



Bicycle & Pedestrian Advisory Committee Meeting

Thursday, August 26, 2021, 5:00 – 7:00 P.M.

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom
 Zoom Meeting Phone Number: 1 (253) 215-8782, enter Meeting ID 849-2428-5767

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of the August 26, 2021 Agenda
4. Approval of the July 29, 2021 Meeting Minutes Pg 2-8
5. Staff/Working Group/Chair Report Pg 9-19
6. Public Comment Period
7. Old Business
 - a. **Mapping of Priority Routes for Non-Motorized Facilities** Pg 20-21
 - Update from discussion with Seasonal Mobility Task Force
 - b. **Cycling Education**
 - Smart Cycling Course / FAST PSA Video
 - c. **July 18th Accident on Johansen Expressway Path** (Action Item) Pg 22-24
 - Collision between motorbike and bicyclists; witness testimony and consideration of drafting a letter to local law enforcement agencies
8. New Business
 - a. **4th Annual Winter Maintenance Forum** Pg 25-27
 - Discussion of forum agenda, guest speakers, advertising plan, and meeting format
 - b. **Proposed AAC Revisions for Bike/Ped Safety** Pg 28-47
 - Status update on letters of support received and submittal to Dept. of Public Safety
 - c. **New Nominations to FAST Improvement Program** (Action Item) Pg 48-59
 - Review and discussion of surface upgrades to the paths on 8th Avenue in North Pole and Evergreen Street to Anne Wien Elementary and Randy Smith Middle School (including path between the schools)
9. Other Issues
 - a. Follow up on City/DOT/FNSB Outsourcing Winter Maintenance for Non-Motorized Facilities
10. Committee Member Comments
11. Adjournment

Next Scheduled BPAC Meeting – Thursday, September 30, 2021, 5-7 P.M.



Bicycle & Pedestrian Advisory Committee Meeting Minutes

July 29, 2021 • 5:00-7:00 p.m.

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

By telephone at: 1 (253) 215-8782 Meeting ID: 858 7863 7232

1. Call to Order

Dr. Nathan Belz, Chair, called the meeting to order at 5:00 p.m.

2. Introduction of Members and Attendees

*Nathan Belz, Chair

*Jesse Coleman (absent)

*Carl Heim

*Travis Naibert (absent)

*Jim Richardson

*Peter Stern

*John Stowman

*Larry Zervos

**Jackson Fox

**Olivia Lunsford, Vice Chair (absent)

**Deborah Todd (absent)

Don Galligan

Robyne – KUAC

***BPAC Representative**

****FAST Planning Staff**

3. Approval of the July 29, 2021 Agenda

Motion: To approve the July 29, 2021 Agenda as presented. (Stowman/Stern).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the June 24, 2021 Meeting Minutes

Motion: To approve the June 24, 2021 Meeting Minutes. (Richardson/Stern).

Discussion: Mr. Zervos stated there was a typo on Page 3 of the minutes. Mr. Fox stated he would make the correction.

Vote on Motion: None opposed. Approved.

5. Staff /Working Group/Chair Reports

Mr. Fox provided the following updates:

- A response letter was received from the Alaska Railroad regarding the request for a long-term land lease to install a new path along the north bank of the Chena

River from the footbridge near Pioneer Park going west to Chena Landings Loop Road. Mr. Fox explained that there were two main issues that would have to be resolved before the agreement was granted. One was that either the City of Fairbanks or the Borough would have to agree to take over maintenance of the path as part of this new agreement. The City or the Borough would need to sign a maintenance agreement. FAST Planning has interest in repaving the path but would need either the City or the Borough to sign a maintenance agreement for that path. A copy of the Railroad's letter was sent to both Mayor Ward and Mayor Matherly to determine who would be willing to take over maintenance of the path. The Railroad's preferred mechanism for granting the long-term land lease agreement would be a lump sum payment at fair market value.

- The FAST Improvement Program Project priorities for construction in 2022 chosen by the Bicycle/Pedestrian Advisory Committee were recommended by the Technical Committee for approval and by the Policy Board with one change. The change recommended the South Cushman Extension Project which added a new gravel surface from Northland Wood to the Levee and was felt to be a higher priority than the 2nd Dog Park Access Road so one was moved up and one was moved down. The Policy Board agreed with that motion and Mayor Ward spoke with Parks and Recreation staff and concluded that he was also in support of the South Cushman Extension over the 2nd Avenue Dog Park Access Road. The outcome of the proposal that was accepted included the main priorities of: Dunbar Avenue, North Pole Driveway Aprons, Phillips Field Road from University Avenue to the cul de sac, and the South Cushman Extension with the worst section of the Mitchell Expressway Path, the 2nd Avenue Dog Park Access Road, and Pratt Avenue listed as contingency projects should funds become available.

6. Public Comment Period

Don Galligan, Fairbanks North Star Borough Community Planning, commented that the Borough was responsible for Local Planning Authority Approval which meant that DOT brought projects it had that were within the Borough before the Borough Planning Commission and Borough Assembly for review and approval depending on the scope and scale of the project. Mr. Galligan stated that he had received a request for Local Planning Authority Approval from DOT&PF for the Richardson Highway Milepost 359 Railroad Grade Separated Facility which raised the highway over the railroad crossing on the Richardson and separated the grade so there was no possibility of conflicts with trains. Mr. Galligan commented that he read that they were also planning to construct a mile of the pathway that went between the north end of Badger Road and the Steese Highway. Mr. Galligan explained that as he read the Design Study Report he found something that he thought might be problematic. Mr. Galligan read the portion of the text in the Design Study Report (DSR) which stated, *"The proposed multi-use pathway will add 0.65 lane miles of maintenance responsibility. DOT&PF Maintenance & Operations does not maintain separated pathways in the winter and does not plan on maintaining the proposed multi-use pathway for this project in the winter either."*

Mr. Galligan explained that he responded by email as follows: *"Perhaps that would be the case if it were put in without connections, but it was my understanding that once this project was completed either simultaneously or perhaps the following year, the pathway from Badger to Steese was going to be constructed. At that time there would need to be a maintenance authority for the improvement. For this to say that Maintenance and*

Operations does not maintain separated pathways is incorrect. As a matter of fact, within the urban area, FAST Planning is putting together winter maintenance priorities for DOT and other agencies responsible for maintenance to help prioritize where they should clear first, second, etc. Dan Schacher is on the Winter Maintenance Forum that has requested these priorities for snow removal. I've not known DOT to propose a new facility and then turn around and say they won't maintain it. That seems counterintuitive from the experiences I've had with DOT Maintenance. If you could follow up and let me know if that was an error or perhaps overstated that would be great."

Mr. Galligan stated that the response he received from DOT was as follows: *"Don, the statement in the DSR is correct. Currently due to budget constraints, Maintenance & Operations has indicated that they currently do not maintain other separated paths in the winter (Badger Road was given as an example) and therefore, they do not plan on maintaining this one in the winter as well. The statement in the DSR does not state or imply that we do not maintain separated pathways. It states that similar to other separated pathways there will be limited maintenance for this pathway. I hope this clarifies the statement."*

Mr. Galligan commented that this was the problem in a nutshell. Mr. Galligan commented that there was this important connection that was being made and DOT was saying that they were not going to maintain it. Mr. Galligan stated that a connection between Fairbanks and North Pole was very important. Mr. Galligan stated that he did not know if they wanted to put together a resolution or something about this, but thought it was an important issue to bring to their attention and get their attention.

Mr. Stern asked what the implications were if this were left in the DSR and if that meant that in the future they did not intend to maintain separated paths.

Mr. Galligan stated that currently DOT did not plan to eliminate this language and he thought that he thought it was irresponsible to build facilities and then say that they were not going to maintain them.

Mr. Galligan stated that he thought that they needed to have a public hearing about this because he thought that the Planning Commission was going to have an issue with this idea that if they built it but said they were not going to maintain it.

Mr. Heim stated that he thought that was in reference to that 0.6 miles and was pretty sure that this was just misstated in the Design Study Report and asked when and who had signed it.

Mr. Galligan stated that it was signed in March of 2021 by James McCurtain.

Mr. Heim stated that was probably just a mistake. Mr. Heim stated that the way he understood it was that they were just saying that they were not going to maintain it until the Richardson Highway Bike Path came along. Mr. Heim recommended that Mr. Galligan ask them to clarify the statement because they maintained all the stuff they built.

Mr. Galligan stated that his email to Colleen Ackiss stated that this might be the case now but once that connection was made that statement in the DSR was incorrect, but Ms. Ackiss stated that the statement was correct, and they did not plan on maintaining this one in the winter as well.

Mr. Heim stated that it sounded to him like someone might have misspoken, but maybe not.

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Mr. Galligan stated that he would hate to have a miscommunication result in a misunderstanding and asked Mr. Heim if he had any advice on how to proceed.

Mr. Heim stated that he would sort it out and get back with him. Mr. Heim stated that they could modify the DSR if that was the case.

Dr. Belz stated that Mr. Galligan made a good point in that they had gone through the exercise of prioritizing the facilities that they wanted to be maintained and wondered if the BPAC should rank this project in the prioritization and if it ranked high, his expectation would be that the entity responsible for maintaining it would do so.

Mr. Heim stated that this was CH2M Hill and was probably just an oversight.

7. Old Business

a. Mapping of Priority Routes for Non-Motorized Facilities (Action Item)

- **Review of online map of prioritized routes and latest adjustments by Committee work group, and recommendation to Seasonal Mobility Task Force for incorporation into Mobility Recommendations Report Update**
- **View map at <https://arcg.is/1T4eXe0>**

Mr. Fox explained that the meeting packet included information that the BPAC had already seen previously showing the map with priority routes for winter maintenance of non-motorized facilities. Mr. Fox stated that the hope was to have a motion from the BPAC to recommend moving the map forward to the Seasonal Mobility Task Force for their approval.

Public Comment: No public comment.

Motion: To forward the Draft Priority Route Map [for winter maintenance of non-motorized facilities] to the Seasonal Mobility Task Force for their consideration. (Zervos/Stern).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

b. Cycling Education – Smart Cycling Courses/FAST PSA Video

Mr. Fox explained that Ms. Coleman was absent from the meeting so he thought they should postpone the item to the August meeting.

Motion: To postpone “Cycling Education” to the August Agenda. (Richardson/Heim).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

8. New Business

a. Mobility Recommendations Report Update

- **Review of updates to Report for winter maintenance performance guidelines and implementation plan by Seasonal Mobility Task Force**

Mr. Fox explained that based at the June meeting of the Seasonal Mobility Task Force a number of revisions were made to the Mobility Recommendations Report and they wanted to list the accomplishments that were made as well as new recommendations for the future which were included in the meeting packet.

Mr. Fox stated that the recommendations would be looked at further at the August meeting.

