



Bicycle & Pedestrian Advisory Committee Meeting Minutes

November 18, 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: 813-6600-5939

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

*Carl Heim

*Travis Naibert

*Jim Richardson

*Peter Stern

*John Stowman

*Larry Zervos

**Jackson Fox

**Olivia Lunsford, Vice Chair

**Deborah Todd

Don Galligan

Stan Justice

Beezy Bentzen

***BPAC Representative**

****FAST Planning Staff**

3. Approval of the November 18, 2021 Agenda

Motion: To approve the November 18, 2021 Agenda. (Stern/Stowman).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the October 28, 2021 Meeting Minutes

Motion: To approve the October 28, 2021 Meeting Minutes. (Richardson/Stowman).

Amendment to the Motion: To postpone approval of the October 28, 2021 meeting minutes to the December 16, 2021 meeting to allow for revisions to Sections 8a and 8b and to provide more detail as to what took place at the meeting. (Stern/Zervos).

Discussion: Mr. Stern commented that he felt the topics deserved more detail in the minutes because they spent quite a bit of time at various meetings on the crosswalk issue and there was important material that Carl Heim and John Netardus brought up that needed to be reflected better in the minutes.

Dr. Belz commented that Mr. Stern probably saw Mr. Fox's response that it was standard practice for non-action items to provide summaries that were shorter and less

detailed in the meeting minutes but if it was the feeling of the Committee, then they should certainly provide more details.

Mr. Stern stated that he felt that there should be more detail and the issues that Mr. Heim and Mr. Netardus brought up should be in the minutes.

Dr. Belz asked Mr. Stern if a bulleted list of each of the locations discussed and the highlights for each location were included the minutes.

Mr. Stern commented that was acceptable to him.

Vote on Amended Motion: None opposed. Approved.

Amended Motion: To postpone approval of the October 28, 2021 meeting minutes to allow revisions to Sections 8a and 8b of the meeting minutes to the December 16, 2021 meeting to provide more detail as to what took place at the meeting.

Vote on Motion as Amended: None opposed. Approved.

5. Staff /Working Group/Chair Reports

Mr. Fox provided the following updates:

- The letter the BPAC wrote regarding safety and enforcement concerns about motorized vehicles on non-motorized paths was approved by the Technical Committee and Policy Board. The letter was signed by Dr. Belz as Chair and then forwarded via email to the four enforcement offices.
- Mr. Stern thanked FAST Planning staff for the work they did on the Maintenance Forum and thought they did a remarkable job. Mr. Stern commented that he thought it was a successful and well attended event.
- Mr. Fox thanked Mr. Stern and explained that it was a success and 50 people attended both in person or via Zoom. Mr. Fox explained that there was a good lineup of presentations and this year there were two new presentations: one by REI regarding bicycle winter biking maintenance and safety as well as the School District about issues with snow removal at bus stops and how snow removal at the schools was scheduled and prioritized.
- Mr. Richardson asked Mr. Fox if the City Council had received the letter since the City Council had approved the Ordinance.
- Mr. Fox clarified that the City Council had not approved that Ordinance. Mr. Fox explained that Ordinances had to go through two meetings. At the first meeting, the Ordinance was amended to prohibit all-purpose vehicles from operating on all public roadways within City limits and that would go to the November 22, 2021 City Council meeting for a vote.
- Dr. Belz explained that Chief Chambers, City of Fairbanks Fire Department, and Chief Dupee, Fairbanks Police Department, were present at that meeting and expressed concern about allowing off-highway vehicles on the roads and they could not support an Ordinance that allowed that. Dr. Belz clarified that BPAC members could not speak on behalf of BPAC but could comment as Fairbanks residents.
- Mr. Stern explained that there was at least one other amendment to the Ordinance that Councilman Cleworth was working so there had been some changes to that Ordinance, but the focus was still the same.

