



Bicycle & Pedestrian Advisory Committee Meeting Minutes

September 30, 2021 • 5:00-7:00 p.m.

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

By telephone at: 1 (253) 215-8782 Meeting ID: 886-9155-9617

1. Call to Order

Dr. Nathan Belz, Chair, called the meeting to order at 5:01 p.m.

2. Introduction of Members and Attendees

*Nathan Belz, Chair

*Jesse Coleman

*Carl Heim

*Travis Naibert

*Jim Richardson

*Peter Stern

*John Stowman

*Larry Zervos

**Jackson Fox

**Olivia Lunsford, Vice Chair

**Deborah Todd (absent)

Don Galligan

Chief Ron Dupee, Fairbanks Police Department

Dave Withoff

Jim Sweeney

Laurie Hueffer

***BPAC Representative**

****FAST Planning Staff**

3. Approval of the September 30, 2021 Agenda

Motion: To approve the September 30, 2021 Agenda as presented. (Stern/Richardson).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the August 26, 2021 Meeting Minutes

Motion: To approve the August 26, 2021 Meeting Minutes as presented with one edit. (Naibert/Stowman).

Discussion: Mr. Zervos noted that on Page 5 in the second paragraph from the bottom there was an incomplete sentence.

Vote on Motion: None opposed. Approved.

5. Staff /Working Group/Chair Reports

Dr. Belz, Chair, had no updates for the meeting. Mr. Fox provided the following updates:

- At the September 21, 2021 Technical Committee Meeting, they recommended that the Policy Board fund the Right-of-Way Phase for the Chena River Walk Project at an initial \$224,500.
- The Technical Committee recommended that the Policy Board add a law enforcement representative as an “Ex Officio” member to the Technical Committee and that agenda item was brought forward by Mayor Bryce Ward.
- The agenda items were taken to the September 15, 2021 Policy Board meeting which was cancelled due to lack of member quorum.
- Mr. Fox submitted the official proposal for Alaska Administrative Code regulation changes to the Alaska Department of Public Safety Commissioner’s Office and it was reviewed by the new Commissioner Jim Cockrell and his Special Assistant, Kelly Howell who had a lot of positive feedback and expressed their appreciation for all the work the BPAC did to get those bicycle regulations revised, and were committed to getting them through the Department of Law and into the Alaska Administrative Code. Letters of support for the changes were received from Anchorage, Juneau, Sitka, and Homer as well as many different bicycle clubs throughout the State.

6. Public Comment Period

Dave Withoff commented that he attended the meeting because he saw the notice in the newspaper and was curious about what the BPAC did. Mr. Withoff commented that he did a lot of bicycling around town, frequently on bike paths, and there were several wonderful bike paths. Mr. Withoff explained that when he got to the end of the bike path there was no way to connect to get to the next bike path that he wanted to get to. Mr. Withoff commented that if there was any planning that happened for how to make a continuous bike path beltway around Fairbanks, he would like to be a part of that process because there were a couple bottlenecks that he knew of that he could easily point to on a map.

Dr. Belz stated that it had certainly been part of previous discussions so they would keep him informed and it was great that they had him there tonight and thanked him for attending the meeting.

Mr. Withoff asked Dr. Belz how he could stay informed.

Dr. Belz explained that Mr. Withoff could check the agendas for the BPAC meetings that met the last or fourth Thursday of every month and beyond that Mr. Fox and Ms. Lunsford could make recommendation for keeping up to date with any of the possible infrastructure changes or improvements related to bicycle and pedestrian facilities.

Mr. Fox explained that one way Mr. Withoff could do that was to reach out to either he or Ms. Lunsford at the email addresses on the website (www.fastplanning.us) or visit the office to discuss those bottlenecks. Mr. Fox explained that they had an updated Non-Motorized Plan completed in 2021 and either he or Ms. Lunsford could familiarize him with our organization and current planning efforts, he could continue to attend the BPAC meetings and provide public comment, or follow them on social media such as Facebook, Instagram, and Twitter. Mr. Fox explained that they were here to help and happy to hear his concerns and show him our planning efforts.

Jim Sweeney, commented that he saw that some of the documents he submitted to Ms. Lunsford were included in the meeting packet so if he had any comments, he would bring them up as those items were discussed.

