



Bicycle & Pedestrian Advisory Committee Meeting Minutes

October 28, 2021 • 5:00 p.m. -7:00 p.m.

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

By telephone at: 1 (253) 215-8782 Meeting ID: 833-4459-1431

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

Don Galligan

Beezy Bentzen

Susan Bissell

John Netardus

Daryl Schafer

Robert Todd

Stan Justice

***BPAC Representative**

****FAST Planning Staff**

3. Approval of the October 28, 2021 Agenda

Motion: To approve the October 28, 2021 Agenda as presented.

(Stowman/Richardson).

Discussion: Mr. Richardson asked about the email Mr. Fox sent them about the blockage on Ballaine Road.

Mr. Fox explained that he would share the email during the Public Comment period.

Vote on Motion: None opposed. Approved.

4. Approval of the September 30, 2021 Meeting Minutes

Motion: To approve the September 30, 2021 Meeting Minutes with edits.

(Richardson/Stern).

Discussion: Mr. Richardson, Mr. Stern, and Mr. Zervos had edits to the meeting minutes.

Vote on Motion: None opposed. Approved.

5. Staff /Working Group/Chair Reports

Mr. Fox provided the following updates:

- The Policy Board authorized opening the right-of-way phase of the plan to establish a trail on Alaska Railroad land, but the DOT estimate of what the land lease should cost differs greatly from the Alaska Railroad estimate.
- The Policy Board passed a motion to add a public safety representative to the Technical Committee and wanted the representative to be a law enforcement officer. Their preference was to have a State Trooper.
- The Policy Board approved the FAST Planning 2022 Meeting Calendar.
- The FAST Planning Bylaws were changed to add a seat for a law enforcement representative to the Technical Committee.
- The regulation was passed by the Governor to allow all purpose vehicles on public roadways. The City of Fairbanks will be drafting ordinances both for and against all purpose vehicles operating on public roads. The Borough would also like to ban all purpose vehicles on roadways but has no road or police powers to enforce that.

6. Public Comment Period: Jim Sweeney submitted comments (shown below) to FAST Planning to be read into the public comment.

From: sweeneys@acsalaska.net <sweeneys@acsalaska.net>

Sent: Wednesday, October 27, 2021 10:47 AM

To: Olivia Lunsford <olivia.lunsford@fastplanning.us>; Jackson Fox <jackson.fox@fastplanning.us>

Subject: October BPAC Meeting comments on Chena Hot Springs Road Multi-use Path

Hello,

I offer these comments for the October BPAC Meeting on the subject of the Chena Hot Springs Road Multi-use Path:

My concerns about this path are that the laws of the State of Alaska, the AKDOT&PF policies, the FNSB Right of Way Acquisition process and the Alaska Traffic Manual are not being followed. The explanations in the meeting packet that this "motorized multi-use trail" is the result of a public process falls short when you consider that the law making and rule-making of the state is also the result of a public process, namely electing legislators and a governor.

Here is what I object to:

1. A trail which permits simultaneous use by ATVs and pedestrians violates 13 AAC 02.455. Operation on highways and other locations: (g) No snowmobile or other off-highway vehicle may cross or travel on a sidewalk, a location intended for pedestrian or other nonmotorized traffic. It is ironic that per the Design Study Report, ADA standards are being applied to a trail while the designers simultaneously believe that ATV traffic is allowed.

2. The AKDOT&PF policy on snowmachines and ATVs is found at:

https://dot.alaska.gov/stwdplng/hwysafety/assets/pdf/DOT_Policy_Snowmachines_ATV.pdf It states in part: "As guidance, the department will not prepare and maintain, or

allow others to prepare and maintain, a dedicated snow machine or OHV pathway within the highway right of way."

The Chena Hot Spring Road Design Study Report does not mention "motorized multi-use trail" or ATV use at all, much less this DOT policy.