6. Public Comment Period:

Stan Justice thanked them all for serving. Mr. Justice commented that at the last meeting he brought up the electrical equipment at the intersection of Yankovich Road and Ballaine Road. Mr. Justice commented that he was happy to report that Mr. Rex Young of the Permitting Division had noticed that they had not followed directions and put it to close to the property line, so he told them to fix it. Mr. Justice explained that they were able to move all the equipment to the back side which cleared the path, and the problem was solved. Mr. Justice commented that the Contractor said that it did not look like a trail to him. Mr. Justice commented that if the trail could be made to look like a trail, they would not have this problem. Mr. Justice explained that he would like to see some D-1 spread on it and compacted. Mr. Justice commented that they should have some stop signs where the trail crossed Fairway Drive in two places. Mr. Justice commented that those signs had been sheared off years ago so replacing them would help make it look like something instead of just a weird hole in the ditch.

Dr. Belz thanked Mr. Justice for bringing that to their attention and for continuing to be an advocate for non-motorized users and recreators in the Fairbanks area. Dr. Belz commented that he was not sure who the appropriate entity was to address that issue.

Mr. Fox stated that he thought a request could be made to DOT Maintenance next summer to spread some D-1 or riprap out there and get the signs fixed that were sheared off, but it did not seem like a thing that needed to be on the project list.

Dr. Belz stated that he would put it on his list to reach out to Ms. Schacher about.

7. Old Business

No old business.

8. New Business

a. Right Turn Lane Design Considerations at Crosswalk Locations

Mr. Fox explained that this topic was brought up by Mr. Richardson about the issue with right-turn lanes at crosswalk locations and pedestrian refuges that looked like pork chops. Mr. Fox explained some information was relayed back to them from Dr. Belz and Mr. Heim. Mr. Fox stated that he forwarded Mr. Richardson's email request to Dr. Belz and Mr. Heim and in response to that email, Dr. Belz had provided an excerpt from the MUTCD. Mr. Fox explained that as the BPAC discussed these suggestions, they could establish a working group to look at the letter or an informational packet for designers. Mr. Fox commented that he hoped they could come up with some ideas for how FAST Planning could help.

Dr. Belz explained that the configuration he presented came directly from the MUTCD. Dr. Belz explained that the left most lane in that configuration got set back to accommodate the larger turn radii needed for large vehicles. Dr. Belz also pointed out that there was an island bump-out feature and that trucks still had to go wide to access that left-turn lane. Dr. Belz noted that recessing crosswalks altogether would be another option and used the example of the Geist/University/Johansen where you had two left lanes, two thru-lanes, and a righthand turn lane. Dr. Belz explained that arrangement did not address the issue of stopping in the crosswalk. Dr. Belz explained that he could not find anything exactly like what Mr. Richardson or Mr. Heim had but it seemed to him that it was similar enough to the other situations that maybe it would be suitable as part of the experimental features pot of money.

Mr. Heim stated that he found some graphics of different features and thought it would have to be applied to a new intersection or reconstruction of an intersection.

Mr. Heim commented that he wondered if people would obey the new stop bar. Mr. Heim stated that if they were doing a reconstruction, they could put a sign out there that said, "Stop Here on Red". Mr. Heim pointed out that in the winter it would be covered in snow, and if you pulled all the lanes back, you would not be able to see. Mr. Heim stated that they had rebuilt intersections but did not know where this idea would apply, and you also had to have enforcement for it.

Dr. Belz commented that they could spend six months to a year looking at compliance with the stop bar feature and then another six months to a year to see if seasonal conditions made a difference and how it affected the rest of the geometrics. Dr. Belz commented that the intersections were designed to queue so many vehicles so if they bumped it back a car length, it could potentially pose other issues further upstream of the intersection.

Mr. Heim stated that he would worry about the sight distance out there. Mr. Heim stated that the queues were okay, but could you see around trees, the fences, and where signal poles were in the way or something like that. Mr. Heim stated that he thought this was something that designers were aware of but did not do that often because they hardly ever rebuilt intersections and because of all the things that got built up around the intersections.

