[FAST Planning's Bicycle and Pedestrian Advisory Committee]; B --- C[Public feedback]; C --- D[An assessment of bicycle and pedestrian related facility needs not expected to be addressed by projects in Envision 2045];
```

**Envision 2045 (the Fairbanks Metropolitan Transportation Plan)**

**FAST Planning's Bicycle and Pedestrian Advisory Committee**

**Public feedback**

**An assessment of bicycle and pedestrian related facility needs not expected to be addressed by projects in Envision 2045**

## RECOMMENDED PROJECTS

Small, targeted changes can make a big difference. Connect Fairbanks recommends wise, community-supported transportation investments that create a more robust network by connecting the walking and cycling infrastructure we already have and leveraging projects and goals from other local and regional plans.



Once proposed, each project was screened based on the goals and objectives to best help us reach our vision. This evaluation, along with factors like cost estimates, context-sensitive knowledge, and inclusion in Envision 2045, was used to establish project ranking:

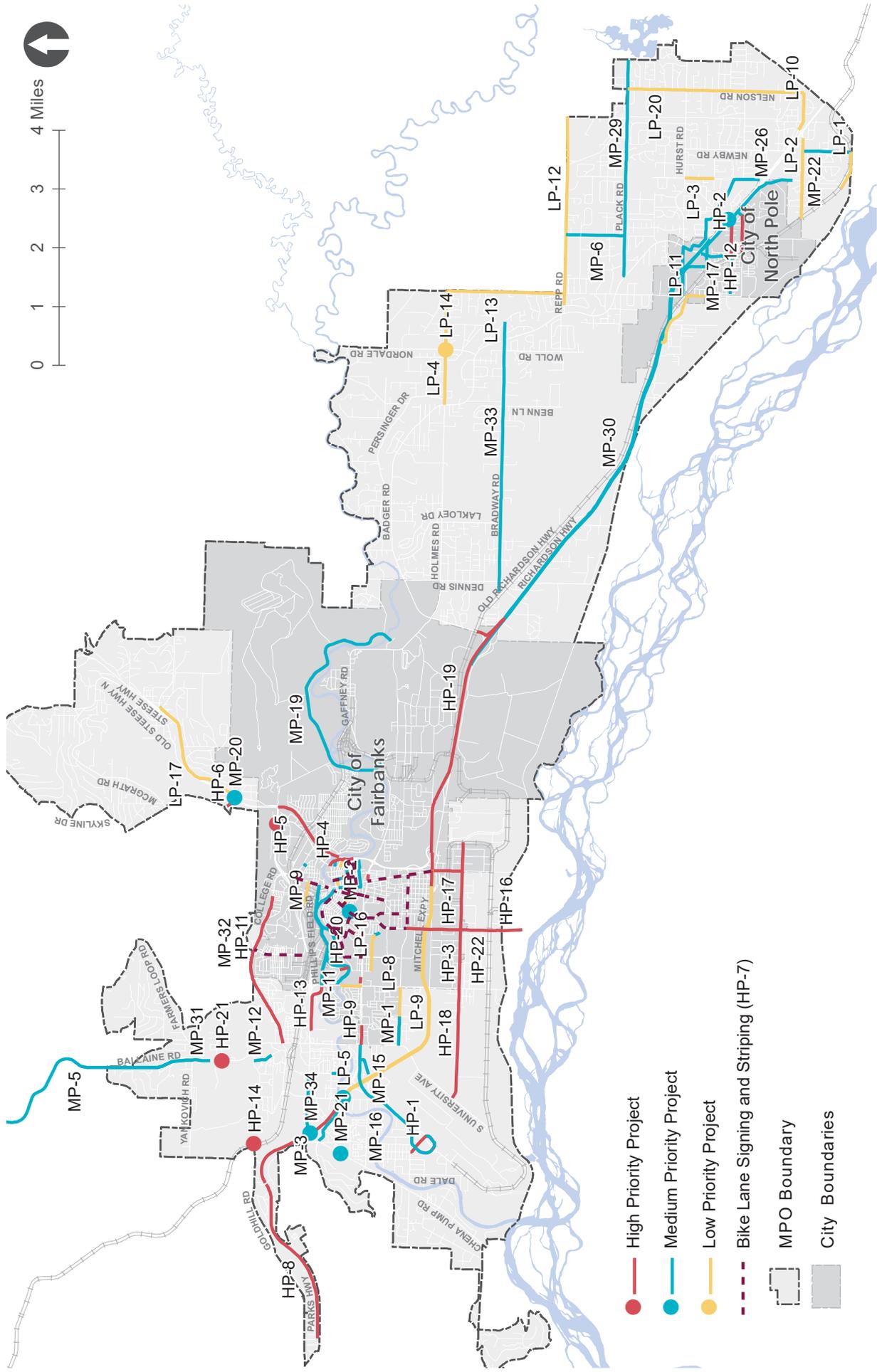
**HIGH PRIORITY**

**MEDIUM PRIORITY**

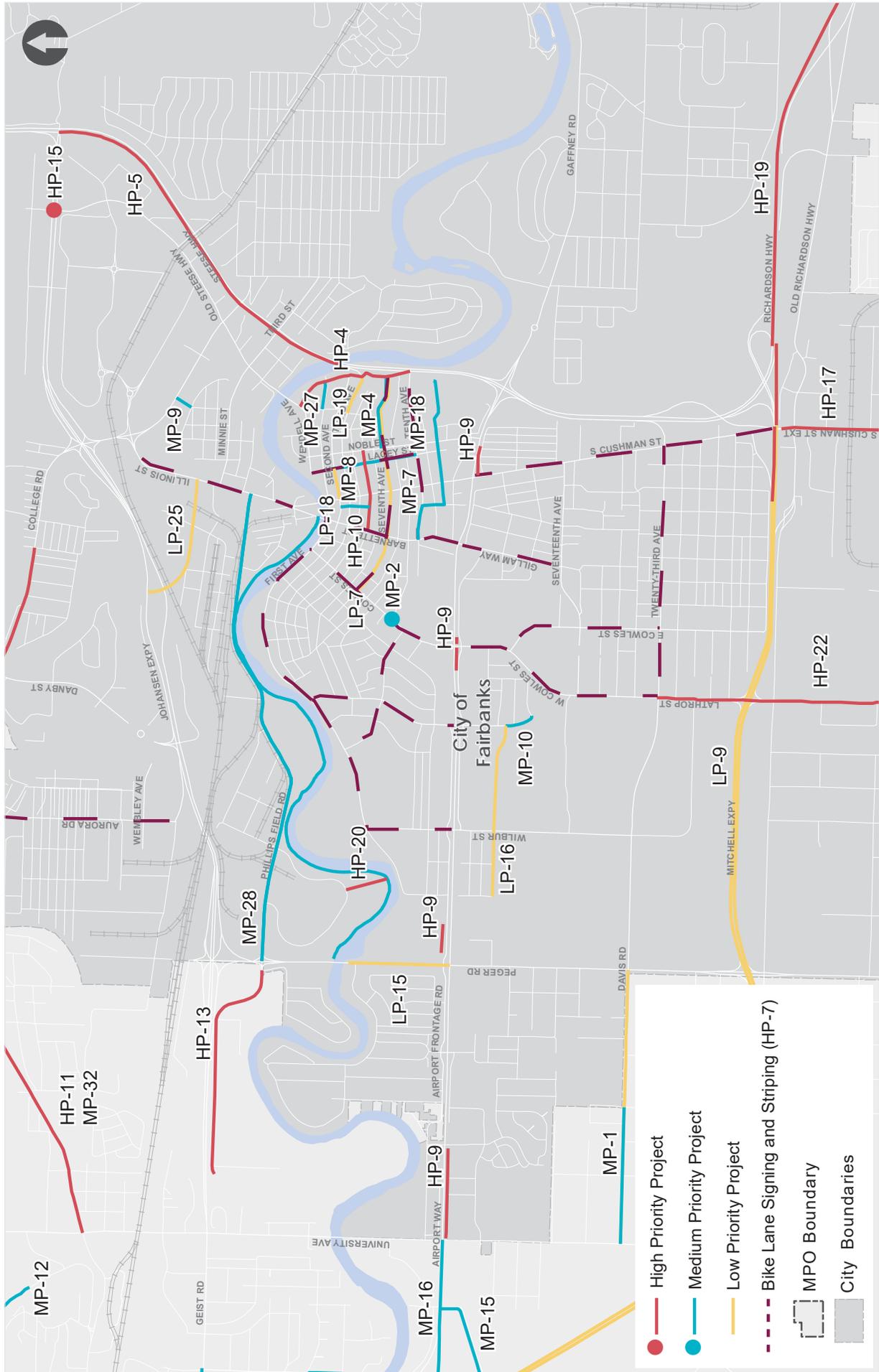
**LOW PRIORITY**



# RECOMMENDED PROJECTS: FAST PLANNING AREA



# RECOMMENDED PROJECTS: CENTRAL FAIRBANKS





# RECOMMENDED PROJECTS

Project Number	Associated MTP Project Number	Project Name	Project Description	Estimated Cost (\$M)
<b>HIGH PRIORITY PROJECTS</b>				
<b>HP-1</b>	MR-42	Airport West Bicycle and Pedestrian Facilities	Construct bicycle lane and sidewalk or shared use path from the Fairbanks International Airport to the neighborhoods west of the Airport and planned non-motorized facilities along Dale Road.	\$1.6
<b>HP-2</b>	N/A	5th Avenue ADA Improvements	Make ADA upgrades to provide access to the park on 5th Avenue in North Pole.	\$0.5
<b>HP-3</b>	N/A	Van Horn Road Bicycle Facility Improvements	Provide separated bicycle facilities on Van Horn Road between Peger Road and S Cushman Street.	\$4.5