Dr. Belz explained that it was not an action item so when they got to that portion of the agenda, he did not believe there would be a formal public comment period, so if Mr. Sweeney had anything to add, he would say to do that now.

Mr. Sweeney explained that the two documents he emailed to Ms. Lunsford pertained to correspondence he had with Bryant Wright, the Trails Coordinator with the Borough, and had to do with their process for declaring a legal trail which was quite an extensive process. Mr. Sweeney commented that he just wanted to say that he did not believe that they followed their process. Mr. Sweeney commented that the Trails Committee recommended that the trail be added but they did not follow through with a meeting with the DOT, so he did not really believe that was a trail. Mr. Sweeney stated that they put the trail on the map but did not do the legal work they were supposed to do according to their process before they put the trail on the trail map.

Dr. Belz thanked Mr. Sweeney for that context and explained that they would look at that when they got to that portion of the agenda.

7. Old Business

a. Q & A with Fairbanks Police Department Representative

- ***Including discussion of Motorized Vehicle Use on Sidewalks/Paths***

Dr. Belz explained that this was not an action item.

Mr. Fox introduced Chief Ron Dupee of the Fairbanks Police Department stating that he had volunteered to help answer questions related to the Fairbanks Police Department regarding the July 17th incident along the Johansen Expressway and committee members had expressed interest in hearing from a Fairbanks Police Department representative regarding enforcement issues on sidewalks and asphalt paths that were marked for non-motorized use only.

Dr. Belz explained that the meeting packet contained the previous meeting minutes that recapped the discussion and comments from Mr. Deronde who was a witness to the accident in question that sparked the discussion.

Mr. Zervos asked Chief Dupee if, with the shortage of personnel, they could even put any effort into this.

Chief Dupee explained that as far as enforcing the motorized vehicles on the bike paths, and that sort of thing, they were extremely short staffed by 11 officers and were authorized 45. Chief Dupee explained that out of the 32 officers that remained, several were out on medical leave and things like that, so they were really running a skeleton crew. Chief Dupee explained that they can and will enforce any law in the State of Alaska, especially these. Chief Dupee explained that they had a City ordinance that covered motorized vehicles where they were prohibited and one of those places was a bike path. Chief Dupee explained that it was going to be hit or miss depending on time of day, what calls officers had in their stack, how many calls had come in, what was waiting, what took priority over other calls, or if the officers were busy or not. Chief Dupee explained that the other thing that went into that was that officers tended to have their own likes and dislikes and traffic enforcement for some officers was not the thing that they liked to do. Chief Dupee stated that he was not saying that they would not do it, but they

would not go out of their way to do it, if that made any sense. Chief Dupee explained that a lot of times officers were frustrated when it came to ATVs or motorcycles, that sort of thing, not just on the bike paths but, just in general. Chief Dupee explained that because traditionally what happened was that when you went to stop one of these offenders, they just took off. Chief Dupee explained that they had a strict “no pursuit” policy when it came to anything with two or four wheels because it was too easy for them to flip and cause serious injury or death to the driver or somebody else so they would not pursue them. Chief Dupee explained that a lot of times the officers would not even waste their time with it because as soon as they activated their lights, if the driver took off, they were required to do additional paperwork for FPD as far as the pursuit policy went. Chief Dupee stated that he hoped that answered their questions so, “yes”, “no”, and “maybe”.

Mr. Zervos asked Chief Dupee if he had read the report concerning the incident on the bike trail on the Johansen.

Chief Dupee explained that he had seen it and knew that one of their officers responded. Chief Dupee explained that he had not read his report before coming to the meeting. Chief Dupee explained that Mr. Fox sent him an email before the meeting that referenced it and he meant to look at that but had just gotten out of another meeting at 4:30 p.m. and not had a chance to look at it. Chief Dupee explained that what he could tell them was that from what he previously knew, and what he read on this, he believed the driver should have been cited. Chief Dupee explained that in a lot of these cases they had to give their officers discretion. Chief Dupee explained that he did not know what the officer saw on scene or who he talked to, and what they said, so he would have to dig into it a little bit more to give them an exact answer, but it very easily sounds like the individual could have been cited for the Fairbanks General Code which was a \$40 dollar fine for operating on a prohibited bike path. Chief Dupee explained that it was a \$40 dollar fine with a \$20 dollar surcharge for a total of \$60 dollars and there were no points associated with those violations either.