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b. Annual Bicycle & Pedestrian Count Program

- ***Review of 2011-2021 data and trends***

Mr. Fox explained that the meeting packet included the data summary for the bike/pedestrian counts for bicyclists who went through intersections during a two-hour time frame from 4-6 p.m. on one day in May from 2011-2021. Mr. Fox stated that the gray areas indicated intersections that were not counted in a particular year. Mr. Fox explained that graphs were created with the data for each individual intersection. Mr. Fox stated that a common theme in 2020 was the increase due to COVID which a spike in the numbers at the different intersections.

c. Nominations to FAST Improvement Program (Action Item)

- ***Review and discussion of surface upgrades to Mitchell/Parks, Geist & Farmers Loop paths***

Mr. Fox introduced Peter Stern of BPAC to present and explain and show photos of the paths he thought should be considered for inclusion in the FAST Improvement Program.

Mr. Zervos asked if the other projects shown in the photographs were in competition with the two projects that were being nominated.

Mr. Stern stated that he just took pictures of the various projects to show the damage on some of them.

Mr. Galligan thanked Mr. Stern for taking the path photos and thought it was a great start for an inventory and appreciated all Mr. Stern's work on it.

Public Comment: No public comment.

Motion: To nominate the "Geist Path South Side [Fairbanks Street to Parks Highway]" and "Farmers Loop Path [Taku Drive to Ballaine Road]" to the Fast Improvement Program as new contingency projects. (Stern/Zervos).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

d. July 18th Accident on Johansen Expressway Path

- ***Collision between motorbike and bicyclists; consideration of drafting a letter to local law enforcement agencies***

Mr. Fox explained that emails included in the packet were sent by Donna Gardino regarding the accident that resulted in minor injuries, but no citations were issued by law enforcement to any of the parties involved. Mr. Fox stated that they added it to the agenda in case the BPAC wanted to take action or possibly draft a letter to law enforcement.

Dr. Belz explained that he thought this incident was clearly a ticketable offense, the bike was significantly damaged and thought it was a great opportunity for the BPAC to weigh in and share their concerns for the lack of accountability in this incident.

Mr. Zervos stated that they knew that the Troopers would ticket this sort of thing, but he wasn't comfortable without having firsthand information.

Mr. Stern stated that one of the things that they needed to determine was whether it was a roadway and whether law enforcement had the ability to write a ticket since there was nothing in Administrative Code that placed a fine on it and if the

motorbike was subject to licensing and registration which depended on the type of road it was on.

Mr. Heim stated that it was on the bike path.

Mr. Zervos stated that then it was a ticketable offense and thought it was appropriate to write letter about it but did not know what entity of law enforcement was responsible for it.

Mr. Heim stated that it was on Facebook and happened on July 18th.

Mr. Zervos stated that they could ask the Troopers if there was an incident report on it.

Dr. Belz stated that he thought they should ask if there was an incident report from the Troopers on it before they drafted a letter about it.

Mr. Richardson stated that to his thinking it was inside the City limits.

Mr. Heim stated that the limits kind of changed on College Road.

Dr. Belz asked Mr. Fox if he could make a request of the Troopers for a report.

Mr. Fox stated that he would reach out to both the City Police and State Troopers Public Information Officers to find out if it was a City officer or a State Trooper.

Dr. Belz stated that they should ask whether it was an enforceable offense or not and if it was a ticketable offense, it set a dangerous precedent if it was not ticketed.

Mr. Heim stated that he might have been cited but the damage to the bike was a civil matter.

Mr. Zervos agreed with Mr. Heim.

Dr. Belz stated that they would wait until Mr. Fox received a response from law enforcement and could put it on the August agenda.

9. Other Issues

Mr. Heim explained to Mr. Galligan that he contacted Sarah Schacher of DOT and she confirmed that the language in the DSR was correct, and they were not going to maintain that path in the wintertime unless they got budget increments for it so that statement was probably going to stand.

Mr. Stern stated that he would have another nomination to make at the next meeting so that could be an agenda item. Mr. Stern asked if they should suggest having BPAC make a recommendation about having summer maintenance priorities looked at and prioritized by the Seasonal Mobility Task Force.

Mr. Fox stated that he would bring that up at the next Seasonal Mobility Task Force Meeting and include it on the next agenda. Mr. Fox asked that for clarification that they were talking about sweeping, brush clearing, pothole maintenance and things of that nature when they talked about summer maintenance.

10. Committee Member Comments

- Mr. Richardson commented that he wasn't sure if the BPAC was the correct entity to pursue it, but the Borough had a requirement that any corner property not have any obstruction between 2.5 feet and 8 ft. above the ground (if you have a hedge) on any corner of the property. Mr. Richardson stated that he had been cited for this because his house had two corners and thought it was excessive and wondered if anyone had any comment on it since he wanted to pursue it himself.

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- Dr. Belz stated that he thought there were line of sight requirements at some intersections.
- Dr. Belz commented that there was a detour sign placed directly in the shoulder on Peger Road just before Egan Avenue and thought that it was an interesting dichotomy for when they were designing widened shoulders. Dr. Belz stated that after he posted about it, the DOT went out and moved the sign and he wanted to say for the record that he appreciated DOT for taking care of that problem.

11. Adjournment

Motion to adjourn. (Stern/Richardson). The meeting adjourned at 7:07 p.m. The next BPAC meeting is Thursday, August 26, 2021, 5-7 p.m.

Approved: _____
Nathan Belz, Chair
Bicycle & Pedestrian Advisory Committee

Date: _____



**Technical Committee Meeting
Action Items
August 4, 2021**

Motion: To recommend approval of the Fairbanks Road/Rail Crossing Reduction/Realignment Plan to the Policy Board with the three changes as noted in the meeting packet. (Spillman/Denton). None opposed. Approved.

Motion: To change the October Technical Committee meeting date to September 29 from 12 to 2pm. (Denton/Ackerman). None opposed. Approved.

Motion: To recommend to the Policy Board to adopt the Transportation Improvement Program Policy changes as shown on Page 101. (Chapman/Denton).

Amendment: To add the language "It is the intended goal of the FAST Planning Improvement Program to aim to allocate 80% of the funding to roadway projects and 20% of the funding to non-motorized projects, with the understanding that this could vary from year to year." (Spillman/Denton). Seven in favor. Four opposed. (Chapman, Dueber, Hoke, Macomas-Roe). Approved.

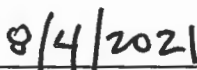
Amended Motion: To recommend to the Policy Board to adopt the Transportation Improvement Program Policy changes as shown on Page 101 and add the language "It is the intended goal of the FAST Planning Improvement Program to aim to allocate 80% of the funding to roadway projects and 20% of the funding to non-motorized projects, with the understanding that this could vary from year to year." None opposed. Approved.

Motion: To recommend to the Policy Board to add the College Road at Farmer's Market crosswalk as a contingency project in 2022 to the FAST Improvement Program. (Schacher/Denton). None opposed. Approved.

Motion: To approve the FAST Planning FFY2022 Office Budget. (Spillman/Chapman). None opposed. Approved.



Jackson C. Fox
Chair, Technical Committee



Date

**Policy Board
Action Items
August 18, 2021**

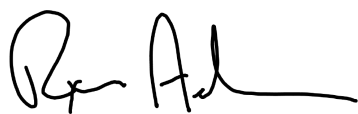
Motion: To approve the Fairbanks Road/Rail Crossing Reduction/Realignment Plan with the three adjustments noted in the meeting packet. (Edwards/Welch). None opposed. Approved.

Motion: To consider the revision to the Transportation Improvement Program Policy as outlined on pages 99 to 104. (Welch/Tomaszewski). None opposed. Approved.

Motion: To add a crosswalk on College Road as a contingency for the 2022 FAST Improvement Program. (Matherly/Welch). None opposed. Approved.

Motion: To send request to DOT to use the FFY2021 offset funding balance for FFY2022 Advance Construction payback. (Edwards/Welch). None opposed. Approved.

Motion: To approve the budget with the discussed merit increases (Ward/Matherly). None opposed. Approved.



Ryan Anderson, P.E.
Chair, Policy Board

8/19/2021

Date

Jackson Fox

From: Schacher, Sarah E (DOT) <sarah.schacher@alaska.gov>
Sent: Monday, July 26, 2021 3:34 PM
To: Jackson Fox
Cc: Bailey, Randi L (DOT); Chapman, Judy (DOT); Netardus, John J (DOT); Golden, Pamela K (DOT)
Subject: Proposal for Consolidating Improvement Programs//College Road Pedestrian Crossing @ Farmer's Market

Hi Jackson,

I realize Policy Board just approved priorities for The FAST Improvement program, but we'd like to propose a few changes to broaden this program and also request an addition to address a short term need identified in the recently adopted Connect Fairbanks/FAST Non-Motorized Transportation Plan.

- 1) Our current TIP has an Intersection Improvement Program (30229) as well as a Sidewalk Improvement Program (30096), which we delivered the final phases of construction to in FFY21. With no future funding identified on those Need IDs in the TIP, we think consolidating those two programs into the Improvement Program (19096) makes the most sense for maximum flexibility to deliver projects to construction as needs arise and/or priorities shift amongst agencies.
 - a. The Intersection program and Sidewalk program will both close their design phases in early FFY22 which should cover remaining needs for post-environmental document design funding for the Improvement Program. We are refining a budget for that now that we know the priorities for the next two years.
 - b. Current scope in TIP is: Pavement surface maintenance, traffic signal control upgrades, street light load center rehab, storm drain maintenance, reclaim/double chip, seal coat, crack sealing, roadway striping, sidewalks, dust control, signage replacement and intersection upgrades. This largely covers anything we were doing in the prior Sidewalk and Intersection programs, but to simplify and broaden this we propose it read **"Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including non-motorized crossings, as well as ADA upgrades to sidewalks and curb ramps."** The intent of this program overall would be basically anything that can be delivered within a 1-2 year timeframe and doesn't propose major reconstruction. We'd like for the sub-committee to continue only nominating projects to this program that meet those criteria and as a general rule, do not include right of way impacts or more than minor utility impacts.

- 2) College Road at the Farmer's Market meets warrants of the MUTCD/Alaska Traffic Manual for a marked crosswalk. Pedestrian crossings on College Road are listed as High Priority Project 11 in the recently adopted Connect Fairbanks plan. We have good recent pricing data for Rectangular Rapid Flashing Beacons (RRFBs) at Growden Park and believe if added to a larger project that can spread costs of mobilization/demobilization and traffic control, they could be installed here for a cost of approximately \$125,000. We explored initially adding this to the scope of the College Road Bus Pullouts project, but ultimately found there's not a great reason to do that other than proximity. None of the work is similar, and the project as scoped has already gone through local planning approval with safety justifications to the FNSB assembly required as a condition of approval, so we really don't want to have to re-visit scope on that at this point. Also, a consultant is designing College Road Bus Pullouts and the plan set pulled together already (awaiting right of way acquisition) so we think it will cost more overall in design to incorporate. We'd like to propose adding this RRFB and crosswalk to the FAST Improvement Program for either FFY22 or FFY23 under a program with an expanded scope. We are confident we can do this quickly with no schedule impacts or new environmental document work since priorities for the 22/23 program were just recently established. The Improvement Program is traditionally designed in house by DOT&PF or by

City of Fairbanks for their roads and we (DOT&PF) propose to design the College Road/Farmers Market pedestrian crossing in-house.

