



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

October 29, 2020 • 5:00-7:00 p.m.

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

By telephone at: 1 (253) 215-8782 Meeting ID: 845 74222 0245

1. Call to Order

David van den Berg, Chair, called the meeting to order at 5:00 p.m.

2. Introduction of Members and Attendees

*David van den Berg, Chair

*Donna Gardino

*Peter Stern

*Carl Heim

*Jim Richardson

*Nathan Belz

*John Stowman

*Larry Zervos

**Jackson Fox

**Olivia Lunsford

**Deborah Todd

Don Galligan

Bob Pristash

Bill Rogers

Kellen Spillman

Jason Hill

Ivet Hall

Travis Naibert

Andrew Ooms

Corey DiRutigliano

Jeff Jacobson

Stan Justice

***BPAC Representative**

****FAST Planning Staff**

3. Approval of the October 29, 2020 Agenda

Motion: To approve the October 29, 2020 Agenda. (Gardino/Richardson).

Discussion: Mr. Fox noted that they had another full agenda as in previous meetings but would be having monthly meetings and suggested they postpone one or two of the items to the November 19th meeting. Mr. Fox stated that his recommendation, since they were not time sensitive, were Items Item 7C and 8E.

Mr. Stern stated that he was in favor of postponing Item 7C for further information.

Mr. van den Berg stated that he was also in favor of postponing Item 7C.

Motion: To postpone Agenda Item 7C. (Stern/Gardino).

Vote on Motion: None opposed. Approved.

Vote on Agenda as Amended: None opposed. Approved

4. Approval of the August 13, 2020 Meeting Minutes

Motion: To approve the August 13, 2020 Meeting Minutes. (Stern/Zervos).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

5. Staff /Working Group/Chair Reports

Mr. Fox provided the following updates:

- The 3rd Annual Winter Maintenance Forum was held on October 20, 2020 in a virtual format this year via Zoom. Mr. Fox explained that there was a lineup of guest speakers that included: Dan Schacher, of DOT&PF Maintenance, who discussed the DOT snow removal efforts for this winter as well as their priority routes for snow removal, followed by Jeff Jacobson of the City of Fairbanks Public Works Director who discussed the City snow removal method, means, and priorities for this winter. The next group of speakers was from Fairbanks North Star Borough. The first speaker was Michael Bredlie with the Rural Services Department who talked about maintenance within Road Service Areas and how folks could contact the Commissioners who served their road service areas; the second Borough speaker was Brian Charlton of the Parks and Recreation Department who discussed the winter maintenance activities that the Parks and Recreation Department carried out during the winter with regards to parking lots, trailheads, and winter trail grooming as well as snow removal on park access roads and at some of the schools; followed by Michelle Denton, of MACS Transit, who provided a presentation on the current state of operations of the bus system and what to expect this winter when riding the bus and the new restrictions in place for COVID. Mr. Fox noted that 33 people attended the Forum which was advertised through various social media and the newspaper, as well as flyers posted in strategic locations around town.
- The Project Enhancement Committee (PEC) will serve in an advisory role to the Technical Committee and Policy Board focused on opportunities for streetscape enhancement and beautification. Mr. Fox stated that they had advertised the availability of the seats primarily through social media and had received 12 well qualified applications, in the form of a letter of interest, that had been sent to the three local mayors and DOT and DEC Policy Board members. Mr. Fox stated that they hoped to start quarterly meetings in either December or January.
- Ms. Lunsford added that they now had access to Metro Dashboard which was free of charge to use by qualifying agencies and any suggestions for use of the Stava data was welcome.

Working Group Reports

No working group reports.

Chair Report

No report from the Chair.