<b>HP-4</b>	N/A	Clay Street Bicycle Facilities	Provide bicycle a connection on Clay Street to downtown Fairbanks between 10th Avenue at the Steese Highway and Wendell Avenue.	\$1.0
<b>HP-5</b>	N/A	Old Steese Improvements	Reconstruct the Old Steese Highway from the Johansen to the terminus of the Wendell Avenue Bridge project and provide separated bicycle facilities, sidewalk, and transit facilities. Alternatively, bicyclists and pedestrians can share a path; however, use of a sidewalk in this area for bicycle transit is not recommended.	\$16
<b>HP-6</b>	N/A	Farmer's Loop Extension Path Rehabilitation	Repave the path along Farmer's Loop Extension to connect to the Old Steese Improvements (HP-5).	\$5
<b>HP-7</b>	MR-45	City of Fairbanks Bike Lane Signing and Striping	Signing and striping of existing paved shoulders within City of Fairbanks to accommodate bicyclists as designated bike lanes for seasonal use.	\$2
<b>HP-8</b>	N/A	Parks Highway Path Rehabilitation	Repave and rehabilitate the path along Parks Highway between the Chena River and Goldhill Road.	\$2.5
<b>HP-9</b>	N/A	Airport Way Frontage Road Conversion	Implement the conversion of frontage roads to non-motorized paths per the Airport Way Functional Features Plan.	\$5
<b>HP-10</b>	MR-17	5th Avenue Reconstruction	Reconstruct 5th Avenue from Barnette Street to Noble Street in order to provide improved facilities for all users.	\$1.6

Project Number	Associated MTP Project Number	Project Name	Project Description	Estimated Cost (\$M)
HP-11	MR-30	College Road Pedestrian Crossings	Install pedestrian crossings <sup>1</sup> on College Road.	\$0.5
HP-12	N/A	8th Avenue Resurfacing	Resurface the path on 8th Avenue in North Pole	\$0.8
HP-13	N/A	Johansen Path Reconstruction	Repave the path on the south side of Johansen Expressway between Peger Road and University Avenue.	\$0.4