3. The FNSB has a process for acquisition of trail easement is found at https://fairbanksak.myrec.com/forms/5996_trailrowacquisitionflowchart2011.pdf. But apparently the flowchart process is being ignored because once the Trails Advisory Commission recommends a trail be added, the trail becomes instantly legal, no borough legal review, no DOT permit, no mayor signature. If we follow this logic, I can (legally) drive my ATV from my house along the multi-use trail to the Steese Post Office. I would travel under the Steese Highway Bridge on the new sidewalk there and cross traffic lanes at the pedestrian crosswalks because the trail is shown on the borough trail map going under the bridge and to the Old Steese Highway.

4. The Chena Hot Springs Road design plans do not have any signing for the multi-use trail and the "Pedestrian Crossing" sign near Bennet Road has been removed under the contract. However, the Alaska Traffic Manual states the following:

Sect. 2B.01 to 2B.03 CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES Section 2B.01 Application of Regulatory Signs Standard:

01 Regulatory signs shall be used to inform road users of selected traffic laws or regulations and indicate the applicability of the legal requirements.

02 Regulatory signs shall be installed at or near where the regulations apply. The signs shall clearly indicate the requirements imposed by the regulations and shall be designed and installed to provide adequate visibility and legibility in order to obtain compliance.

Apparently, this word "shall" is being interpreted in as being somehow optional.

Thank you for the opportunity to comment.

Regards,
James Sweeney
816 Esro Rd.
Fairbanks, AK

Stan Justice thanked everyone for all their work. Mr. Justice commented that he had a concern about the Skarland Trail near Yankovich and Ballaine Roads where a new box was installed right in the trail. Mr. Justice commented that it seemed like there were a lot of different options for placing that box somewhere else. Mr. Justice commented that he thought overall the DOT did not recognize that there was a trail there even though it was heavily used. Mr. Justice commented that he did not know what it would take to convince them that there was a trail there. Mr. Justice stated that DOT gave them a paved path but when it got to the subdivision it got eliminated so the users were left to make their own trail past the subdivision. Mr. Justice commented that they needed to convince the DOT not to bury the trail with snow and to get rid of the boxes. Mr. Justice explained that he had spoken with Bryant Wright of the Borough to get a detailed map of the trail.

Dr. Belz explained that he thought they needed more details before taking any action.

7. Old Business

a. Letter to Local Law Enforcement Agencies (Action Item)

- ***Consideration of Advancing Letter Regarding Safety and Enforcement Concerns with Motorized Vehicle Use on Sidewalks/Paths to Local Law Enforcement Agencies***

Mr. Fox explained that the meeting packet contained a three-page letter addressed to the Captain of the Alaska State Troopers in Fairbanks and the two City Police Chiefs regarding the accident on the Johansen Expressway Path near Peger Road where a dirt bike struck a bicyclist. Mr. Fox explained that the letter served to bring light to this issue. The letter also requested that law enforcement officers acted to better enforce the laws pertaining to use of motorized vehicles on non-motorized sidewalks/paths. Mr. Fox stated that the letter would be taken to both the Technical Committee and Policy Board for consideration and approval. Mr. Fox explained that if approved by the Policy Board, the letter would be sent to those officials.

Public Comment: No public comment.

Motion: To accept this letter and have it signed and sent forward to the Technical Committee. (Zervos/Stowman).

Discussion: Mr. Stern suggested modification of Item #6 regarding the data sharing arrangement with the Bicycle/Pedestrian Advisory Committee (BPAC) and thought that should be changed to "FAST Planning" as the BPAC was an advisory committee.

Amendment to the Motion: To amend the letter to change "BPAC" to "FAST Planning" in Item #6 and delete Item #7. (Stern/Naibert).

Discussion: Mr. Naibert commented that he was looking up the North Pole ordinances and did not see anything about non-motorized paths or sidewalks, so he thought the State regulations applied there.

Amendment to the Motion: To amend the letter in the second paragraph to include "Fairbanks" in front of the word "Ordinance". (Naibert/Stowman).

Vote on Amendment to the Motion: None opposed. Approved.

Amended Motion: To accept this letter and have it signed and sent forward to the Technical Committee, change "BPAC" to "FAST Planning" in Item #6, delete Item #7, and in the second paragraph include "Fairbanks" in front of the word "Ordinance".