Thank you for your consideration,

Sarah Schacher, P.E.

Northern Region Preconstruction Engineer

Alaska Department of Transportation & Public Facilities

2301 Peger Road, Fairbanks AK 99709

Office: (907) 451-5361

Cell: (907) 750-0796

sarah.schacher@alaska.gov

www.dot.alaska.gov

Policy Revision approved by Policy Board 08/18/2021

TIP FUNDING TABLE

80% of the FAST Planning STP allocation should be used for roads and associated appurtenances and 20% should fund Non-Motorized projects, averaged over four years. The following programs and projects are funded with these allocations listed above.

Surface Transportation Program (STP) Projects

1. All items listed as STP Projects, except the FAST Planning Improvement Program, ~~the Sidewalk Improvement Program, the Safety and Efficiency Improvements Program, the Intersection Improvement Program~~ and planning efforts, will be ranked and scored with the approved scoring criteria and projects will be prioritized according to score.
2. Once a project has been initiated, it will remain a TIP priority until it is complete or otherwise closed.
3. STP Projects may include other items besides specific road projects that benefit the road network, landscaping, beautification or may include planning efforts.

FAST Planning Improvement Programs

1. ~~The FAST Planning Improvement Program, the Sidewalk Improvement Program, the Safety and Efficiency Improvements Program, the Intersection Improvement Program and planning efforts fall in a separate category as these~~ projects will not be scored. ~~These projects will be addressed as follows:~~ It is the intended goal of the FAST Planning Improvement Program to aim to allocate 80% of the funding to roadway projects and 20% of the funding to non-motorized projects, with the understanding that this could vary from year to year [Technical Committee addition, 8/4/21]
2. ~~The scope of the Program is to “Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps.”~~
3. ~~Projects nominated to the Program shall meet the following criteria:~~
 - a. ~~Limited design effort in order for projects to be delivered for construction within a 1-2 year timeframe~~
 - b. ~~No right-of-way impacts~~
 - ~~a.c. Limited/no utility impacts~~
 - a. ~~FAST Planning Improvement Program~~
- 1.4. A subcommittee will meet ~~each April or May~~ annually to develop a ~~wish~~-list of projects to include in the following year’s program.
- 2.5. DOT&PF will develop estimates for the projects nominated based on the scope of work cost.
- 3.6. After Scope, Schedule’s and Estimate’s (SSE’s) are developed, the Technical Committee will review the list and make recommendations as to which projects to bring forth to the Policy Board for approval. All projects will be brought forth with the recommendations clearly identified.
 - b. ~~FAST Planning Sidewalk Improvements Program~~

- ~~i.—Sidewalk improvements for the MPA will first be nominated based on those projects included in the short-term of the MTP. Other sidewalk improvements can be brought forward for consideration as program funding allocations allow. Individual sidewalk improvement projects may come directly from the MTP but may also arise as needs are identified.~~
- ~~c.—FAST Planning Safety and Efficiency Improvement Program~~
 - ~~i.—Safety and Efficiency improvements for the MPA will first be nominated based on those projects included in the short-term of the MTP. Other Safety and Efficiency improvements can be brought forward for consideration as program funding allocations allow. Individual Safety and Efficiency improvement projects may come directly from the MTP but may also arise as needs are identified. Those projects within the MTP will be given higher priority unless compelling evidence, as determined by the Policy Board, elevates another priority.~~
- ~~d.—FAST Planning Intersection Improvement Program~~
 - ~~i.—Intersection improvements for the MPA will first be nominated based on those projects included in the short-term of the MTP. Other Intersection improvements can be brought forward for consideration as program funding allocations allow. Individual Intersection improvement projects may come directly from the MTP but may also arise as needs are identified.~~

Non-Motorized Projects

1. Non-Motorized projects will be ranked and scored using the FAST Planning Non-Motorized Scoring Criteria.
2. Projects in this section will be considered for funding using either CMAQ or STP funding.
3. Non-Motorized Projects may include other items besides specific projects that benefit the trail network including, but limited to, ADA projects, sidewalks, pedestrian signals, pedestrian lighting, and wayfinding signs.

General Fund (GF) Projects

1. Projects to be considered as General fund projects will be ranked and scored using the appropriate scoring criteria.
2. General funds allocated to a specific project that has already been scored and initiated will be added to the funding scenario of the project in the section where it is located in the TIP.
3. A project that comes to FAST Planning as a specific line item appropriation need not be ranked and scored unless there is insufficient funding to complete the project (per a decision by the Policy Board).

*Revised Version***TIP FUNDING TABLE**

80% of the FAST Planning STP allocation should be used for roads and associated appurtenances and 20% should fund Non-Motorized projects, averaged over four years. The following programs and projects are funded with these allocations listed above.

Surface Transportation Program (STP) Projects

1. All items listed as STP Projects, except the FAST Planning Improvement Program and planning efforts, will be ranked and scored with the approved scoring criteria and projects will be prioritized according to score.
2. Once a project has been initiated, it will remain a TIP priority until it is complete or otherwise closed.
3. STP Projects may include other items besides specific road projects that benefit the road network, landscaping, beautification or may include planning efforts.

FAST Planning Improvement Program

1. The FAST Planning Improvement Program projects will not be scored. It is the intended goal of the FAST Planning Improvement Program to aim to allocate 80% of the funding to roadway projects and 20% of the funding to non-motorized projects, with the understanding that this could vary from year to year.
2. The scope of the Program is to “Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps.”
3. Projects nominated to the Program shall meet the following criteria:
 - a. Limited design effort in order for projects to be delivered for construction within a 1-2 year timeframe
 - b. No right-of-way impacts
 - c. Limited/no utility impacts
4. A subcommittee will meet annually to develop a list of projects to include in the following year’s program.
5. DOT&PF will develop estimates for the projects nominated based on the scope of work cost.
6. After Scope, Schedule’s and Estimate’s (SSE’s) are developed, the Technical Committee will review the list and make recommendations as to which projects to bring forth to the Policy Board for approval. All projects will be brought forth with the recommendations clearly identified.

Jackson Fox

From: Schacher, Sarah E (DOT) <sarah.schacher@alaska.gov>
Sent: Monday, July 26, 2021 3:34 PM
To: Jackson Fox
Cc: Bailey, Randi L (DOT); Chapman, Judy (DOT); Netardus, John J (DOT); Golden, Pamela K (DOT)
Subject: Proposal for Consolidating Improvement Programs//College Road Pedestrian Crossing @ Farmer's Market

Hi Jackson,

I realize Policy Board just approved priorities for The FAST Improvement program, but we'd like to propose a few changes to broaden this program and also request an addition to address a short term need identified in the recently adopted Connect Fairbanks/FAST Non-Motorized Transportation Plan.

- 1) Our current TIP has an Intersection Improvement Program (30229) as well as a Sidewalk Improvement Program (30096), which we delivered the final phases of construction to in FFY21. With no future funding identified on those Need IDs in the TIP, we think consolidating those two programs into the Improvement Program (19096) makes the most sense for maximum flexibility to deliver projects to construction as needs arise and/or priorities shift amongst agencies.
 - a. The Intersection program and Sidewalk program will both close their design phases in early FFY22 which should cover remaining needs for post-environmental document design funding for the Improvement Program. We are refining a budget for that now that we know the priorities for the next two years.
 - b. Current scope in TIP is: Pavement surface maintenance, traffic signal control upgrades, street light load center rehab, storm drain maintenance, reclaim/double chip, seal coat, crack sealing, roadway striping, sidewalks, dust control, signage replacement and intersection upgrades. This largely covers anything we were doing in the prior Sidewalk and Intersection programs, but to simplify and broaden this we propose it read **"Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including non-motorized crossings, as well as ADA upgrades to sidewalks and curb ramps."** The intent of this program overall would be basically anything that can be delivered within a 1-2 year timeframe and doesn't propose major reconstruction. We'd like for the sub-committee to continue only nominating projects to this program that meet those criteria and as a general rule, do not include right of way impacts or more than minor utility impacts.
- 2) College Road at the Farmer's Market meets warrants of the MUTCD/Alaska Traffic Manual for a marked crosswalk. Pedestrian crossings on College Road are listed as High Priority Project 11 in the recently adopted Connect Fairbanks plan. We have good recent pricing data for Rectangular Rapid Flashing Beacons (RRFBs) at Growden Park and believe if added to a larger project that can spread costs of mobilization/demobilization and traffic control, they could be installed here for a cost of approximately \$125,000. We explored initially adding this to the scope of the College Road Bus Pullouts project, but ultimately found there's not a great reason to do that other than proximity. None of the work is similar, and the project as scoped has already gone through local planning approval with safety justifications to the FNSB assembly required as a condition of approval, so we really don't want to have to re-visit scope on that at this point. Also, a consultant is designing College Road Bus Pullouts and the plan set pulled together already (awaiting right of way acquisition) so we think it will cost more overall in design to incorporate. We'd like to propose adding this RRFB and crosswalk to the FAST Improvement Program for either FFY22 or FFY23 under a program with an expanded scope. We are confident we can do this quickly with no schedule impacts or new environmental document work since priorities for the 22/23 program were just recently established. The Improvement Program is traditionally designed in house by DOT&PF or by

City of Fairbanks for their roads and we (DOT&PF) propose to design the College Road/Farmers Market pedestrian crossing in-house.

Thank you for your consideration,

Sarah Schacher, P.E.