HP-14	N/A	Sheep Creek Road and W Tanana Drive Enhanced Crossing	Improve pedestrian and bicycle crossing facilities at the intersection of Sheep Creek Road and W Tanana Drive.	\$0.7
HP-15	LR-26	Old Steese Highway/Johansen Expressway	Install guide signs to direct northbound non-motorized travelers on the Old Steese Highway to the shared-use path along the Johansen Expressway.	<\$0.1
HP-16	SR-6	Lathrop Street Extension	Extend South Lathrop Street, to include non-motorized facilities, into the newly developed Tanana Lakes Recreation Area.	\$4.9
HP-17	LR-9	S Cushman Street: Mitchell Expressway - Van Horn Road	Construct crossing improvements for bicyclists and pedestrians at the Van Horn and Mitchell ramp intersections to provide a safer, more clear path for traversing these intersections.	\$0.4
HP-18	LR-10	Van Horn Road - University Avenue - Peger Road	Install separated bicycle facilities to provide a complete connection around southern Fairbanks.	\$2.5
HP-19	SR-41	Richardson Highway MP 356-362 Bicycle/ Pedestrian Path	Construct a paved bicycle/ pedestrian path on the Richardson Highway between MP 356-362, starting from the Richardson Highway/Airport Way intersection, continuing along the Richardson Highway to the Badger Loop North Bound Ramp, and terminating at the Badger Road/Old Badger Highway intersection.	\$3.8
HP-20	N/A	Chena Landings Loop Path Reconstruction	Repave the path between the footbridge and Chena Landings Loop.	\$0.4
HP-21	N/A	West Fairbanks Intersection Improvements	Address crossings at Geist and Parks as well as Farmers Loop Road and Army Road.	\$1.0

<sup>1</sup> Reference Roadway Crossings section of the Recommendations and Implementation Plan Chapter for guidance on determining crossing location and design

Project Number	Associated MTP Project Number	Project Name	Project Description	Estimated Cost (\$M)
<b>HP-22</b>	N/A	Lathrop Street Bicycle Facilities	Provide multi-modal connectivity from Davis Road path to the Tanana Lakes Recreation Area on Lathrop Street.	