Mr. Stern commented that he did not know whether Pam Golden of DOT would get involved in a discussion on this, but thought it was worth doing. Mr. Stern stated that two intersections where he into problems were Airport and Peger and Danby and Johansen, specifically, the southbound right turn lane on Danby. Mr. Stern explained that it made it very difficult to see the oncoming westbound traffic when a huge pickup truck was sitting in the lane next to you. Mr. Stern commented that the same situation occurred southbound on Peger Road when you were making a right turn to go west on Airport Way. Mr. Stern added that the vehicles creeping into the crosswalk made it hard to see pedestrians and westbound traffic on Airport Way. Mr. Stern thought it should be looked into and considered for a test situation for future intersection design.

Ms. Coleman commented that she agreed with Mr. Heim that people did not stop at the stop bar even when there was no snow covering it. Ms. Coleman wondered if DOT had ever mounted signs up near the signal as they came to the intersection. Ms. Coleman commented that she did not know if she had ever seen signs on the horizontal bar the signals were mounted on.

Mr. Heim stated that he did not know and thought that maybe in some of the bigger cities he had seen that, but not in Fairbanks. Mr. Heim commented that they had pedestrian crossing signs, but they did not have that many signs on the signal poles in Fairbanks. Mr. Heim added that it was hard to get a sign up there that you could see.

Dr. Belz stated that he had seen signs mounted to the right of the lane either by the sidewalk or where the pedestrian actuation button was in all kinds of different forms. Dr. Belz explained that some were larger but the problem with signage was that people ignored signs and if you could do it with physical features, that was always better. Dr. Belz thought they could paint it but that did not do a lot, particularly in the winter, when it was covered with snow.

Mr. Heim guessed they could do that in the median and put a "Stop Here on Red" sign. Mr. Heim commented that it would probably work, but people were always going to creep up over the crosswalk. Mr. Heim added that it was a great idea.

Mr. Heim commented that they might be able to do that on Barnette or redo the one by the library. Mr. Heim stated that he had been talking to Pam Golden about it and she supported the idea but did not know how they would support a stop bar location.

Mr. Naibert commented that he echoed what Mr. Stern said about the Danby and Peger intersections of the Johansen being difficult to deal with. Mr. Naibert explained that anytime you had a mixed-use path, like the bike path along the Johansen, and had a road coming in, those would be prime candidates for setting the stop bars back and painting the space between the stop bar and the crosswalk like a big yellow box or some other kind of box. Mr. Naibert commented that with a white painted "stop bar" it was easy to creep, but if you had a big, bright, different-colored box between the stop bar and crosswalk, that would really get peoples' attention. Mr. Naibert pointed out that they would have to do it in May, so people saw it all summer before the winter. Mr. Naibert wondered why when the white signal came on and he was allowed to go across the crosswalk, another light did not come on perpendicular to the crosswalk to tell cars that there was a person in the crosswalk.

Dr. Belz stated that he did not have an answer for Mr. Naibert.

Mr. Naibert commented that might be something else to research whether it was done in other places or not, but he had never seen it.

Dr. Belz pointed out that the design agencies were constrained about the color they used on uniform traffic control devices and could not have a stop bar in any other color than white. Dr. Belz thought the only other color allowed was green when you had a bike lane on the right and an area in front of where the vehicles were intended to stop that was also painted green, to give them a jump when the light turned green.

Mr. Naibert stated that they might want to consider doing that at intersections for bikes, but also to have more space so pedestrians were not getting crept up on when they were in the crosswalk.

Dr. Belz commented that you could only use that if there was a painted on-street designated bike lane.

Mr. Naibert commented (jokingly) that now that they were approved for sharrows they could put sharrows on every right lane in the entire city and put bike boxes on every intersection.

Dr. Belz commented that they would have to look at the MUTCD.

Mr. Naibert explained that was more of a tongue-in-cheek comment.

Mr. Stern commented that the "right on red" was a big problem, especially when you were dealing with a flashing yellow turn arrow, like Peger and Airport Way, but it also applied to intersections like Illinois and College. Mr. Stern explained that when vehicles were in that right-hand lane, they were not really looking for pedestrians, especially if you were standing right next to them waiting to get into that crosswalk as soon as the indicator showed white. Mr. Stern did not know what they could do about that. Mr. Stern noted that it was a major problem for drivers who were focused on oncoming traffic to complete their turn and not paying attention to pedestrians or bicyclists waiting to use the crosswalk. Mr. Stern commented that when that flashing yellow turn arrow was there, they assumed they were good to go.