6. Public Comment Period

Kellen Spillman of the Fairbanks North Star Borough commented regarding the use of “Sharrows”. Mr. Spillman stated that FMATS and FAST Planning had included the use of “sharrows” in their planning documents for many years. Mr. Spillman stated that it was a small bicyclist icon that was painted on the roadway. Mr. Spillman stated that there were a lot of good areas where these sharrows could be used and it was troubling to learn that sharrows were possibly against Alaska State Statutes. Mr. Spillman stated that many of their planning documents recommended sharrows and as a Technical Committee member, he would appreciate guidance from the BPAC on how to work through this and possibly remove the recommendation of sharrows in their planning documents. Mr. Spillman stated that another thing for the BPAC to look in to was changing Alaska Administrative Code and it was his understanding that Alaska Administrative Code was not as difficult to change as the Alaska State Statutes so he thought that was a viable option going forward. Mr. Spillman stated that the League of Bicycle Friendly Communities and typically scored Alaska low when it came to bicycle friendly communities especially with legislation, administration, and enforcement.

Nathan Belz commented via chat that he would personally be in favor of changing the Administrative Code if it precluded the use of sharrows. Mr. Belz stated that he would lend one word of caution that when using sharrows, one had to be careful to not place them on the road in such a way (i.e. too close) that when being used where they were coincident with on-street parking so that the cyclists rode along the trajectory that would be subject to getting “doored” when people got out of their vehicles.

7. Old Business

a. Non-Motorized Plan Update:

Mr. Fox provided an update for the Non-Motorized Plan Update stating that the project list and cost estimates, including recommended changes to the MTP, and the Plan text was in production with the graphic design team at Kittelson. Mr. Fox stated that he expected the BPAC to receive the draft document for review in December 2020. Mr. Fox stated that after review by the BPAC, it would be forwarded to the Technical Committee and the Policy Board for consideration of release of the document for public review in January 2021. Mr. Fox stated that the public comment period would close in mid-February 2021, concurrent with a Virtual Open House to review the document and look at all the maps that were identified in the previous Charrette.

b. 5th Avenue Reconstruction Project Update (Action Item)

Mr. Fox explained that the 5th Avenue project was put on the agenda at the request of a couple of BPAC members and introduced Donna Gardino to speak about the project and make her proposed motion.

Ms. Gardino displayed the proposed one-way preferred alternative and striping plan and stated that the preferred one-way alternative was a 12-ft. lane with 7.75-ft. sidewalks, a 9 ft. parking lane, and a 6-ft. bicycle lane. Ms. Gardino stated that she

had participated in the Stakeholder Group meetings and having a bike lane on this road was pretty much dismissed at the first or second meeting because of the low traffic volumes and the ability for a bicycle to share the road with an automobile. Ms. Gardino stated that her concern was that what they had was a 12 ft. lane with a 6 ft. bicycle lane, so virtually you had an 18 ft. visual speedway or freeway. Ms. Gardino stated that you would never put an 18 ft. lane on a 25-mph road in downtown because it would only encourage speeding. Ms. Gardino stated that the City said in the Survey that they were proposing an 13-ft. traffic calming lane which she did not think was traffic calming at all and then that was presented in the Survey and the City came out with this alternative which was not presented in the Survey and included a bike lane and what it sacrificed was widening the sidewalks. Ms. Gardino stated that she did not think that this alternative maximized the right-of-way to the benefit of all users. Ms. Gardino stated that she would feel comfortable riding down 5th Avenue with a 12-ft. lane which was plenty of room because the traffic volume was not very high. Ms. Gardino stated that to have an 18-ft. lane and she understood that it would be marked as a bike lane, but it would appear as an 18-ft. lane. Ms. Gardino stated that if there was nobody parked, particularly in the block between Cushman and Barnette, you were looking at another 9-feet so it was just this big wide-open space. Ms. Gardino stated that she did not see how this typical section maximized and optimized the use of the right-of-way for all users. Ms. Gardino stated that she was very discouraged about this one-way alternative. Ms. Gardino stated that she knew that the City originally went to the Technical Committee with the one-way preferred alternative with two lanes in the block between Cushman and Barnette Street and that also was not presented in the Survey. Ms. Gardino stated that she thought the process was a bit flawed because they were proposing preferred alternatives that the public did not get an opportunity to speak to. Ms. Gardino stated she understood that it was a Categorical Exclusion and the City did not have to choose any of the alternatives that were proposed in the public process but to her, to have four Stakeholder meetings and then the Survey and then come out with something that pretty much everybody said was not a preferred scenario, was a bit troubling. Ms. Gardino stated there was a two-way alternative presented in the Survey and it pretty much got rid of parking where she did not think that parking needed to be disposed of, so the Downtown Association was able to come up with an alternative with 7-ft. sidewalks and actually the same lane width that existed out there today that provided two-way traffic which would calm traffic, a parking lane, and widened sidewalks. Ms. Gardino stated that as a member of the Downtown Association Board they had decided to communicate with the City and ask them to look at this alternative to see if this alternative was feasible or tell them why it was not, and they had not gotten any response. Ms. Gardino stated that they were just trying to say that there were other alternatives out there that would truly calm traffic. Ms. Gardino stated that one of the problems with the one-way alternative the City proposed in their striping plan was that block where the Thai House was between Noble and Lacey was proposed to be left as it was so they were not benefitting with extra width on the sidewalks because of the extra bike lane to nowhere. Ms. Gardino stated that she did not see the point of making 5th Avenue a three-lane bike lane