<b>MEDIUM PRIORITY PROJECTS</b>				
<b>MP-1</b>	N/A	Davis Road Sidewalk Improvements	Repave, repair, and widen the sidewalks along Davis Road between University Avenue and Peger Road.	\$1.0
<b>MP-2</b>	N/A	Wein Park Path Connection	Improve the connection of the Wein Park Path with the 10th Avenue/ Cowles Street intersection.	\$0.7
<b>MP-3</b>	SR-33	Parks Highway/ Chena Pump Road- Geist Road	Investigate potential improvements to make the crossings of the ramp terminals more comfortable for non-motorized users.	\$0.5
<b>MP-4</b>	MR-33	7th Avenue (Fbks): End of Sidewalk- 3rd Avenue	Construct sidewalk along 7th Avenue from where the MLH Manor (near Noble Street) existing sidewalk ends to 3rd Avenue. Approximately 0.2 miles.	\$0.7
<b>MP-5</b>	VLR-31	Ballaine Road Bicycle Corridor: Yankovich Road- Goldstream Road	Major reconstruction of the old Ballaine Road Bike Path through the Goldstream Valley.	\$6
<b>MP-6</b>	N/A	Hollowell Road Bicycle Facilities	Add buffered bicycle facilities between Repp Road and Plack Road.	\$2
<b>MP-7</b>	N/A	12th Avenue Bicycle Facilities	Provide bicycle facilities along 12th Avenue between the Steese Highway and Barnette Street.	\$2
<b>MP-8</b>	N/A	Turner Street Bicycle Corridor	Create a park strip or pedestrian and bicyclist corridor between 2nd Avenue and 5th Avenue.	\$1.8
<b>MP-9</b>	N/A	Noyes Slough Pedestrian Bridge	Construct a pedestrian bridge over Noyes Slough from Slaterville to College Road.	\$3
<b>MP-10</b>	MR-22	Lathrop Street: Eagan Ave - 16th Ave	Construct sidewalk from existing sidewalk to the end of Lathrop Street.	\$0.5
<b>MP-11</b>	SR-17	Chena River Walk Stage III—Segment 1	Expand the Chena River Walk to the north side of the Chena River with approximately 2,200 linear feet of pathway from Peger Road to the existing Chena River pedestrian bridge crossing at Pioneer Park. Construct a connection of the existing pedestrian facilities along Peger Road.	\$2.2

Project Number	Associated MTP Project Number	Project Name	Project Description	Estimated Cost (\$M)
MP-12	MR-6	Tanana Loop Reconstruction (UAF)	Reconstruct 1,700 feet of Tanana Loop between Yukon Drive and North Tanana Drive. Widen the sidewalk to 8 feet and extend it to North Tanana Drive. Add bike lanes to both sides of the roadway.	\$2.5
MP-13	MR-28	Fairbanks Street: Birch Lane-Teal Avenue	Construct sidewalk on west side of Fairbanks Street.	\$0.6
MP-14	MR-66	Geist Road: Parks Highway-Fairbanks Street	Construct an extension of the existing shared-use path on the north side of the road to the Parks Highway.	\$1.0
MP-15	SR-18	Old Airport Way: Mitchell Expressway-Airport Way	Construct sidewalk along Old Airport Way.	\$0.8
MP-16	MR-41	Fairbanks International Airport to South University Avenue Bicycle and Pedestrian Facilities	Resurface University Avenue South/ Airport Perimeter Road, realign approximately 2,500 lineal feet of University Avenue South and adjacent railroad, and construct an adjacent pedestrian facility.	\$4
MP-17	N/A	Santa Claus Lane Bicycle Facilities	Add buffered bicycle lanes on Santa Claus Lane between Richardson Highway and E 5th Avenue.	\$0.3
MP-18	MR-11	Lacey Street Reconstruction	Reconstruct Lacey Street from 12th to 1st Avenue and provide improved facilities for all users.	\$12
MP-19	N/A	Chena Greenway	Construct a greenway along Chena River Road through Fort Wainwright. Project will need to coordinate with FHWA and receive Fort Wainwright for approval.	\$4