Northern Region Preconstruction Engineer

Alaska Department of Transportation & Public Facilities

2301 Peger Road, Fairbanks AK 99709

Office: (907) 451-5361

Cell: (907) 750-0796

sarah.schacher@alaska.gov

www.dot.alaska.gov

RECOMMENDED PROJECTS

Project #	Associated MTP Project #	Project Name	Project Description	Estimated Cost (\$M)
HIGH PRIORITY PROJECTS				
HP-1	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
HP-2	N/A	North Pole 5th Avenue ADA Improvements	Make ADA upgrades to provide access to the park on 5th Avenue in North Pole.	\$0.5
HP-3	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
HP-4	N/A	Clay Street Bicycle Facilities	Provide a bicycle connection on Clay Street to downtown Fairbanks between 10th Avenue at the Steese Highway and Wendell Avenue.	\$1.0
HP-5	N/A	Old Steese Improvements	Upgrade the Old Steese Highway between 3rd Street and Johansen Expressway, including sidewalk widening and ADA improvements, addition of roadway shoulders, traffic through and right and left turn lanes, and traffic signal and street lighting upgrades.	\$16.0
HP-6	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).	\$5.0
HP-7	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.	\$2.0
HP-8	N/A	Parks Highway Path Rehabilitation	Repave and rehabilitate the path along Parks Highway between the Chena River and Goldhill Road.	\$2.5
HP-9	N/A	Airport Way Frontage Road Conversion	Implement the conversion of frontage roads to non-motorized paths per the Airport Way Functional Features Plan.	\$5.0
HP-10	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
HP-11	MR-30	College Road Pedestrian Crossings	Install pedestrian crossings ¹ on College Road.	\$0.5

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

FAST Improvement Program FFY22 Priorities*Policy Board Approved - July 21, 2021**Policy Board Revised - August 18, 2021*

City of Fairbanks	Dunbar Avenue (A to C Street)	\$ 352,500	Repave roadway w/ storm drain improvements; includes 25% contingency
City of North Pole	CONP Driveway Aprons	\$ 548,000	3-foot aprons; includes 25% contingency
Alaska DOT&PF	Phillips Field Road Path (University Avenue to cul-de-sac)	\$ 127,730	Repave worst section of path only; includes 25% contingency
FNSB Parks & Rec	South Cushman Extension	\$ 137,900	New E-1 gravel surface; includes 25% contingency
	Total	\$ 1,166,130	

Contingency Projects (pending available funding)

Alaska DOT&PF	College Road Crosswalk at Farmers Market	\$ 125,000	Includes a rectangular rapid flashing beacon
Alaska DOT&PF	Mitchell Expy Path (north side only, Geist to Loftus)	\$ 470,000	Repave worst section of path only; includes 25% contingency
FNSB Parks & Recreation	2nd Avenue Dog Park Access Road	\$ 102,400	Gravel to pavement with path repair; includes 25% contingency
City of Fairbanks	Pratt Avenue (2nd to Front Street)	\$ 52,000	Repave w/ drainage improvements (ditches); includes 25% contingency
	Total	\$ 749,400	

Winter Maintenance Priorities for Sidewalks/Paths

Priority Level 1 - Green

- Transit routes with bus stops
- Direct access to schools, medical facilities, social services, senior centers/housing, low-income housing, apartment buildings, & hotels
- Highly interactive mix of residential, commercial, and recreational land uses
- Areas with low income, minority, and senior (65+) populations
- High year-round walking/biking use
- ~~May take up to 24 hours to clear after a winter storm.~~

Priority Level 2 - Yellow

- Transit routes with bus stops
- Secondary/side street access to schools, medical facilities, social services, senior centers/housing, low-income housing, apartment buildings, & hotels
- Moderate mix of residential, commercial, and recreational land uses
- Areas with low income, minority, and senior (65+) populations
- Moderate walking/biking use
- ~~May take up to 72 hours to clear after a winter storm.~~

Priority Level 3 - Orange

- Moderate mix of residential, commercial, and recreational land uses
- Moderate walking/biking use <or> primarily commuter use
- ~~May take up to 1 week to clear after a winter storm.~~

Priority Level 4 - Purple

- Limited/no mix of residential, commercial, and recreational land uses
- Low walking/biking use <or> primarily recreational use
- ~~May take up to 2 weeks to clear after a winter storm.~~

Other/Limited Maintenance - Red

- Paths typically not maintained during the winter; possible candidates for grooming
- *Examples:* Birch Hill Rd, Ballaine Rd, Parks Hwy near Ester

Alaska DOT&PF Winter Maintenance Priorities for Roads

Priority Level 1

- High-volume, high-speed highways, expressways, minor highways, all safety corridors and other major urban and community routes.
- *May take up to 12 hours to clear after a winter storm.*

Priority Level 2

- Routes of lesser priority based on traffic volume, speeds and uses. Typically, these are major highways and arterials connecting communities.
- *May take up to 18 hours to clear after a winter storm.*

Priority Level 3

- Major local roads or collector roads located in larger urban communities.
- *May take up to 24 hours to clear after a winter storm.*

Priority Level 4

- Minor local roads that provide residential or recreational access.
- *May take up to 30 hours to clear after a winter storm.*

Priority Level 5

- Roadways that are designated as “No Winter Maintenance” routes, e.g. Denali Highway or Taylor Highway. Generally cleared only in spring to open road for summer traffic.



Fairbanks Cycle Club

about a month ago

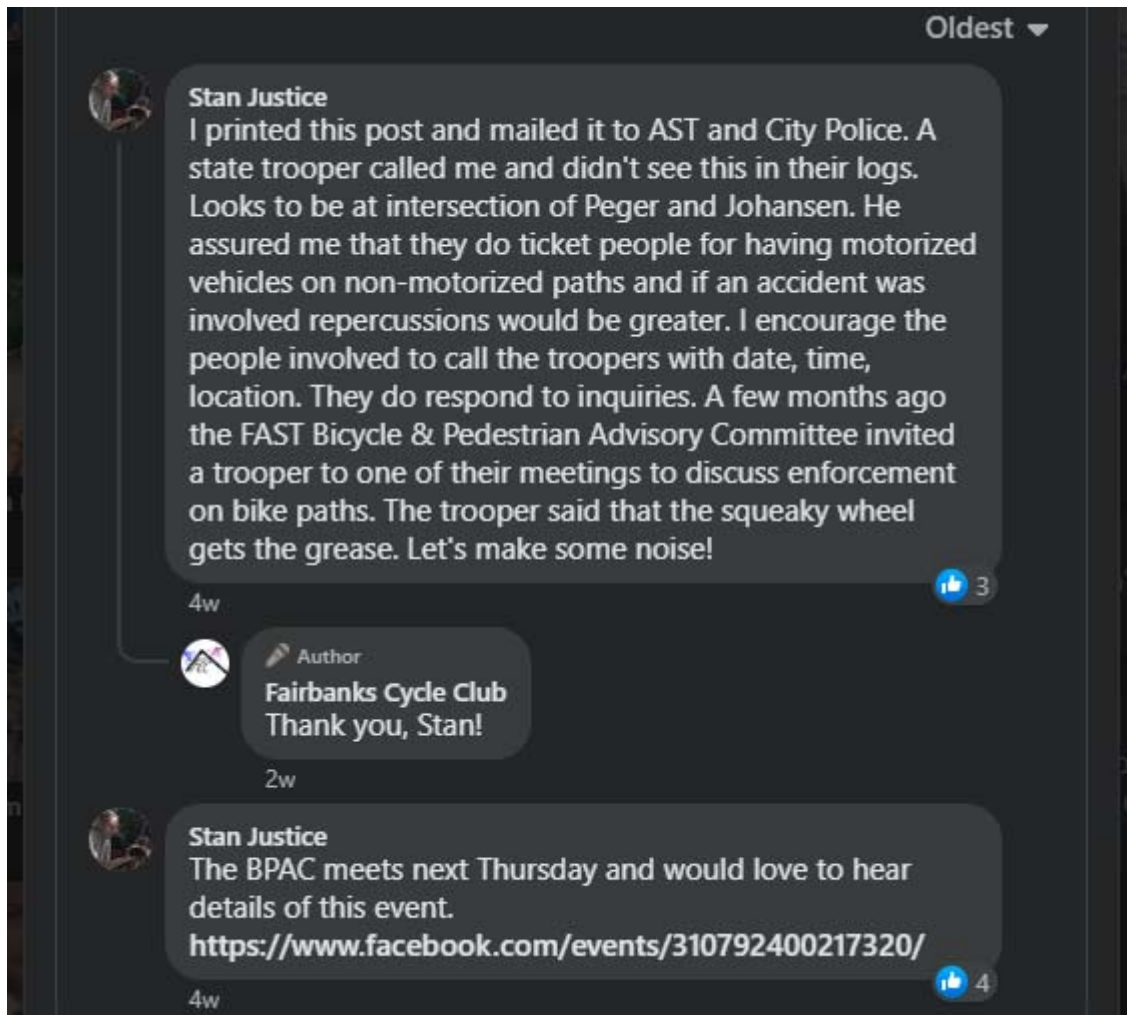


Take care even when you are on bike paths! Not everyone knows or respects the laws. Fortunately, no one was seriously hurt.



Bryson DeRonde

Outdoor Recreation Specialist at Eielson FSS Outdoor Recreation · July 17



From: Donna Gardino <djgardino@gmail.com>

Date: July 18, 2021

Alex P got hit on her bike on the Johansen path. She is ok but her bike is totaled.

Apparently, the cop said since no one was hurt it was a civil matter. I can't believe he was not cited for riding on the path. That is ridiculous. They were in the road right of way. Maybe trooper/police training is in order.; From the photos, it looks like just west of Peger on the north side.

Quote from my friend's partner: This wonderful [REDACTED] ran 3 of us off the trail and hit Alex and her bike. She is ok but her bike is most likely totaled. Cops says because it wasn't on the road and no one was hurt is a civil matter so nothing will really come of it.



3RD ANNUAL WINTER MAINTENANCE FORUM

LIVE VIRTUAL EVENT

TUESDAY, OCTOBER 20TH 5:30-7:00 PM

Agenda

1. Welcome from FAST Planning Jackson Fox
jackson.fox@fastplanning.us
2. Alaska DOT&PF, Maintenance & Operations Dan Schacher
daniel.schacher@alaska.gov
3. City of Fairbanks, Public Works Department Jeff Jacobson
JJacobson@fairbanks.us
4. Fairbanks North Star Borough, Rural Services Division Michael Bredlie
michael.bredlie@fnsb.us
5. Fairbanks North Star Borough, Parks & Recreation Department Brian Charlton
brian.charlton@fnsb.gov
6. Fairbanks North Star Borough, MACS Transit Michelle Denton
michelle.denton@fnsb.us
7. Random Drawings (X3) \$25, \$25, & \$50 gift cards to Beaver Sports!





Agenda

1. **Welcome from FAST Planning**
Jackson Fox
jackson.fox@fastplanning.us

2. **Beaver Sports**
Tobias Albrigtsen
tobias@beaversports.com

3. **Alaska DOT&PF, Maintenance & Operations**
Dan Schacher
daniel.schacher@alaska.gov

4. **City of Fairbanks, Public Works Department**
Jeff Jacobson
JJacobson@fairbanks.us

5. **Fairbanks North Star Borough, Rural Services Division**
Michael Bredlie
mbredlie@fnsb.us

6. **Fairbanks North Star Borough, Parks & Recreation Department**
Brian Charlton
BCharlton@fnsb.us

7. **Fairbanks North Star Borough, MACS Transit**
Linda Aker
LAker@fnsb.us

8. **Grand Prize Drawing (\$165 value!)**
must be present to win



WINTER MAINTENANCE FORUM

What to Expect

Who will be there?

Representatives from the different maintenance authorities will be in attendance to present their maintenance responsibilities and answer questions from the public.