alternative when they indicated if there were to be any bike lane at all, it would be from 7th to 10th Avenue. Ms. Gardino stated that she did not know if this had been targeted as the preferred bike route through town but would like the BPAC to make a recommendation to the Technical Committee because she thought they had ended up with an alternative that she did not think made anyone happy and did not believe it improved safety, calmed traffic, or made optimal use of the right-of-way for all users.

Public Comment Period: Jeff Jacobson, City of Fairbanks Public Works

commented that he also participated in the 5th Avenue Stakeholder Meetings and he did not think there was a real consensus on which alternatives were preferred.

Mr. Jacobson stated that there was a lot of division between the one-way or a two-way alternative proposal. Mr. Jacobson stated that the City and the Borough both weighed in, especially the Borough Transit, weighed in that a one-way alternative was preferred for a variety of reasons. Mr. Jacobson stated that one reason was that the School District Office had a lot of drop off and pick up traffic in front of their doors on 5th Avenue and a two-way alternative meant that traffic in the one direction would be blocking traffic behind it; whereas, if you had a one-way street with a wider lane, particularly an unused or infrequently used bike lane in the winter time, it would allow traffic to drop off and pick up in front of front doors of the School District.

Mr. Jacobson stated that the other concern was the MACS Transit Center between Cushman and 5th Avenue because it would make it very difficult for them to pull out onto 5th Avenue with the two-way traffic and they would have a traffic light on Cushman and then oncoming traffic to deal with and it would delay their departure while they were trying to navigate the oncoming traffic coming both ways.

Mr. Jacobson stated that for those two reasons, the City supported a one-way alternative. Mr. Jacobson stated that the other idea the City proposed with the one-way and the extra wide lanes with a bike and parking lane was that it allowed for future modification of traffic plans as development occurred in that area of the block. Mr. Jacobson stated that currently they had some vacant lots, parking lots that could be developed into other facilities and other buildings. Mr. Jacobson stated that they did not know what the next ten, twenty, or thirty years was going to look like in Downtown but, if they built an infrastructure that put in utilidors and other things, that made changing the traffic patterns costly. Mr. Jacobson stated that this allowed for a wide lane that could be easily developed into a two-lanes with no parking in the future, so it provided flexibility. Mr. Jacobson stated that they were only talking about from Lacey Street to Cushman Street, so he did not think it was going to be a freeway or high-speed chase area. Mr. Jacobson stated that there was not going to be a lot of fast-moving traffic on that block. Mr. Jacobson stated that from Lacey to Noble Street, the right-of-way narrowed considerably, so it was not feasible to have a wide lane, a bike path of 6-ft., and narrower sidewalks. Mr. Jacobson stated that the Police Chief, the Fire Chief, and himself, the Public Works Director, had advocated to their Engineering Department that they would prefer a narrower bike path, in the street, and wider sidewalks because they all knew that section of 5th Avenue, especially from Cushman to Lacey Street, had terrible narrow pedestrian sidewalks. Mr. Jacobson stated that their goal there was with that being a heavily populated area with businesses, restaurants, and the School District, they really needed to improve

pedestrian traffic to the Cushman direction and also the other direction to Lacey and Noble Streets so keeping those sidewalks as wide as possible was a high priority for the City. Mr. Jacobson stated that he would encourage the BPAC to think of that. Mr. Jacobson stated that there were options to consider here and advocating for a two-way alternative was probably not going to be the end result. Mr. Jacobson stated; "Let's be more creative and focus on what we can do with the one-way alternative to ensure pedestrian and bicycle safety and that it makes sense for the width of the road so that we have flexibility as the City develops over time."