Mr. Zervos asked Chief Dupee if this location was within City jurisdiction if it was at Peger and Johansen.

Chief Dupee explained that he thought this one was at Johansen and College.

Mr. Zervos explained that he did not think so and thought they were coming down the slope on the bike path toward Peger Road on the side of the Johansen.

Chief Dupee explained that it would still be in their jurisdiction. Chief Dupee explained that was the City limits right there. Chief Dupee explained that you would think the City limits would just be square, but especially over there at Johansen and Peger it cut back and followed the river in some places. Chief Dupee continued that some houses were in, and some were out, so he guessed it just depended on who was drawing the map at the time.

Mr. Zervos asked Chief Dupee if he was aware of incidents where a motorized vehicle used one of these lanes and had been cited.

Chief Dupee explained that he could tell them that he had cited motorcycles for driving on the sidewalks previously. Chief Dupee explained that he did traffic enforcement for about the first 12 years of his career here in Fairbanks and issued

a lot of citations for motorcycles, specifically dirt bikes and those type of things, for driving on the sidewalks as well as ATVs.

Mr. Zervos asked Chief Dupee to clarify if that meant that there was no policy about doing it or not if it was kind of left to the discretion of the officer.

Chief Dupee explained that Mr. Zervos was correct. Chief Dupee explained that officers currently worked 12-hour shifts. Chief Dupee explained that in that time they might respond to, on average, 15 to 20 calls per service and a portion of those had reports attached to them like thefts, assaults, and those types of things. Chief Dupee explained that really what they were looking for was in their down time, when they were not responding to a call or had no paperwork, they wanted officers to be proactive by going out there looking for things such as this, bad drivers running red lights, stop signs, those types of things, conduct traffic enforcement, do nighttime security checks on buildings, drive through neighborhoods and make sure they were not seeing anybody wandering around that should not be or acting suspicious, so it kind of fell under "proactive enforcement" if you will.

Mr. Zervos explained that was what was kind of mind boggling about this because the officer was out there, he was being proactive, he was just giving the wrong information.

Chief Dupee explained that the officer that responded was one of their newest officers, especially at that time, and believed he might have been on FTO during that time too. Chief Dupee explained that this was obviously more of a specialized field of traffic enforcement. Chief Dupee explained that you could dive down into it, as you guys know, there were a lot of statutes that covered traffic enforcement and they just really got the basic education at the academy. Chief Dupee explained that they probably had a four to eight-hour class on traffic enforcement and that covered the major violations such as speeding, red lights, and that sort of thing.

Mr. Stern asked Chief Dupee if there was any specific training about the bicycles on sidewalks or on the bike paths that these officers went through.

Chief Dupee responded that he could not say that they did. Chief Dupee further explained that he knew that in their Field Training Program they went over a list of Motor Vehicle Statutes and, again, they were mainly the major ones that they dealt with on a more routine basis, such as red lights, failure to yield, left turn, and stop sign violations so he would have to check and see if the pedestrian ones were in there and the bike paths specifically.

Mr. Stern commented that he thought the advice that was given by the officer was kind of interesting in that he was saying that it was a civil matter. Mr. Stern explained that he did not recall whether the picture showed whether the motorcycle had a license on it or not, but as a motor vehicle would he be subject to the same liability laws that a motor vehicle would be, specifically that you had to turn in a report if the damage was over a certain amount, he thought it was only \$500, which was not very much money especially given the price of some of these bicycles, this one probably would have fallen under that situation.

Chief Dupee stated that was a good question and he would have to look at that. Chief Dupee stated that he would say probably not, because it happened on the bike path, so the Accident Exchange Form was for the roadway. Chief Dupee

explained that there were some for in the ditch and in the gore, but most of those reports were specific to the roadway itself. Chief Dupee explained that he did not know if the bike path would fall into that or not and he would have to look that up.

Mr. Naibert asked Chief Dupee if officers responded to an incident where they did not know the applicable traffic laws, how they contacted superiors or some way to find out about the applicable traffic statutes and laws.