Vote on Motion as Amended: None opposed Approved.

b. Chena Hot Springs Road Multi-Use Trail

- ***Continuation of Discussion with Pam Golden (DOT&PF) and Bryant Wright (FNSB)***

Mr. Fox explained that the meeting packet contained the written responses from both DOT&PF and the Fairbanks North Star Borough to Mr. Sweeney's questions about use of the multi-use path or trail along Chena Hot Springs Road where he lived. Mr. Fox explained that Mr. Sweeney's questions were answered to the best of their ability and thought no further action would be taken by the DOT&PF, the Borough, or the BPAC on this issue.

8. New Business

a. Crosswalk Markings

- ***Discussion of Slippery Conditions of Crosswalk Markings with Rain/Ice/Snow***

Mr. Fox explained that the packet contained information provided by Carl Heim of DOT&PF and introduced Mr. Heim who explained the specifications DOT&PF used for the placement and types of paint used to mark crosswalks. Mr. Heim explained the graphic in the packet showed a different pattern for midblock crossings that did not have a solid bar. Mr. Heim further explained the specifications for highway paint, including Methyl-methacrylate, which lasts longer, is more durable, has anti-skid and friction-able elements, and was not supposed to be slippery. Mr. Heim explained that it could be slippery, however, with frost and heavy rains.

Mr. Richardson stated he had seen some of this paint around town and when it was new it worked pretty well but as it got older it got pretty slick. Mr. Heim explained that the surface would wear down over time with snow plowing and studded tires.

Mr. Zervos asked Mr. Heim if there were plans to try out the crosswalk type shown on the graphic in the packet.

Mr. Heim said he was open to it and planned to give it a try, possibly at the new Farmers Market crosswalk installation.

Mr. Zervos asked if there was something that could be done at the Cowles Street crosswalk or if it needed to be replaced.

Mr. Heim responded that he thought the crosswalk was five years old, but there was a project to reconstruct Cowles Street and he would check with Ivet Hall at DOT who was in charge of that project.

Dr. Belz asked if this particular design was for rectangular rapid flashing beacons or any crossing.

Mr. Heim explained this was for midblock crossings with or without rectangular rapid flashing beacons, just not at the main intersection.

Dr. Belz further asked if there was a quality assurance process for the appropriate gradation of grit in the paint to make sure it had enough traction in it.

Mr. Heim said yes, it went through a rigorous review during the manufacturing process, submittal review, and testing during construction.

b. Asphalt Path Maintenance – Repair vs. Reconstruction

Mr. Fox explained that the intention of this item was to show the pictures that Mr. Stern had taken and to pose questions to John Netardus of DOT. Mr. Fox then introduced Mr. Netardus to explain the possible solutions for the issues shown in the pictures of the paths. The path locations discussed were Parks Highway - Geist Road to Faith Lane and bottom of hill to Ester Path, Chena Pump Road - Nebula to Roland-Amherst to Palo Verde, Farmers Loop, Davis Road, Birch Hill Path, Hurst Road, Chena Lakes, and Plack Road.

9. Other Issues

No other issues.

10. Committee Member Comments

- Mr. Zervos thanked Mr. Sweeney for bringing the Chena Hot Springs Road multi-use path issue to them and for the responses that were received from DOT and the Borough.
- Mr. Stern commented that for a future topic he thought it would be interesting to hear from the insurance industry about the issue of insuring ATVs and whether the coverage would ensure coverage for use on paths because there was an incident that had significant costs associated with it and it would be interesting to know what the situation was.
- Dr. Belz commented that he shared Mr. Stern's concerns with how that would extend to areas where motorized vehicles were not intended to be operated.

11. Adjournment

Motion to adjourn. (Zervos/Richardson). The meeting adjourned at 6:59 p.m. The next BPAC meeting is Thursday, November 18, 2021, 5-7 p.m.

Approved: 
Nathan Belz, Chair

Date: 3/3/22