Bob Pristash, Engineering Department, City of Fairbanks, commented that he wanted to explain what their thoughts were for maintaining the one-way traffic pattern on 5th Avenue. Mr. Pristash explained that from the beginning when 5th Avenue was going to almost be reconstructed, or the sidewalks were going to be reconstructed, under the Cushman Complete Streets Project, because the sidewalks were so bad in front of the Borough Building, they were just going to more or less keep the same geometry. Mr. Pristash explained that moving forward to the first FMATS grant nomination, the TAP Grant, and the City Council Resolution, he really could not find anything in those documents, even with the new project nomination form, that talked about going two-way. Mr. Pristash stated that he had received letters of support from the Downtown Association, quoting the inefficient use of the right-of-way with respect to potential on-street parking. Mr. Pristash stated that in the new nomination form there was a paragraph that said; "*The downtown traffic flow has been studied most recently for the Cushman Complete Streets Project. Streets 2-5th are one-way streets that work as couplets. The newly installed signal at Cushman supports the existing couplet system and the one-way flow of traffic.*" Mr. Pristash stated that he thought all along there, the idea was that 5th Avenue would remain one way, at least it appeared to him from all the documents he could find because the estimate that was developed had nothing for signalization poles for Cushman or Barnette. Mr. Pristash stated that when he talked to business owners along the street, any of them he had been able to contact, none of them had said they did not want parking, so parking something that was important to them. Mr. Pristash stated when you look in the Geometric Design of Highways 2011 it says that parking increases crashes. Mr. Pristash stated that in that same design manual it said that if you wanted to reduce pedestrian/vehicle conflicts, you converted from two-way streets to one-way street operation. Mr. Pristash stated that they wanted parking but converting to a two-way street was going to increase pedestrian/vehicle conflicts. Mr. Pristash stated that if you looked at the intersection of Cushman and 5th, with one-way operation there was 8 conflicts between pedestrians and vehicles in the crosswalk, but if you went to two-way, that conflict increased to 12 which was a 50% increase. Mr. Pristash stated that it also happened with sidewalk/driveway conflicts and people had been seriously wounded on the sidewalk by people pulling into a driveway. Mr. Pristash stated that the renderings that were shown were not how a street worked. Mr. Pristash stated that he thought that the rendering showed the traveled way of the road going all the way to the curb and did not provide for the gutter pan. Mr. Pristash stated that the gutter pan was at a slope of about 8% and was not part of the traveled way and was for drainage so that lane had to be shortened and you really had two,

10-ft. travel lanes. Mr. Pristash stated that in the drain book it said that in residential areas, an 11 ft. lane was often used, but this was not a residential area, this was a commercial area. Mr. Pristash stated that he went out and measured a bus and the mirrors stuck out past 10-ft. wide so two, 10-ft. travel lanes would not be something he would be comfortable recommending. Mr. Pristash stated that the sidewalks really did not go to the curb face, it stopped about 6 inches short and the 7-ft. sidewalks shown in the rendering were really 6.5-ft. sidewalks. Mr. Pristash stated that the striping plan the City developed was a way to reimagine 5th Avenue and was not the preferred alternative yet. Mr. Pristash stated that they had not finished the environmental document and had not done the Design Study Report yet. Mr. Pristash stated that it was just a way to reimagine it and provide flexibility. Mr. Pristash stated that listening to the Stakeholders it seemed that some people wanted it two-way and some people wanted it one-way and this was a concept, maybe a little more detailed than the rendering and more correct dimensionally, but it was still a concept to get out there and show that they were listening to the Stakeholder Group and the actual concept had not been decided yet.