- City of Fairbanks *Public Works*
- Alaska Department of Transportation & Public Facilities *Maintenance & Operations*
- Fairbanks North Star Borough *Transportation*
- Fairbanks North Star Borough *Parks & Recreation*
- Fairbanks North Star Borough *Rural Services*
- University of Alaska Fairbanks *Operations*



SAVE THE DATE

October 23, 2018

- 5:00-7:00 PM
- Fairbanks City Hall
Council Chambers
- 800 Cushman Street

PROPOSED AAC REVISIONS FOR PEDESTRIAN & BICYCLIST SAFETY



March 19, 2021

Fairbanks Area Surface Transportation (FAST) Planning is the State-designated transportation planning organization for the Fairbanks and North Pole area and we recently adopted a Resolution in support of revisions to Title 13 of Alaska Administrative Code (AAC) to improve safety for pedestrians and bicyclists. Alaska is currently ranked #1 in the U.S. for the number of people who walk and bike to work per capita, but #44 in the U.S. with respect to laws that create protections for people who walk and bike. The below-listed sections of AAC have not been updated since 1979 and most recent 5-year averages of fatalities and serious injuries for pedestrians and bicyclists exceed the goals of Alaska Strategic Highway Safety Plan and are trending upward. **We would like to know if other communities throughout the State support new provisions in AAC as well:**

- **13 AAC 02.050** New provisions to improve safety of vehicles passing bicyclists in the roadway (i.e. safe passing law)
- **13 AAC 02.400** New provisions for bicycle lane and shared lane use markings (i.e. sharrows) for riding bicycles on roadways
- **13 AAC 02.455** New provisions 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

Attached to this cover is a copy of the Resolution, FAST Planning's recommended revisions to 13 AAC 02, supporting documents, and an overview of the regulation adoption process. The language for the revisions was developed by our Bicycle & Pedestrian Advisory Committee and vetted through the Traffic & Safety Section of the Alaska Department of Transportation & Public Facilities (DOT&PF) Regional and Headquarters Offices. The Resolution was passed unanimously on March 17, 2021, by FAST Planning's Policy Board, which consists of the Fairbanks North Star Borough (FNSB) Mayor, City of Fairbanks Mayor, City of North Pole Mayor, Alaska DOT&PF Northern Region Director, Alaska Department of Environmental Conservation Air Quality Division Director, and representatives from the FNSB Assembly and Fairbanks City Council.

Since FAST Planning only represents two communities in the State, we would like to know if other communities throughout the State support these revisions as well before we submit an official proposal to the Alaska Department of Public Safety (who oversees these sections of AAC). We are sharing this Resolution with Cities, Boroughs, and other interested organizations for feedback, which may be in the form of Resolutions, Letters of Support/Opposition, or general comments. **Please direct your feedback to FAST Planning at the letterhead address or email jackson.fox@fastplanning.us by June 30, 2021.**

Please contact Jackson Fox, FAST Planning's Executive Director, at (907) 205-4276 or jackson.fox@fastplanning.us if you have any questions or would like additional information.

March 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 lane use 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 Anchorage and Fairbanks, Alaska's two largest population centers, have increased since 2017; and

WHEREAS, in 2019 Alaska was ranked 39th 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 44th 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 MARCH 2021.



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

ATTEST:



Jackson C. Fox
Executive Director, FAST Planning

AYES: Mayor Welch, Mayor Matherly, Mayor Ward, Mr. Tomaszewski, Ms. Edwards, Mr. Anderson

NOES:

ABSENT: Mr. Gibson

ABSTAIN:

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 pass to the left of the person operating a bicycle, 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 clear of the overtaken person operating a bicycle.](#)

[\(d\) 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 if necessary in a no passing zone, provided the roadway to the left is unobstructed and the driver can pass the bicycle without interfering with oncoming traffic. This paragraph does not authorize driving on the left side of the center of a roadway when prohibited by \[13 AAC 02.060\]\(#\) and \[13 AAC 02.065\]\(#\).](#)

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

(a) 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; or

(4) when authorized by traffic control devices, signs, or markings (i.e. bicycle lanes and shared lane use markings).

(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.

() Persons riding bicycles two abreast may not impede traffic and, ~~in a laned roadway,~~ shall ride within the ~~as far the~~ stto 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~~ 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.

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) ~~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.



BICYCLE FRIENDLY STATE REPORT CARD

ALASKA

RANKED

39

OF 50

STATE ADVOCACY GROUP:
WALK BIKE ALASKA

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Alaska, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Alaska.

Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects. These once in a generation projects should create connections for all transportation users rather than build barriers.

Alaska has set a safety target [https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Alaska should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

Alaska has begun the process of updating its Bicycle and Pedestrian Plan. This is a great opportunity for the state DOT to work with Alaska communities and plan for a future where people in Alaska have safe and accessible biking and walking facilities.

Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

Adopt a goal to increase the prevalence of people biking. More people biking can improve rates of physical activity, reduce emissions, and reduce cost of transportation projects compared to motor vehicle projects.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. The League has a white paper that provides examples of how other states have adopted and implemented this type of law: https://bikeleague.org/sites/default/files/BFS_WP-Safe_Passing_Law-07_2018.pdf

Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

Allow the flexibility for all units of government statewide to use NACTO and AASHTO standards as well as the state's own design standards. Or, alternatively incorporate NACTO and AASHTO standards into state design standards and guidance.

Install a Protected Bike Lane on a state-owned road.

	Infrastructure & Funding	D
	Education & Encouragement	D
	Legislation & Enforcement	D+
	Policies & Programs	D
	Evaluation & Planning	C

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	
Safe Passing Law (3ft+)	
Statewide bike plan last 10 years	New in 2019
2% or more federal funds on bike/ped	
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	1% of commuters biking to work	7/50
Safety	3.7 fatalities per 10K bike commuters ⁱ	12/50
Spending	\$11.90 per capita FHWA spending on biking and walking ⁱⁱⁱ	1/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown: ALASKA




 Infrastructure & Funding Ranked 45 of 50 States D	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	D
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	F
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	B-
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	F

 Policies & Programs Ranked 47 of 50 States D	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	D-
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	F
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	C-
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	D

 Education & Encouragement Ranked 50 of 50 States D	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	D
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	C-

 Evaluation & Planning Ranked 38 of 50 States C	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	C-
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	B
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	F+
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	F

 Legislation & Enforcement Ranked 44 of 50 States D+	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	C
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	C-
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	F

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

WE'RE ALL IN THIS
TOGETHER!



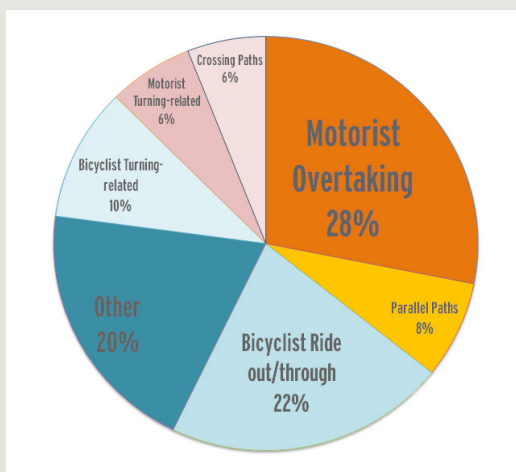

JOIN US!

As a member, you'll receive *American Bicyclist*, *Bicycling* magazine, and help propel the bike movement forward as we work to make bicycling safer, more convenient, and accessible to all. JOIN TODAY AT BIKELEAGUE.ORG/JOIN



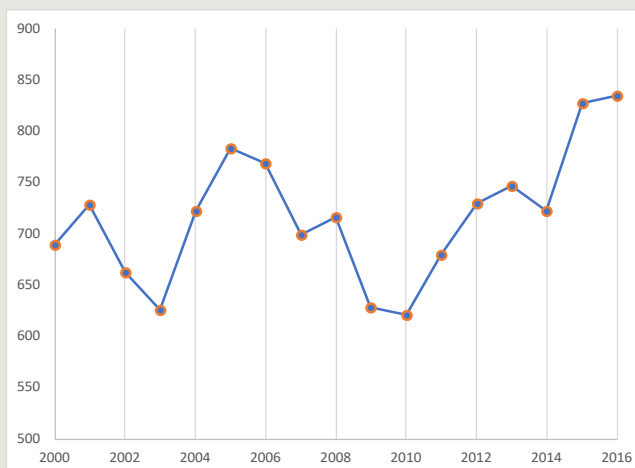
BICYCLE FRIENDLY STATE ACTION: SAFE PASSING LAW

SAFE PASSING LAWS TARGET THE MOST COMMON BEHAVIOR THAT KILLS PEOPLE WHO BIKE - UNSAFE PASSING



NHTSA Crash Types for Pedalcyclist fatalities 2014-2016

NUMBER OF ANNUAL BICYCLIST FATALITIES



NHTSA Fatality Analysis Reporting System (FARS)

THE PROBLEM

Overtaking motorists are consistently the most common cause of death for people who bike. While the specifics of each crash may be different, and overtaking crashes may be a relatively small portion of all bicycle-involved crashes, there is no denying that motorists overtaking bicyclists are a clear threat to bicyclists.

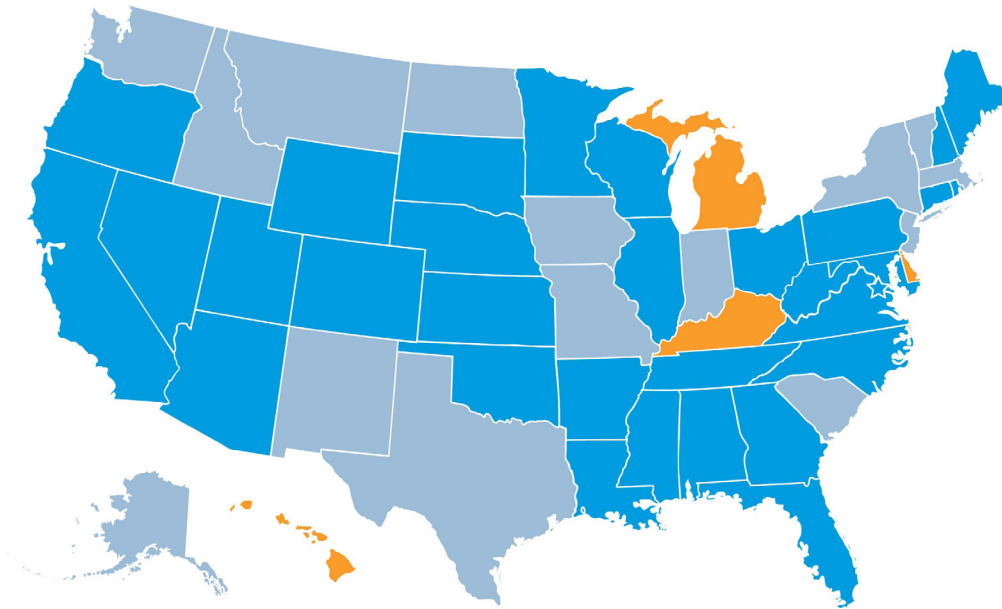
Without clear laws that specifically make it illegal to overtake a bicyclist unsafely there is no basis for law enforcement, judges, and juries to ensure that bicyclists are protected and/or compensated when they are injured due to unsafe passing.