Chief Dupee explained that they should all have a big book that had a bunch of the laws in it and if not, our good friend "Google" always had lot of answers as well. Chief Dupee explained that part of their training was that they should be provided guidance on where to find the answers if they needed them and at the end of the day if they just could not find the answers, they should be calling their supervisor to ask questions and get guidance.

Mr. Stern explained that in the past the City had officers on bicycles and thought it had been a few years since that had been the case and asked Chief Dupee if they had any plans to do anything like that in the summer and that might also get the officers more in tune with the cycling issues, especially during the summer.

Chief Dupee responded that he would most definitely love to do that. Chief Dupee explained that they used to have several officers that rode bicycles downtown, the downtown foot patrol, and that was a good way for them to get around and just be out with the tourists and that sort of thing. Chief Dupee explained that to be honest with them, they were 11 officers short right now and an article came out in the newspaper that he had some officers who were not happy with all the overtime they were working and were looking at going elsewhere which would just make his problem a whole lot worse. Chief Dupee explained that he would love to have those officers back downtown on bicycles and would love to get officers in schools but did not know when that would happen. Chief Dupee explained that hopefully they would be closer to fully staffed by this time next year but could not guarantee that.

Mr. Stern stated that there was recently an article in the Anchorage newspaper about pedestrian fatalities down in Anchorage and the problem was that they could not seem to get a handle on. Mr. Stern stated that so far in Fairbanks they had been lucky, although they had a pedestrian fatality in Fairbanks last year and never heard what the outcome of that incident was. Mr. Stern asked Chief Dupee how he viewed issues with pedestrians having to jaywalk where there were not enough crosswalks to get across roads like College Road and that kind of thing.

Chief Dupee explained that obviously it was a safety issue if they were not able to safely cross the road but there were crosswalks periodically throughout the roadway and they might have to go down a little bit further. Chief Dupee explained that it was similar to the bike path issues they had and sometimes they had to skirt around some intersections to get back onto the bike path. Chief Dupee explained that he would be for supporting any crosswalks or anything like that. Chief Dupee explained that he knew they were talking about putting a crosswalk in on Wilbur Street right by the baseball fields because they had a lot of jaywalking between the parking lot in the Panners Field and the youth fields there. Chief Dupee explained that he knew they took some planning, work, and obviously some money to put in and maintain, so those were always concerns that the governments were going to have.

Mr. Richardson explained that he was a bicycle rider and crossed the street, and his question was about the ruling for bicycles crossing the street. Mr. Richardson stated that when he crossed, he did not push the button, so the sign said; "Do Not Walk", but if he pushed that button, it restricted the traffic for 23 seconds or thereabout. Mr. Richardson explained that if the red light was in his favor, he crossed and wanted to know if he was legally correct or wrong.

Chief Dupee explained that technically you were supposed to wait for that little sign to tell you to walk, but likewise there was also a statute that said if anybody was in the crosswalk, you were supposed to yield to so that that would be up to the officer's discretion to look into that and see what they thought if you were to get hit, what the other driver said, and what you had to say and make a determination whether he had enough reasonable supposition to issue that citation or not. Chief Dupee stated that he just recommended pushing the button.

Mr. Richardson stated that his comment on that was a technical one for the engineers and was that they should have two buttons: one for a quick cross and the other one for a restricted person that took a long time to cross the street.

Chief Dupee explained that he knew they got a lot of dirty looks from the people in the cars too.

Mr. Zervos stated that given the limitations they were facing with personnel shortages and financial situation that he was facing if there was some reasonable or productive action that they could take to bring it to enforce these ordinances or bring it to the attention of the police officers since it was definitely important to this group.

Chief Dupee explained that if they had an incident like the one described here earlier, the City Ordinance that they used was Fairbanks General Code 78-578 which was "Driving A Motor Vehicle Where Prohibited". Chief Dupee explained that the statute covered parks, parking lots, bike paths, and trails so if you had that handy and provided it to the officer that was one less thing that they had to look up. Chief Dupee explained that just having knowledge about the statutes would be helpful to the officers.

Mr. Stern asked if that statute applied to private roads like in the box store areas.

Chief Dupee asked if Mr. Stern meant the roads over by Wal Mart/Johansen area.

Mr. Stern stated that Chief Dupee was correct.