Travis Naibert commented that as a cyclist it was nice not to be between the lane of traffic and the parking lane because then you had to worry about cars driving over the bike lane to park. Mr. Naibert stated that in the one-lane picture that was drawn it would seem easy to move the bike lane to between the parking and the sidewalk and you could either elevate the bike lane so that it was level with the sidewalk so that it made a very large sidewalk when bikes came down the road and you could mark it with paint to make sure the bikes stayed on that part of the sidewalk or leave it at street level or put something else between the parking lane and the bike lane to protect cyclists. Mr. Naibert stated that it was just an idea based on bike infrastructure he had seen in other cities. Mr. Naibert stated that as a cyclist, the one-way bike lane was pretty silly if there was no corresponding lane on 4th or 6th and maybe pick one east-west road downtown to have a bidirectional bike lane.

Motion: The BPAC recommends to the Technical Committee to extend the public process and require an interactive online open house on the 5th Avenue Reconstruction Project to include:

- Examination and discussion of an alternative 2-way typical section that was not previously presented that optimizes the right-of-way for all users, and
- Examination of alternative one-way typical sections that slow speeds, encourage mobility for all modes, and does not include a bike lane. (Gardino/Belz).

Discussion: Mr. Zervos asked if there had been other proposals for a one-way option other than the rendering they had here.

Ms. Gardino stated that there were others that went out to the public, but she did not have the ability to display them.

Mr. Zervos stated that he was just asking if there were other alternatives presented for this project.

Ms. Gardino stated that she thought there were other alternatives that could be looked at for a one-way configuration that were not presented.

Mr. van den Berg pointed out that the second bullet of the motion addressed that.

Mr. Zervos stated that they had heard from the gentleman at the City say that in reality it was not going to be a two-way street and asked Ms. Gardino's thoughts on that.

Ms. Gardino stated that what she heard today was that if it was not going to go two-way today what made anyone think that it would in the future. Ms. Gardino stated that she thought that the speed would increase, and it would not be safe for pedestrians. Ms. Gardino stated that if the City was going to go one-way that needed to be looked at to make it better and safer for all users.

Mr. Stern asked if the bicycle lane was only for eastbound bicycle traffic.

Ms. Gardino stated that Mr. Stern was correct unless they built a contra bike lane and when they looked at it people thought that it would be too dangerous to have it be a two-way bike lane so from her understanding that was a one-way bike lane.

Mr. Stern asked if it was the intention of the City to have a public open house to see what was contemplated by the City and why.

Mr. Pristash stated that they had not finished the environmental document and there was another thing called the Design Study Report and they were working through the NEPA process. Mr. Pristash added that this would be the first striped bike lane inside the City that would be marked as a bike lane. Mr. Pristash stated that it was a work in progress.

Mr. van den Berg stated that the two-way alternative the Downtown Association came up using a street level graphic was a level of detail for a two-way possibility that was never presented. Mr. van den Berg stated that it worked at the narrowest part of the right-of-way and they were hoping that it could get a look because it provided parking at the School District, calmed traffic, and MACS had been against it from the beginning without any real reason why. Mr. van den Berg stated that the two-way alternative was something that had not been part of the planning process yet and they knew that the gutter was not part of the roadway but the software would not let them show it any other way so they showed it as it appeared to the motorist as it appeared and it was still a work in progress. Mr. van den Berg stated that they plugged it into a consumer-grade street software and came up with the design. Mr. van den Berg stated that circulation downtown for vehicles, pedestrians, and bicycles was not impaired, it created a much better circulatory framework for vehicles and as non-sensical as it was to have a one-way bike lane, it also made sense to have a better traffic flow both ways to aid the circulation downtown.

Mr. Heim asked what happened if they recommended the motion to the Technical Committee what that meant. Mr. Heim asked if BPAC should write a letter about why they were recommending alternatives instead of just giving their feedback through the normal environmental process and why they had to make a motion to the Technical Committee for stuff that the City would be doing during the Environmental process.