MP-20	MR-35	Old Steese Highway/Farmers Loop Road	Investigate potential improvements to make this unsignalized intersection crossing more comfortable for non-motorized users.	\$5
MP-21	MR-51	Chena Pump Road Crossing	Construct a pedestrian/bicycle crossing along Chena Pump Road between Chena Ridge Road and Chena Small Tracts for safe access to the Interior Alaska Land Trust Chinook Conservation park.	\$1.5
MP-22	MR-3	Dyke Road Improvements	Construct paved shoulders for bicyclists and pedestrians along Dyke Road from Laurance Road to the Old Richardson Highway.	\$2

Project Number	Associated MTP Project Number	Project Name	Project Description	Estimated Cost (\$M)
MP-23	MR-25	5th Avenue (NP): Santa Claus Lane- Therron Street	Construct sidewalk from Santa Claus Lane to 5th Avenue's terminus at Therron Street.	\$0.8
MP-24	MR-26	8th Avenue (NP): St Nicholas Drive- Blanket Boulevard	Construct sidewalk from the terminus of the shared use path west of Blanket Boulevard to St. Nicholas Drive.	\$0.5
MP-25	MR-27	Dartmouth Drive: Chena Pump Road- Stanford Drive	Construct sidewalk along Dartmouth Drive.	\$1.2
MP-26	MR-65	Richardson Highway (NP) Alternate Route: Peridot Street- Laurance Road	Designate and construct pedestrian and bicyclist improvements to parallel routes on the north and south sides of the Richardson Highway through North Pole.	\$2
MP-27	MR-32	2nd Avenue (Fbks): Hall St - Clay St	Construct sidewalk along the north side of 2nd Avenue.	\$0.6
MP-28	LR-12	Phillips Field Road: Peger Road-Illinois Street	Realign Phillips Field Road from Chena Landings Loop to Jack Lindsey Lane to follow the north bank of the Chena River, including a non-motorized path/widened shoulders from Chena Landings Loop to Illinois Street along the riverfront to complete Segment 2 of the Chena Riverwalk, Stage III project.	\$6
MP-29	MR-43	Chena Lakes-Plack Road Bicycle and Pedestrian Facilities	Construct bicycle and pedestrian trail connection between Chena Lakes Recreational Area and Plack Road.	\$0.5
MP-30	MR-68	Fairbanks-North Pole Bicycle and Pedestrian Multi-Use Path	Construct bicycle and pedestrian path connection between Fairbanks and North Pole by extending the proposed path from the Richardson Highway/Badger Road intersection to North Pole. Because frontage road development is likely, the cost estimate for this project covers the addition of bicycle and pedestrian facilities to that project.	\$1.0
MP-31	N/A	Ballaine Road Separated Path	Create a separated path along Ballaine Road between Farmer's Loop Road and Goldstream Road.	\$4
MP-32	MR-67	College Road Complete Street (University Avenue to Steese Expressway)	Make College Road a Complete Street with three vehicle lanes, bike lanes, bus pullouts, and pedestrian crossings.	\$2.5

Project Number	Associated MTP Project Number	Project Name	Project Description	Estimated Cost (\$M)
MP-33	MR-7	Bradway Road Reconstruction	Reconstruction of Bradway Road in the Badger Road area to provide a maintainable pavement structure and to provide for increase in travel demands, separated bicycle facilities, and pedestrian facilities.	\$10
MP-34	MR-59	Chena Pump Road Roundabout Interchange	Study a potential roundabout and safety and mobility improvements for bicyclists and pedestrians at the Chena Pump Road/Parks Highway interchange.	\$4
<b>LOW PRIORITY PROJECTS</b>				
LP-1	N/A	Old Richardson Highway: VFW Street to Dyke Road Bicycle Facilities	Add separated bicycle facilities at the south end of Old Richardson Highway between VFW Street and Dyke Road.	\$1.0