Chief Dupee explained that those were all public roadways now and believed that the City took those over last year or two years ago with some snow removal space dealings with the Bentley Trust. Chief Dupee explained that it could and ATVs and dirt bikes if they were not street legal, were not allowed to be on those roads at all unless they were crossing at a 90 degree angle so they could be cited for that as well.

Mr. Stowman asked Chief Dupee if, in this case, where the person on the bicycle had both property damage to the bicycle and an injury, was there any advantage to having the other party cited or did the fact that it was on a bike path and not a roadway mean that there not much that was going to happen either way.

Chief Dupee explained that like he said, he wished he would have reviewed this a little bit more before talking with them. Chief Dupee explained that depending on the severity of the injury, there could be a criminal assault charge that occurred out

of that. Chief Dupee stated ultimately in any traffic accident in the State of Alaska, the officers did not determine fault. Chief Dupee explained that they might issue a citation, but it was up to the insurance companies to figure out who was at fault in the accident. Chief Dupee explained that sometimes the citation would help with that with the insurance companies being able to determine who was at fault, but they did not determine fault. Chief Dupee explained that those wound up being civil issues in the grand scheme of things. Chief Dupee explained that any kind of property damage, accident, or anything like that would be up to the insurance companies or a civil court to determine the outcome. Chief Dupee explained that in this case, if there was damage to the bicycle, the owner of the bicycle could probably go after the motorcycle driver civilly. Chief Dupee explained that as far as the injury went, if it was a severe injury and the driver of the motorcycle was being negligent in the operation of that motorcycle, they might be able to forward over an assault charge if the District Attorney would accept it for that case.

Dr. Belz asked Chief Dupee if riding on a non-motorized path with a motorized vehicle count as negligence.

Chief Dupee explained that it could, but you would probably have to have a little bit more than that like driving too fast, not paying attention, or popping a wheelie. Chief Dupee continued that you would want to articulate something else that made it rise to the level of neglect.

Mr. Zervos commented that it was negligence per say even in violation of an ordinance when this accident happened. Mr. Zervos explained that negligence was easy to prove, the problem was getting a police officer to issue the citation which was legitimate in this instance he believed to do.

Chief Dupee explained that they would have no problem with the violation for riding in a prohibited area. Chief Dupee explained that as far as the accident and an assault charge, it was not actually a citation, it would be an arrestable offense so that would be a little bit harder of a sell. Chief Dupee explained that you would have to have a lot of information to be able to articulate the driver being negligent and it would be a lot tougher sell.

Mr. Stern stated that the City had an ordinance about snow removal on sidewalks and he was curious if Chief Dupee recalled issuing any citations about that or if they waited for Public Works to bring it to their attention, or just what their position was on the enforcement of that ordinance.

Chief Dupee explained that they did not issue those citations and he believed that Public Works went out and put up notices and they did some citations, but the Police Department had nothing to do with issuing citations for snow removal or throwing the snow on a roadway.

Dr. Belz commented that as they heard in the public comment last time and unfortunately Chief Dupee was not familiar with the notes from the officer that responded, it seemed fairly clear that this was an incident that resulted in both injury and property damage as they heard a couple other committee members say, and it also appeared that their bike was clearly operating unlawfully so he was struggling with this and found it incredibly troubling that no citation was given. Dr. Belz commented that he would consider himself a self-reported bike expert and the bike they saw in that picture was a fairly expensive road bike and those could go anywhere from \$2,000-\$6,000. Dr. Belz asked if this was clearly a crash, he

would determine it a crash, and on this bike path and based on one of Chief Dupee's previous comments because there was not a code in the model minimum uniform crash criteria, and there was not a place to check off this bike path incident whether that would be listed in the 2021 crash data when they received that set of records.

Chief Dupee explained that it would not be in that set of records if they did not fill out the action report form or issue the participation report forms.

Dr. Belz asked Chief Dupee whether he thought a form was filled out for this incident.

Chief Dupee explained that they were given 12-209 forms which were the participation forms for minor accidents that the participants filled out themselves and submitted so it might show up on that report if they filled it out and submitted it.

Dr. Belz asked Chief Dupee if the property damage cutoff was \$2,000 and if it was less than \$2,000 that meant that it did not get included in that database.