Mr. van den Berg stated that he thought that the City said that it was not going to be built any other way than a one-way and it was their road, but if FAST Policy Board wanted to want to see this project have a larger impact, then they might want to be

given the opportunity to move funds around as they did many times, so it was an effort to communicate and get to the Policy Board so it might be of benefit to them.

Ms. Gardino stated that she was under the impression that the City was trying to get the environmental document done by the end of this month. Ms. Gardino stated that she felt that there had not been enough public discussion about alternatives.

Ms. Gardino stated that when she went to the Technical Committee the following month and told them that it was a one-way with a bike lane, they had not been informed of that. Ms. Gardino stated that it seemed to her that the preferred alternative had been changed and they trying to complete the environmental document in short order so she felt a sense of urgency to try to get more discussion to the public about this one-way alternative and to look at different options.

Ms. Gardino stated that she did not believe that this option really calmed traffic.

Ms. Gardino state that she understood why they were doing the bike lane partially to preserve that for a future two-way but in the meantime, and she thought for a very long time, they would be dealing with a very, very wide street. Ms. Gardino stated that she thought it was an opportunity to expand the sidewalks and address pedestrians.

Ms. Gardino stated that she thought bikes could be perfectly accommodated on this roadway in the lane and they should be providing an east-west route that provided for two-way bike traffic and not just one-way bike traffic. Ms. Gardino stated that for those reasons she felt that they needed to have a motion to get the Technical Committee to put this out to the public process because it was their understanding that it was not going anywhere and the Downtown Association met with DOT and the Consultant and they were just trying to dot their "I"s and cross their Ts to get the environmental document done. Ms. Gardino stated that this alternative had not been discussed with the public and she had not heard a lot of reasons from MACS Transit as to why the two-way was unacceptable but she would argue that the two-lane with the one-lane that was out there now and did not think there would be a big delay in transit trying to get out of the Transit Center. Ms. Gardino explained that the other thing was the drop off in front of the School District and right now they were using the parking lots to drop off and any way they looked at it they were going to lose parking spots whether it was one-way or two-way but would gain a crosswalk.

Mr. Heim stated that it sounded to him like there were already several open houses and that meant to him that the process was still open, and he was not used to dictating motions to the Technical Committee about projects that were ongoing.

Ms. Gardino stated that there had only been a Survey in the public process.

Mr. Pristash stated that there was a virtual open house and a survey.

Mr. Heim stated that Mr. Pristash had commented that there had been four stakeholder meetings.

Amendment to the Motion: Pluralize the first bullet item (Belz/Richardson).

Vote on Amendment to the Motion: Seven in favor. One opposed. (Heim).

Approved.

Amended Motion: BPAC recommends to the Technical Committee to extend the public process and require an interactive online open house on the 5th Avenue Reconstruction project to include:

- Examination and discussion of alternative two-way typical sections that were not previously presented that optimize the right-of-way for all users, and
- Examination of alternative one-way typical sections that slow speeds, encourage mobility for all modes, and does not include a bike lane.

Vote on Motion as Amended: Six in favor. Two opposed. (Heim, Stern). Approved.

c. Lacey Street Reconstruction Stakeholder Meetings Update

This Agenda Item was postponed to the November 19, 2020 meeting.

8. New Business

a. Election of Chair and Vice Chair (Action Item)

Mr. Fox explained that an election of BPAC Chair and Vice Chair was done annually and they could select anyone on the Committee to serve as Chair and Vice Chair or have FAST Planning staff serve as Chair and Vice Chair. Mr. Fox stated that in the event that FAST staff were elected, they served as non-voting members.

Public Comment Period: No public comment.

Motion: To nominate David van den Berg as Chair. (Zervos/Gardino).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

Motion: To nominate Olivia Lunsford as Vice Chair (Gardino/Zervos)

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

b. Bicycles and Lane Use in Alaska - Guest Presentation by DOT&PF

- **Including Discussion of Sharrows and Suggested Changes to Alaska Administrative Code**

Mr. Fox introduced Carl Heim of DOT to provide a presentation about “Sharrows” and suggested changes to the Alaska Administrative Code.