LP-2	N/A	Laurance Road (West) Bicycle Facilities	Add separated bicycle facilities to Laurance Road between the Old Richardson Highway and Richardson Highway.	\$2
LP-3	N/A	Dawson Shoulders	Add separated bicycle facilities from Lineman to Hurst.	\$0.8
LP-4	N/A	Peede Road Bicycle Facilities	Add bicycle facilities on Peede Road between Badger Road and Brock Road.	\$5.5
LP-5	MR-29	Boat Street Path: Chena River Bridge	Improve the ramp connections onto the bridge to provide a smooth transition for cyclists.	\$0.5
LP-6	MR-34	5th Avenue--Mission Road/Richardson Highway	Investigate potential improvements to allow non-motorized users to cross the Richardson Highway at this location. This may require an overpass, which could be completed in conjunction with a future interchange at this location.	\$0.2
LP-7	LR-8	7th Avenue (Fbks): Cowles Street--Steese Highway	Install bicycle route signs and/or pavement markings. Consider full Bicycle Boulevard treatments.	\$0.5
LP-8	LR-11	Davis Road: University Avenue--Peger Road	Construct sidewalk on the south side of Davis Road.	\$1.1
LP-9	VLR-33	Mitchell Expressway Parallel Bicycle and Pedestrian Facilities	Construct bicycle and pedestrian facilities parallel to Mitchell Expressway.	\$8
LP-10	N/A	Mistletoe Drive/Laurance Road (East) Bicycle Facilities	Add separated bicycle facilities to Laurance Road between Mistletoe Drive and Nelson Road.	\$1.0

Project Number	Associated MTP Project Number	Project Name	Project Description	Estimated Cost (\$M)
LP-11	N/A	Old Richardson Highway and Homestead Drive Bicycle Facilities	Add separated bicycle facilities along Old Richardson Highway and provide a bicycle connection on Homestead Drive between Richardson Highway and Perimeter Drive.	\$3
LP-12	N/A	Repp Road Bicycle Facilities	Add bicycle facilities between Badger Road and Pool Street.	\$4
LP-13	N/A	Brock Road Bicycle Facilities	Add bicycle facilities on Brock Road between Peede Road and Repp Road.	\$4
LP-14	N/A	Peede and Nordale Crossing	Add enhanced crossing.	\$0.3
LP-15	MR-24	Peger Road: Chena River - Airport Way	Construct separated path on east side of Peger Road.	\$1.0
LP-16	MR-31	Egan Avenue Pedestrian Improvements	Install pedestrian facilities between Moore Street and Lathrop Street along Egan Avenue.	\$1.5
LP-17	MR-64	Farmers Loop-Chena Hot Springs Road Trail Connections: FNSB	Construction of an all season trail connection that will link from Farmers Loop Road in the McGrath Road area to Chena Hot Springs Road. This will connect the Farmers Loop Bike Trail and adjacent winter trails (including the Birch Hill Trail) to the Chena Hot Springs multi-use trail.	\$4
LP-18	N/A	2nd Avenue Festival Street	Create a festival street along 2nd Avenue between Cushman Street and Lacey Street.	\$0.5
LP-19	VLR-12	3rd Avenue (Fbks): Hall Street-Steese Highway	Construct sidewalk along the 3rd Avenue from Hall Street to the Steese Highway shared-use path connection.	\$0.5
LP-20	MR-44	Nelson Road Bicycle and Pedestrian Facility	Construct a bicycle and pedestrian facility along Nelson Road to the Laurance Road Path going to Chena Lakes by adding shoulders or a separated multi-use path.	\$8
LP-21	LR-25	Johansen Path Bridge to Charles Street	Complete the partially constructed bicycle/pedestrian overcrossing of the Johansen Expressway between the railroad depot and College Road and provide a paved connection to the railroad depot and Illinois Street.	\$10



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