THE SOLUTION

Safe passing laws that provide a defined distance for motorists overtaking a bicyclist are a clear response to the threat that overtaking motorists pose to bicyclists. To have maximum effect these laws should be:

- 1. CLEAR** – they should define a minimum safe passing distance with an easy to remember standard that can be communicated in public signage and other public messages.
- 2. ENFORCEABLE** – they should provide a consistent basis for enforcement that can be used by law enforcement officers.
- 3. STATEWIDE** – they should be statewide to minimize local signage requirements and to be integrated into statewide licensing and education programs for drivers.

SAFE PASSING LAW FACTS



35 STATES have taken our Safe Passing Law Bicycle Friendly Action!

4 STATES have updated/adopted their Safe Passing Law since 2016

15 STATES lack a Safe Passing Law that meets our Bicycle Friendly Action criteria

See each state's law at bikeleague.org/bike-law-university

THE LEAGUE OF AMERICAN BICYCLISTS' MODEL LAW

When overtaking or passing a person operating a bicycle proceeding in the same direction, the driver of a motor vehicle shall exercise due care and:

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

» 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, which must be not less than 3 feet between any portion of the vehicle and the bicycle, and shall not move again to the right side of the highway until the vehicle is safely clear of the overtaken person operating a bicycle.

The driver of a motor vehicle may drive to the left of the center of a roadway, including when a no passing zone is marked, to pass a person operating a bicycle only if the roadway to the left of the center 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 [the state's equivalent to UVC sections 11-303 (Overtaking a vehicle on the left), 11-305 (limitations on overtaking on the left), and 11-306 (further limitations on driving on left of the center of roadway).]

The collision of a motor vehicle with a person operating a bicycle is prima facie evidence of a violation of this section.

QUICK FACTS

A 2014 review of media reports by the League of American Bicyclists found that 40% of deaths with reported crash types were rear-end crashes, likely resulting from unsafe passing.

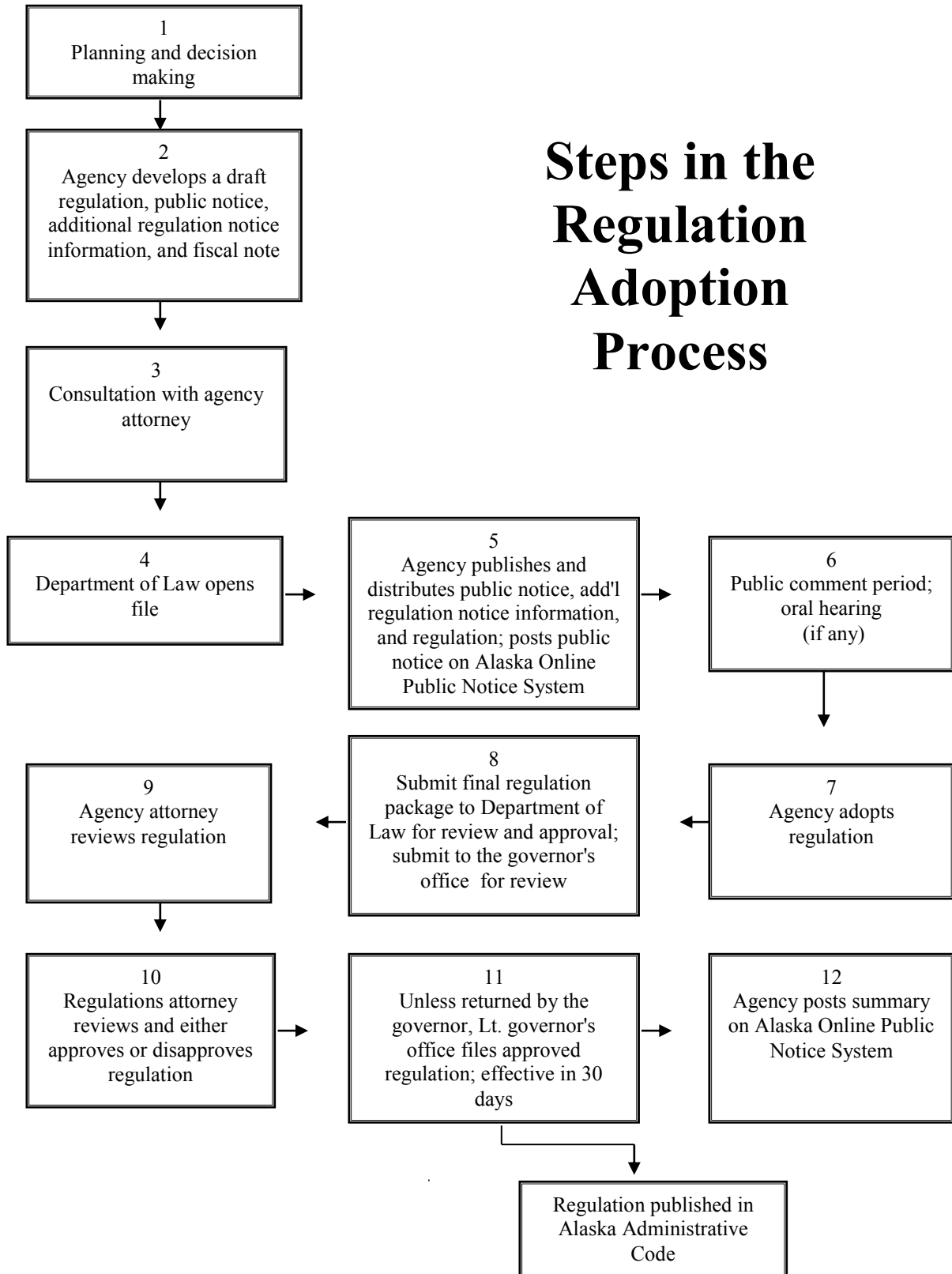
» Learn more at https://bikeleague.org/sites/default/files/EBC_report_final.pdf.

Data from the Insurance Institute for Highway Safety suggests that 45% of bicyclist deaths may be due to unsafe passing. Even where no crash occurs, unsafe passing contributes to bicyclist attitudes towards safety and motor vehicles.

» Learn more at <http://www.iihs.org/iihs/sr/status-report/article/50/3/3>.

According to a 2012 survey by NHTSA, 39% of people who reported a fear for their personal safety said it was due to a motorist driving very close to them - the most common reason for fear while riding.

» Learn more at <https://one.nhtsa.gov/Driving-Safety/Research-&-Evaluation/2012-National-Survey-of-Bicyclist-and-Pedestrian-Attitudes-and-Behavior>.



August 4, 2021

Alaska Department of Public Safety
5700 East Tudor Road
Anchorage, Alaska 99507

Subject: Letter of Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

To whom it may concern:

Anchorage Metropolitan Area Transportation Solutions (AMATS) is the State-designated transportation planning organization for the Anchorage Bowl and Chugiak-Eagle River areas. The Bicycle & Pedestrian Advisory Committee (BPAC) is the forum to promote public participation and to comment on bicycle planning issues. The BPAC would like to express our support for revisions to 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, which have not been updated since 1979.

Alaska is currently ranked #1 in the U.S. for the number of people who walk and bike to work per capita, but #44 in the U.S. with respect to laws that create protections for people who walk and bike. The most recent 5-year averages of fatalities and serious injuries for pedestrians and bicyclists exceed the goals of Alaska Strategic Highway Safety Plan and are trending upward.

AMATS's counterpart organization in Fairbanks, Fairbanks Area Surface Transportation (FAST) Planning, recently adopted a resolution in support of revisions to these sections of AAC to improve safety for pedestrians and bicyclists. The resolution is accompanied by recommendations for new provisions to improve safety of vehicles passing bicyclists in the roadway (i.e. safe passing law), viable options for bicycle lane and shared lane use markings (i.e. sharrows) for riding bicycles on roadways, and improving 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. The language for the revisions was developed by FAST Planning's Bicycle & Pedestrian Advisory Committee and vetted through the Traffic & Safety Section of the Alaska Department of Transportation & Public Facilities Regional and Headquarters Offices.

The AMATS Bicycle & Pedestrian Advisory Committee has reviewed and supports the language recommended for these revisions, and respectfully requests the Alaska Department of Public Safety amend 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 to include these new provisions.

Thank you in advance for your consideration of our support for this request and if you have any questions or need additional information, please contact me at darrel.hess@anchorageak.gov.

Sincerely,



Darrel Hess

Anchorage BPAC Chair



Aug. 3, 2021

Alaska Department of Public Safety
5700 East Tudor Road
Anchorage, Alaska 99507

Subject: Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

The Alaska Outdoor Alliance is the voice of the state's \$2.2 billion outdoor recreation economy. We have been entrusted to grow the annual bike and walk conference and to that end we have launched a statewide active transportation sub-group with a goal of making Alaska more bike- and pedestrian-friendly.

AOA's Active Transportation subgroup supports Fairbanks Area Surface Transportation (FAST) Planning revisions to 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. We believe the changes, which went through an extensive vetting and review process, would improve safety and reduce conflicts between motorized and non-motorized users on Alaska's roadways.

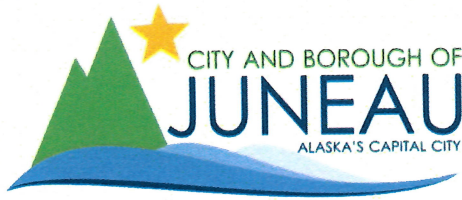
We applaud FAST Planning's common sense revisions and clarifications that would help modernize code, which has been on the books since 1979, helping Alaska keep pace with best practices in transportation planning and regulations and improve safety for all on Alaska's roads.

Please seriously consider amending 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 as proposed by FAST Planning. If you have any questions or need additional information, feel free to contact me directly.

Sincerely,

A handwritten signature in black ink that reads "Lee Hart". The signature is written in a cursive, flowing style.

Lee Hart
Executive Director



Office of the City Manager

155 S. Seward Street
 Juneau, Alaska 99801
 PHONE: (907) 586-5240
 FAX: (907) 586-5385
Rorie.watt@juneau.org

August 10, 2021

Alaska Department of Public Safety
 5700 East Tudor Road
 Anchorage, Alaska 99507

Subject: Letter of Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

To whom it may concern:

The City and Borough of Juneau is a first class borough with the power to provide transportation systems. In 2009 the CBJ adopted the Juneau Non-Motorized Transportation Plan¹ to guide and encourage non-motorized transportation in the Borough. CBJ is committed to providing a safe and well thought out network for pedestrians and cyclists. Part of that commitment is making sure the rules of the road promote the safety of non-motorized traffic and engineers and contractors have clear safety guidelines when developing non-motorized transportation infrastructure. CBJ would like to express support for revisions to 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, which have not been updated since 1979.