Mr. Naibert commented via chat: The “may use lane” sign is preferred by cyclists to sharrows if the lane and speed are such that cars can’t safely pass. Mr. Naibert explained that many cities have installed “bike boulevards” with bike symbols painted, 15-ph speed limits, and speed bumps with gaps for bikes to go through. Mr. Naibert commented that it seemed like changing the “ride to the right law” was necessary for that, but one two-way east-west road like that without parking would be optimal downtown for bike commuting.

c. Use of Off-Highway Vehicles on Sidewalks/Multi-Use Paths

Mr. Fox explained that the meeting packet contained the Alaska Administrative Code for use of off highway vehicles on sidewalks and multi-use paths and when they were permitted to cross, be on the roadway, and circumstances for controlled access.

Mr. Fox stated that it was very clear that snowmachines were not permitted on sidewalks but was not clear on the use of off highway vehicles on multi-use paths.

Mr. Belz explained that he thought this was an appropriate issue for the BPAC to address.

Mr. Justice commented via chat that they should invite the Troopers to attend one of the BPAC meetings.

Mr. Fox stated that he would reach out to Fairbanks Police Department and the Alaska State Troopers as well as the Alaska Highway Safety Office to let them know that this was a hot topic for our Committee so that we could start the conversation with them about what they do and do not enforce and if there were options for BPAC to join forces with them.

Mr. van den Berg stated that he also wondered about the comments made about future design and choice of materials that might be a way to help with that and asked how they went about that and where that piece would go with regard to future design.

Mr. Fox stated that Carl Heim of DOT might be a good resource for that and they could further discussion on current design techniques to try to address or discourage off highway vehicles from tearing the up the edge of the road and being on the paths to give us more information about how DOT considers that during design.

Mr. Stern stated that he thought it was a good idea and might also be useful to check with Dan Schacher at DOT to find out how much of a summer maintenance budget he had and whether there was any expectation of sweeping during the summer.

Mr. Belz asked if they had seen the wear paths from ATVs that was so severe it was undermining the paved portion of the shared use path so it was not just a matter of the debris getting on the path there was also the secondary damage to the road structure.

d. Winter maintenance of non-motorized Paths

Postponed to the November 19, 2020 meeting.

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

Postponed to the November 19, 2020 meeting.

9. Other Issues

Ms. Gardino commented that she would like to have a presentation on the Old Steese Highway Improvements Project as it addressed bicycle and pedestrian mobility and the link to the new interchange project. Ms. Gardino stated that she would also like to discuss the status of the sidewalks that were supposed to be constructed in the box store area under a developer’s agreement with the City.

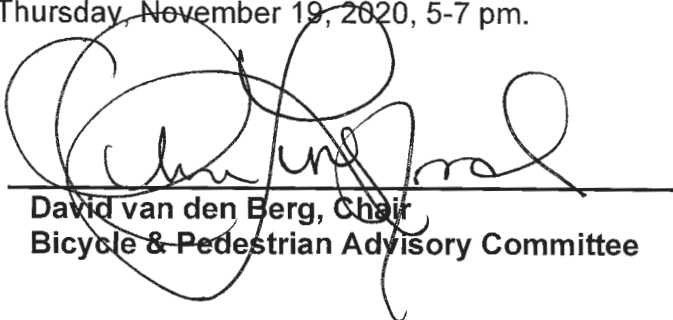
10. Committee Member Comments

- Mr. Stern asked about the current status of the University Avenue Bridge and was under the impression that they were going to build a pedestrian bridge and asked whether they were behind on that or what was going on.
- Mr. Galligan commented that he was awakened at 8 a.m. by the sound of piles being driven into the river and Lauren Little of DOT explained to him that they were currently building a new trestle designed for the equipment that was going to be used to build the new bridge and demolish the old bridge and would divert pedestrians to the new trestle.

11. Adjournment

Motion to adjourn. (Stern/Stowman). The meeting adjourned at 7:22 p.m. The next BPAC meeting is Thursday, November 19, 2020, 5-7 pm.

Approved: _____



David van den Berg, Chair
Bicycle & Pedestrian Advisory Committee

Date: 11/23/20