Chief Dupee explained that he did not know what was reported to the database but anything over \$2,000 required the Police Department to take a report on it and anything under that amount, over \$500 but under \$2000, they issued the State 12-209 form and the individual drivers filled that submitted it to DMV themselves.

Dr. Belz explained that just seemed problematic because it was not a cheap bike and they heard from the witness who testified stated that they deemed the bike totaled as it was clearly trashed, and they had to get a new one.

Dr. Belz asked Chief Dupee to clarify his comment about General Code 78-578 and operation of a motor vehicle where it was prohibited and whether that meant any motor vehicle and applied to unlawful motor vehicles. Dr. Belz asked if an off-highway vehicles such as an ATV, snowmachine, or dirt bike fell into that category of motor vehicle under that Code because it was not technically a lawful motor vehicle to be operating on any public roadway or public infrastructure unless for the purpose of crossing.

Chief Dupee explained that Dr. Belz was correct. Chief Dupee explained that the Ordinance specifically stated; "No person shall operate a motor vehicle, motor bike, or motor driven cycle in any park, playground, school ground, or bicycle path within the city except on pathways specifically designed for such purpose, except that authorized maintenance vehicles shall be exempt from this section.

Dr. Belz explained that it sounded like they would fall under that category.

Chief Dupee stated that he would say so.

Dr. Belz stated the Chief Dupee mentioned the no pursuit policy and they heard the same thing from a State Trooper representative. Dr. Belz stated that some time after that he was testifying in front of the House Transportation Committee about potentially allowing off highway vehicles on roadways in the state and was told that policy was incorrect and wondered if Chief Dupee could provide them with a copy of that policy.

Chief Dupee explained that most of their policies were on their website.

Dr. Belz asked Chief Dupee if the Policies and Procedures Manual was on the website and if he knew the policy number.

Chief Dupee explained the policy for Pursuits was Procedure 10.14.

Dr. Belz read that the purpose of this policy was to establish clear guidelines for sworn personnel assisting them to make safe and reasonable decisions regarding emergency vehicle operation, call response, and vehicular pursuits and the remainder of the document redacted and not available for public inspection because it could interfere with enforcement proceedings. Dr. Belz explained that the reason he was asking was because they had heard there was a policy and that there was not a policy, so he was just looking for answers.

Chief Dupee explained that just from an administrative standpoint if you had a policy where you authorized the pursuit of motorcycles or ATVs you were opening your department and your governmental body up to huge liability and that was across the country, not just in Fairbanks. Chief Dupee explained that he highly doubted that the Troopers pursued ATVs or motorcycles. Chief Dupee stated that if Lt. Carson said that was what they did, then he would go with what he was telling you.

Dr. Belz stated that his supervisor in the House Transportation Committee said that they did not have a policy and that they were told that incorrectly.

Chief Dupee stated that he would ask who the supervisor was and then was he actually a trooper on the road or was it a politician.

Dr. Belz commented that he would have to go back and remind himself who represented the State Troopers at that meeting. Dr. Belz commented that if you had a vehicle doing 110 mph down the Johansen, he would say that the Police Department of the Troopers would probably pursue that vehicle and asked Chief Dupee if that was correct.

Chief Dupee stated that was correct.

Dr. Belz asked Chief Dupee how that posed any less risk of injury to themselves or others pursuing an off-highway vehicle that was operating on a bike path that decided to flee.

Chief Dupee explained that if they were pursuing a motorcycle on a bike path that meant that the patrol car most likely had to be on the bike path as you could imagine it was probably not a good outcome for anybody who was walking or riding a bicycle on that path. Chief Dupee explained that about 90% of the motorcycles or "crotch rockets" that they attempted to stop took off on them and if you could imagine one of those things going 110 mph, losing control, and what was left when they finally arrived on scene, it was just not worth the liability or the risk to the public or that driver to pursue them.

Dr. Belz stated that Chief Dupee mentioned that the citation that would have been or perhaps should have been issued would have been for operating a motor vehicle on a bike path with a \$40 fine, \$20 surcharge, and no points violation and was curious what the fine would be for doing 15 miles per hour over the speed limit.

Chief Dupee explained that it went by dollars per mile for speed limit offenses so for 15 mph over the limit it would be a \$150 fine plus a \$20 surcharge and 4 points on their license.