The language in the proposed regulation changes recommends safe passing laws, provides useful guidance on bicycle lane and shared land use markings (sharrows), and improves safety by reducing conflict for bicyclists and pedestrians, with off-highway vehicles traveling on sidewalks or other locations officially designated for non-motorized use only.

Thank you in advance for your consideration of our support for this request. If you have any questions or need additional information, please contact the CBJ Engineering and Public Works Director, Katie Koester at katie.koester@juneau.org.

Sincerely,

Rorie Watt
 City Manager

¹ Juneau Non-Motorized Transportation Plan, November 2009.
 Available at: <https://juneau.org/community-development/plans-studies>

August 18, 2021



Alaska Department of Public Safety
5700 East Tudor Road
Anchorage, Alaska 99507

Subject: Letter of Support for Revisions to
Alaska Administrative Code for Pedestrian & Bicycle Safety

To whom it may concern:

Center for Safe Alaskans has been working to prevent injuries in Alaska for over 20 years. In this spirit, we would like to express our support for revisions to 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, which have not been updated since 1979.

Safe Alaskans is committed to promoting safe cycling and walking in Alaska. Infrastructure improvements, safer behaviors and respect for all road users are critical to preventing deaths and injuries to nonmotorized road users.

The Center for Safe Alaskans has reviewed and supports the language recommended for these revisions as well, and respectfully requests the Alaska Department of Public Safety consider amending 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 to include these new provisions.

Thank you in advance for your consideration of our support for this request and if you have any questions or need additional information, please contact me at Marcia.Howell@safealaskans.org or (907) 929-3939.

Sincerely,

A handwritten signature in blue ink that reads "Marcia Howell". The signature is written in a cursive style and is positioned above a horizontal line.

Marcia Howell, Executive Director

Center for Safe Alaskans

4241 B St #100 • Anchorage, AK 99503 • (907) 929-3939 • safealaskans.org



July 28, 2021

Alaska Department of Public Safety
 5700 East Tudor Road
 Anchorage, Alaska 99507

Subject: Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

CRW Engineering Group, LLC is a multi-disciplinary engineering firm and a leader in planning, designing, and advocating for non-motorized transportation throughout Alaska. We are Alaska's only Platinum level Bicycle Friendly Business according to the League of American Bicyclists, a distinction shared with only 75 other businesses nationwide. Whether hosting smart cycling courses or designing raised intersections and buffered bike lanes, our aim is to make space and improve safety for walking and biking in our communities. It is with the same motivation that we express our support for proposed revisions to 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, which have not been updated since 1979. These proposed revisions are common sense clarifications about the legality and protections for non-motorized transportation and are consistent with best practices.

The Fairbanks Area Surface Transportation (FAST) Planning, recently adopted a Resolution in support of revisions to these sections of AAC to improve pedestrian and bicyclist safety. The Resolution and accompanying recommendations:

- Improve safety of vehicles passing bicyclists in the roadway (i.e. safe passing law),
- Allow viable options for bicycle lane and shared lane use markings (i.e. sharrows) for riding bicycles on roadways, and
- 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.

The language for the revisions was developed by FAST Planning's Bicycle & Pedestrian Advisory Committee and vetted through the Traffic & Safety Section of the Alaska Department of Transportation & Public Facilities Regional and Headquarters Offices. The AMATS Bicycle & Pedestrian Advisory Committee has reviewed and supports the language recommended for these revisions as well.

CRW Engineering Group respectfully requests the Alaska Department of Public Safety consider amending 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 to include these new provisions. If you have any questions or need additional information, please contact me at blooney@crweng.com or (907) 646-5605.

Sincerely,
 CRW Engineering Group, LLC


 Brian Looney, PE
 Principal



August 20, 2021

Alaska Department of Public Safety
5700 East Tudor Road
Anchorage, Alaska 99507

Subject: Letter of Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

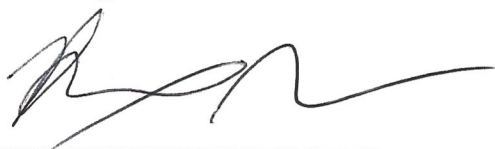
To whom it may concern:

The Juneau Freewheelers Bicycle Club would like to express our support for revisions to 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, as proposed by the bike advocacy group and FAST. These administrative codes have not been updated since 1979. The proposed revisions will bring Alaska Administrative Code into the twenty-first century, and will enhance bicycle and pedestrian safety.

The proposed regulation changes were reviewed by the State of Alaska, Department of Transportation, Traffic and Safety Section. The proposed changes are also approved by the Statewide Bike-Pedestrian advocacy group, and the Fairbanks Area Surface Transportation committee, FAST. The Juneau Freewheelers also support these proposed changes.

Thank you in advance for your consideration of our support for this request and if you have any questions or need additional information, please contact me at robbrose@gci.net or (907) 364-2779.

Sincerely,



Robert Welton
Treasurer
Juneau Freewheelers Bicycle Club

**CITY OF HOMER
HOMER, ALASKA**

Aderhold

RESOLUTION 21-029

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
SUPPORTING THE EFFORTS OF THE FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING ORIGINATION AND REVISION TO
TITLE 13 OF THE ALASKA ADMINISTRATIVE CODE TO IMPROVE
SAFETY FOR PEDESTRIANS AND BICYCLISTS

WHEREAS, Alaska is currently ranked number one in the U.S. for the number of people who walk and bike to work per capita but ranked number 44 in the U.S. with respect to laws that create protections for people who walk or bike; and

WHEREAS, The Fairbanks Area Surface Transportation (FAST) Planning is the State-designated planning organization for the Fairbanks and North Pole area and FAST recently adopted a resolution in support of revisions to Title 13 of Alaska Administrative Code (AAC) to improve safety for pedestrians and bicyclists; and

WHEREAS, Title 13 of AAC, 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 lane use 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 when 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

45 WHEREAS, Homer’s Non-Motorized Transportation Plan, adopted in 2004, recognizes
46 the importance of pedestrians and bicyclists as part of the City’s transportation network and
47 states that non-motorized transportation is an integral part of all transportation and design
48 activities; and

49
50 WHEREAS, The Homer Cycling Club implemented a “Homer Shares the Road” non-
51 motorized transportation educational and advocacy campaign in 2015 that was endorsed by
52 the Homer Police Department; and

53
54 WHEREAS, Most state and local roads in Homer were not built with pedestrian and
55 bicyclist amenities such as sidewalks, bicycle lanes, or wide shoulders; and

56
57 WHEREAS, In recent years some State and local roads in Homer have added
58 improvements for pedestrian and bicycle safety and other roads are slated for improvements
59 such as sidewalks, bicycle lands, and wide shoulders; and

60
61 WHEREAS, While Homer and the State are working on improvements, Homer City
62 Councilmembers regularly hear from constituents regarding the need to improve access and
63 safety for pedestrians and cyclists on local and State roads.

64
65 NOW THEREFORE BE IT RESOLVED that the Homer City Council supports the efforts of
66 FAST and revision to Title 13 of the AAC to improve safety for pedestrians and bicyclists.

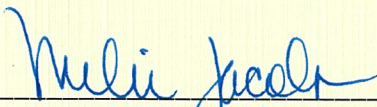
67
68 PASSED AND ADOPTED by the Homer City Council this 12th day of April, 2021.

69
70 CITY OF HOMER

71 

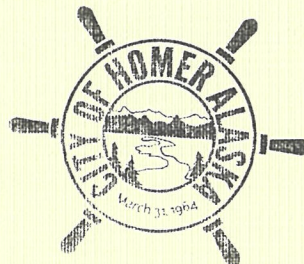
72 _____
73 KEN CASTNER, MAYOR

74
75
76 ATTEST:

77 

78 _____
79 MELISSA JACOBSEN, MMC, CITY CLERK

80
81 Fiscal note: NA
82



Jackson Fox

From: peter stern <pstern@alaska.net>
Sent: Thursday, August 19, 2021 11:14 AM
To: Jackson Fox
Subject: Re: FAST Planning BPAC Mtg, 8/26 - Call for Agenda Items

jackson:

I'd like to offer 2 possible contingency project nominations.

8th Ave North Pole

<https://photos.app.goo.gl/hfXNacNoKzW5wFeF7>

Not sure if this one qualifies for a FAST project but the asphalt paths going from Evergreen St to Anne Wien and to Randy Smith Schools as well as the path between the schools.

<https://photos.app.goo.gl/zYxvk6vQKGz7Vh2T7>

Thank you,

peter

North Pole 8th Ave path

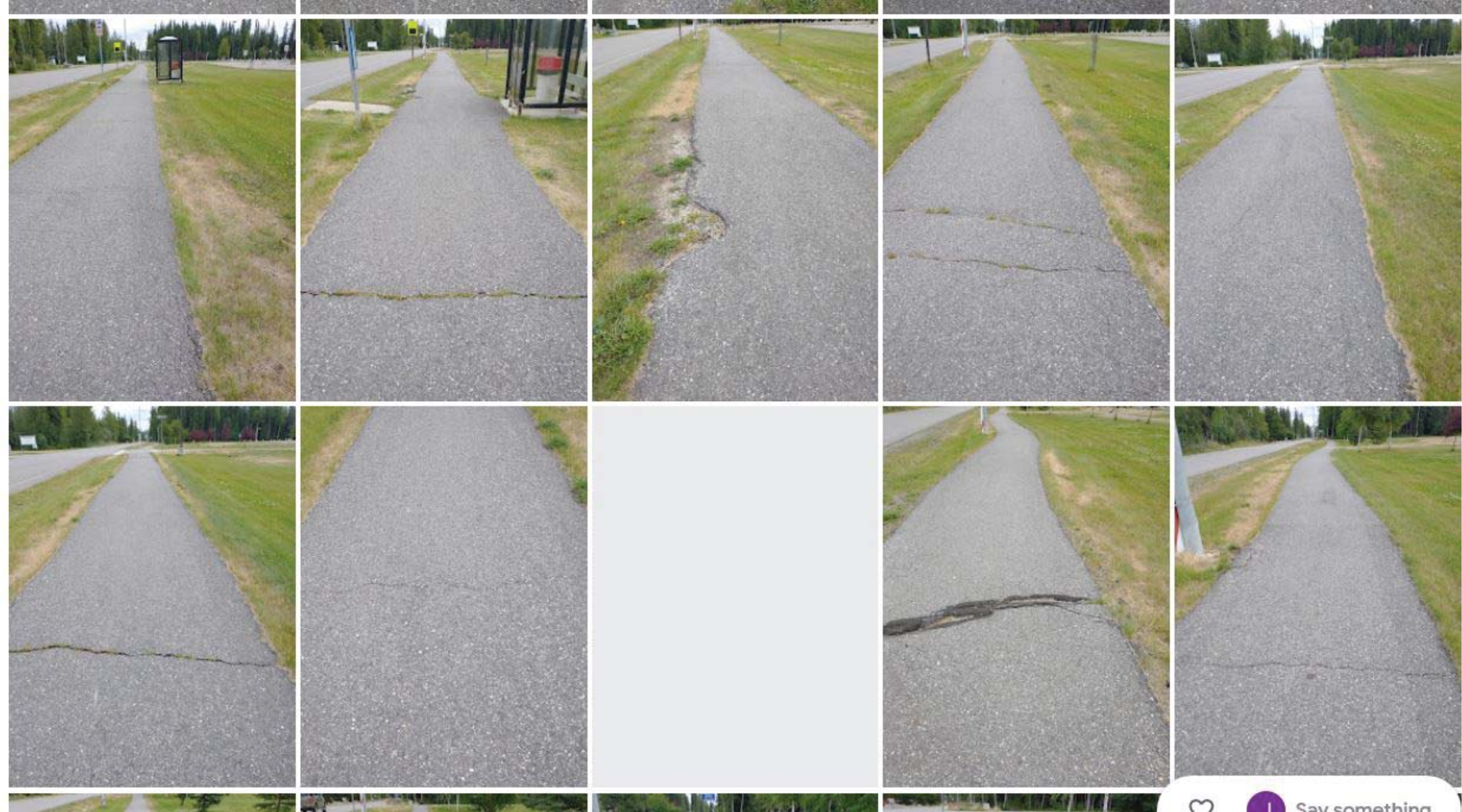
Jul 27 · Shared

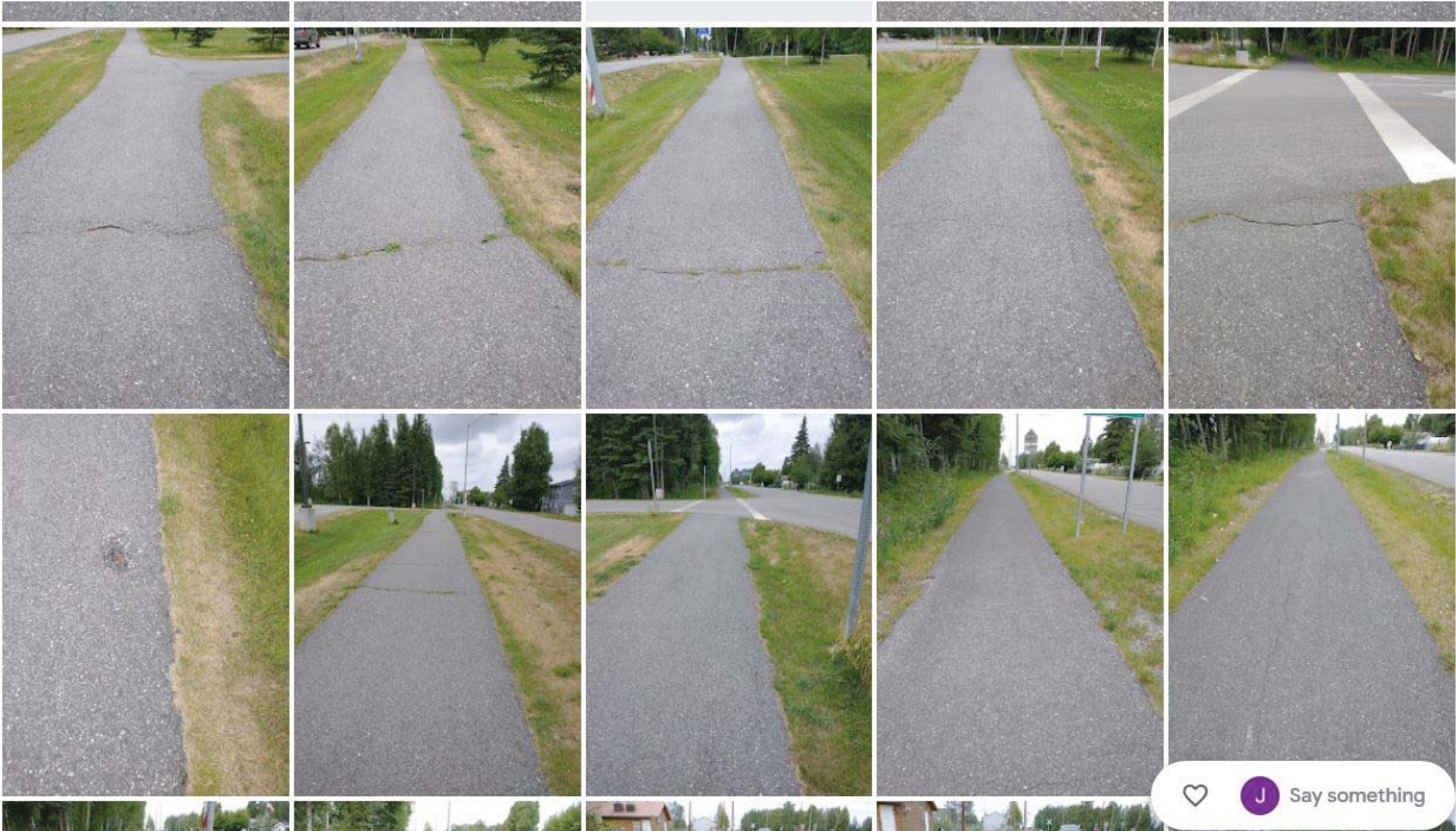
Join



♡ J Say something







♡ J Say something



♡ J Say something

Evergreen/ randy smith/ anne wien paths

Jul 30 · Shared

Join

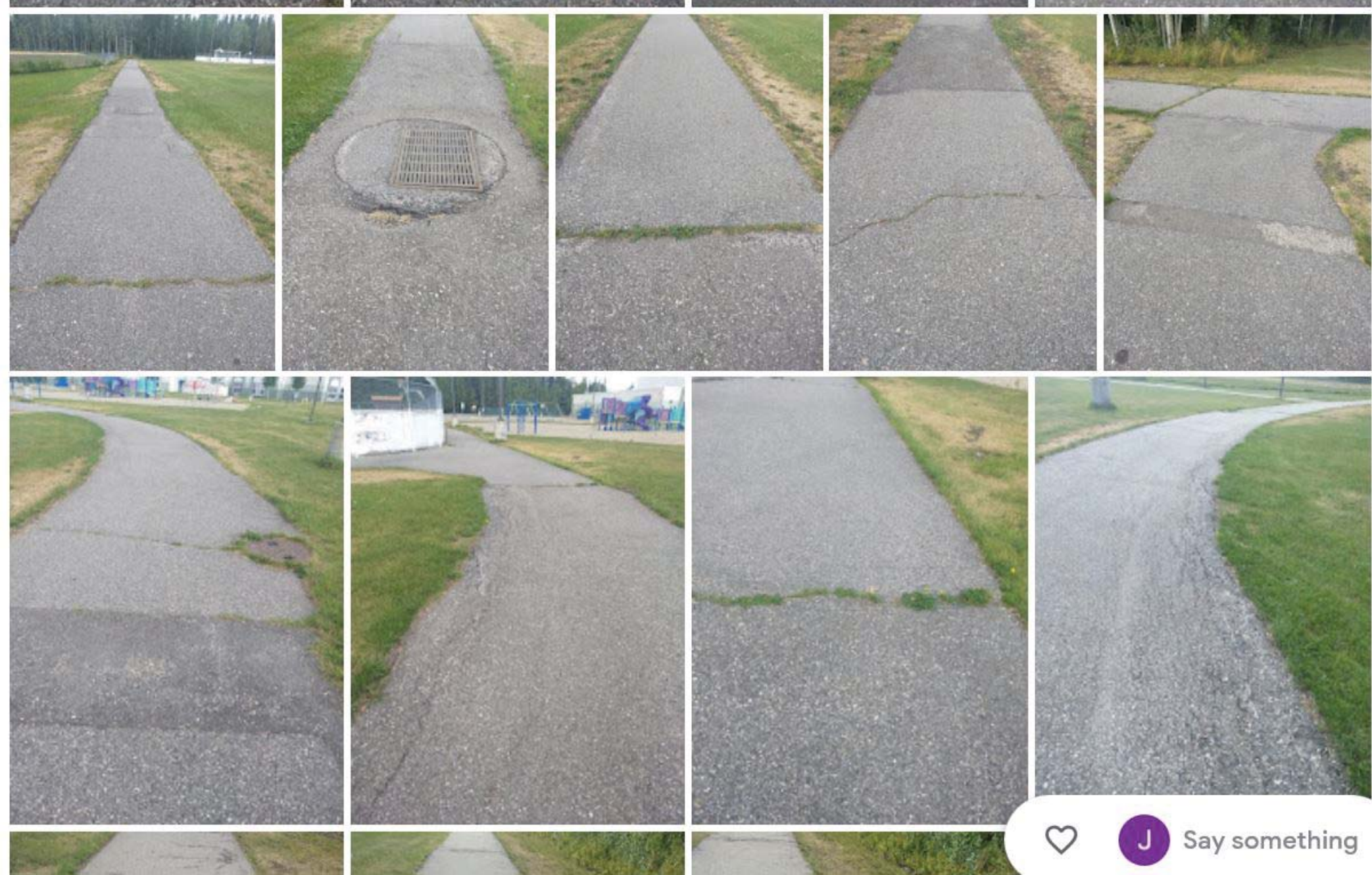


Say something

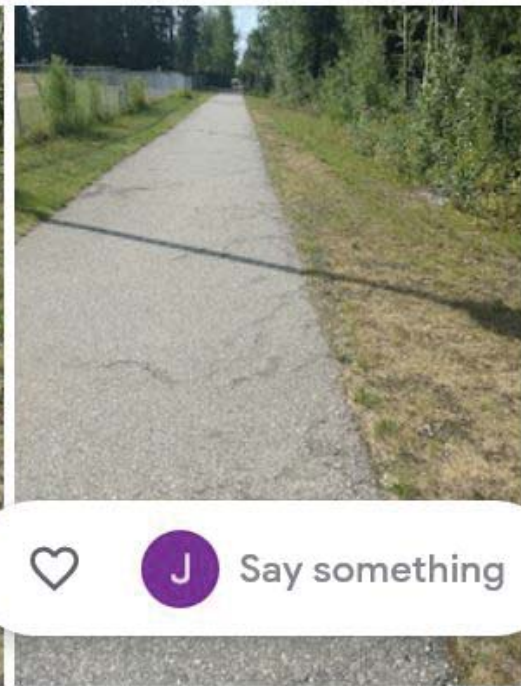


♡ J Say something





Say something



♡ J Say something





Say something