Dr. Belz thanked Chief Dupee for entertaining their questions.

Mr. Naibert thanked Chief Dupee for answering their questions and asked if Code 78-578 applied to sidewalks as well and if they made a distinction between bike paths and sidewalks.

Chief Dupee responded that there was no definition in the ordinance, but he would say that sidewalks would be covered in that.

Mr. Stern commented that with the increased popularity of e-bikes he was curious if they had studied that at all from the standpoint of the different classes of e-bikes and their top speeds and how that impacted sidewalks and bike paths.

Chief Dupee stated to be honest they had not looked at that at all.

Mr. Stowman commented that it seemed like they might need to soon.

Dr. Belz commented e-scooters too and not just the e-bikes. Dr. Belz asked if there were any other questions for Chief Dupee from the Committee.

Mr. Stowman commented that he did not have any questions but wanted to thank Chief Dupee for letting them participate and providing more information.

Chief Dupee commented that he appreciated them having him and that it was always good when they were able to have these conversations. Chief Dupee commented that normally it was better when they did not have an incident that they were referring to but anytime they wanted to hear from them, just let them know and they could chat.

Mr. Zervos thanked Chief Dupee.

b. Mapping of Priority Routes for Non-Motorized Facilities

- ***Presentation of new map created to show sidewalks/paths that are currently maintained, intermittently maintained, and non-maintained (view draft at***

<https://fastplanning.maps.arcgis.com/apps/instant/media/index.html?appid=fed9428463de489194c55aacc53122f>

Mr. Fox explained that the packet contained the written descriptions for the priority routes for maintenance of sidewalks and paths in our area. Mr. Fox explained that there was some contention about timelines for clearing after a winter snowstorm. Mr. Fox stated that in his communications with the Task Force he had added a disclaimer that the timelines were just recommendations, and the actual timelines would be evaluated and tracked this coming winter so they could come back a year from now and more accurately estimate what those timelines would be. Mr. Fox explained that the map was accepted but the Task Force wanted them to create a second map with the existing conditions of what was being maintained regularly, intermittently, and what facilities were not maintained due to lack of a dedicated budget and labor shortages that each of the agencies were facing. Mr. Fox stated that our goal was to make it public facing by the 4th Annual Winter Maintenance Forum and show the proposed priorities versus what was happening today.

c. 4th Annual Winter Maintenance Forum – October 26, 2021

- ***Final forum agenda, guest speaker list, advertising plan, and meeting format***

Mr. Fox noted that the location of the Forum had changed from Pioneer Park to the Noel Wien Public Library Auditorium and got permission for the City and DOT to park some of their equipment in the parking lot for kids to sit in.

Mr. Fox noted that the agenda included in the meeting packet contained the speakers who would be attending, they would be handing out door prizes after the presentations, and the first 50 people in the door would receive a winter hat with the FAST Planning logo on it.

Mr. Stern stated that they might want to consider KRFF because they did a lot of public programming too.

8. New Business

a. Chena Hot Springs Road Multi-Use Trail

- ***Continuation of the discussion of public comment received at August 26, 2021 Meeting***

Mr. Fox explained that Ms. Lunsford attended the previous meeting and passed along Mr. Sweeney's comments which generated discussion and were included in the meeting packet, so he kept it on the agenda to continue the discussion at this meeting.

Dr. Belz explained that Mr. Sweeney provided context about what the work was, and it seemed like there was some discrepancies about what the trail was and what it was supposed to be.

Mr. Heim commented that he was interested to see what Mr. Sweeney wanted the outcome to be and whether the idea was to make the trail more motorized.

Mr. Stern commented that in reading over the design specs for it, he was not clear what the difference was between Type A material and the E-1 surface that the path was going to have. Mr. Stern continued that when he drove through there and looked at the surface it was rough enough that he did not think anybody with a standard bicycle would want to be riding a bike on because it looked like some of the material was pretty large.

Mr. Heim explained that the E-1 surface course was angular, finer material that locked together and shed water better than the regular Type A which was basically pit run gravel.

Mr. Stern asked if that meant you ended up with a rougher surface.

Mr. Heim stated that it was not as rough as pit run and it was more mountain bike type material similar to what was along the lower part of the UAF bike trail along Sheep Creek Connector and not really meant for road bikes and was more for a gravel or mountain bike.

Mr. Stern stated that on the original paperwork the Borough made it clear they were not going to do any maintenance on the trail and the FAST Planning boundary only went out about two miles on this trail. Mr. Stern commented that he did not know if it fell under the purview of DOT, and it did not sound like DOT was interested in doing any winter maintenance either so it would be one of those unmaintained winter trails.

Mr. Heim explained that DOT's position was that it was part of the Borough trail system and had not maintained it in the wintertime and just maintained drainage issues on it in the summer and this job just put in back to the condition it was in 30 years ago.

Mr. Stern asked if that meant that DOT was going to maintain it all the way out beyond Nordale.

Mr. Heim stated that DOT just fixed it up and would not go back out there unless it became a problem or affected the roadway again.

Dr. Belz asked Mr. Heim if the path was completed.

Mr. Heim stated that he thought that it was about 2/3 completed.

Dr. Belz asked if the trail was DOT property or Borough property because Bryan White of the Borough indicated that it was part of the trail network and not DOT's.

Mr. Heim explained that it got built with a DOT project and was in the DOT right-of-way and became a DOT issue when it inundated the roadway, so they fixed it up and put it back to its original condition. Mr. Heim stated that there were service area roads out there that were not owned by anybody.

Dr. Belz asked if a sign were to go up who would be responsible for that as he knew that DOT was not in the business of maintaining trails.

Mr. Heim stated that he could not think of a place in town with a sign like that and DOT did not maintain trails and just fixed them when they were causing a problem in the right of way.

Dr. Belz commented that he thought this should be kept as an agenda item for the next meeting and to invite Pam Golden of DOT and Bryant Wright of the Borough.

9. Other Issues

Mr. Zervos commented that since they had talked to the Chief, he still believed a letter was important because the incident caused property damage and injury and he thought they should write a polite but firm letter about their position on that incident.

Dr. Belz agreed and thought it was important for their committee to take a position on it and give it more visibility and he assumed that since it came from BPAC it would funnel up through the ranks and be a FAST Planning letter.

10. Committee Member Comments

- Mr. Stern asked Mr. Heim about slippery crosswalk paint and wondered if there was any refresh job that could be done on that paint to make it less slippery.
- Mr. Heim stated that the paint was waterproof so when it got wet it was slippery and was not aware of an anti-slip surface for pavement markings but would dig into that.
- Mr. Stern stated that the cross hatches were going to be the ones that ended up slippery.
- Mr. Heim stated that he was talking about getting rid of the rungs and in normal crosswalks there were usually no rungs unless they were school zones but when you put in a midblock crossing you were required to put those rungs, but they could look to get rid of those in future designs.
- Mr. Zervos commented that he had never heard of that but talked to a few people who agreed that it was slippery when trying to walk on those crosswalks.
- Mr. Heim explained that those were a requirement and in school zones and mid-block crossings you were required to have those rungs.
- Dr. Belz commented that he agreed with Mr. Heim that did not think there was a product on the market that might be a solution for that or how effective it would be. Dr. Belz commented that it would probably help with the water issue but not in the winter and he thought the issue was more that it had slightly less friction than the pavement.

- Mr. Richardson commented that he thought that on multilane streets like Airport Way the right turn lane should stop at the crosswalk and the other lanes should be recessed six or eight feet and would recommend that they send something to engineering to figure out a way to recess those two lanes.
- Dr. Belz commented that it was a standard design in some places and asked Mr. Heim why it was not more common here in Fairbanks.
- Mr. Heim asked Mr. Richardson if meant he wanted the right lane and the turn lane set back because people parked in the crosswalk when he tried to cross, people crept into it, or the people in the right turn lane could not see him until they were in the crosswalk.
- Mr. Richardson stated that cars in the right turn lane could see if someone was in the crosswalk.
- Dr. Belz commented that he had seen it other places in the United States where they had recessed the through lane and right turn lane.

11. Adjournment

Motion to adjourn. (Richardson/Zervos). The meeting adjourned at 7:05 p.m. The next BPAC meeting is Thursday, October 28, 2021, 5-7 p.m.

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

Date: 10/29/2021