Mr. Heim asked Mr. Stern for clarification about the “right on red” off Airport going on to Peger Road.

Mr. Stern clarified that he was talking about the flashing yellow left turn eastbound off Airport Road, or the left turn eastbound traffic on College Road at Illinois Street, and the right turn southbound turn lane on Peger waiting to turn on to Airport.

Mr. Heim explained that you had the turning traffic and right on red and those were typical scenarios there.

Mr. Naibert asked what the harm would be of putting a speedbump in the right turn lane other than people would get upset about it and it would make it a little harder to plow.

Dr. Belz clarified that this was not an action item. Dr. Belz explained that the discussion was whether they wanted to form a working group to look into this further and draft a letter to DOT that this was a worthwhile project. Dr. Belz explained that he did not want to spend a lot of time talking about it this evening. Dr. Belz stated that the option on the table was considering this for a separate working group.

Ms. Benson commented that she was a relatively new resident in Fairbanks but had been involved with traffic control devices. Ms. Benson explained that her professional expertise was in human factors research and making the built environment more accessible to people with visual disabilities. Ms. Benson explained in that connection, she sat on the Signal Technical Committee of the National Committee on Uniform Traffic Control Devices. Ms. Benson thought it would be interesting since she was now in Fairbanks to get involved in some of the issues here. Ms. Benson commented that she was not sure whether they had made any use of “leading pedestrian interval signalization” in Fairbanks. Ms. Benson commented that it occurred to her that was a possible consideration that did not involve reconstruction.

Dr. Belz asked Mr. Heim if he had any working knowledge on that.

Mr. Heim asked Ms. Benson to repeat her question.

Ms. Benson explained that she wondered whether they had used leading pedestrian interval signalization in which pedestrians were typically given a four-second head start before the streets parallel to the crosswalk got the green ball signal.

Mr. Heim stated that, to his knowledge, they did not do that in Fairbanks.

Ms. Benson noted that had proven to reduce pedestrian crash rates quite remarkably and just required them to change the signal timing. Ms. Benson commented that from her past research of people with visual impairments, it put blind people at a disadvantage because without an acceptable pedestrian signal, they were not aware of when the pedestrian interval began so that could set up a conflict for them. Ms. Benson stated that the research on the leading pedestrian interval signalization and the reduction in crash rates at right turns was quite remarkable.

Mr. Heim explained that he had heard of it but had not done it in Fairbanks.

Mr. Heim commented that on the FHWA website it noted about a 13% reduction in pedestrian/vehicle crashes. Mr. Heim explained that they recently retimed all the intersections to drop the crossing speeds to give everyone an additional seven seconds, so adding that to it would probably help.

Ms. Benson stated that it certainly seemed a like a signalization treatment could be considered as well as, or instead of, a geometric solution that did not require a great deal of reconstruction.

Dr. Belz asked for volunteers to serve on the working group. Jim Richardson, Peter Stern, John Stowman, Carl Heim, and Beezy Benson volunteered.

b. Project Nomination – Davis Road Path (Action Item)

• Consideration of Nominating the Path along Davis Road to the FAST Planning Improvement Program

Mr. Fox explained that the meeting packet contained photos they were shown at the previous BPAC meeting depicting various path locations in Fairbanks and North Pole with maintenance issues. Mr. Fox explained that the BPAC would be considering nomination of a section of the path on Davis Road to the FAST Improvement Program for resurfacing in a future year. Mr. Fox wanted clarification as to what portion of the path should be focused on. Mr. Fox noted that on one portion of the path there was a significant failure with a longitudinal crack down the middle that was accepting water and deteriorating rapidly. Mr. Fox assumed that was the section of path they wanted to focus on but Mr. Stern, who had been out there and took the photos, could clarify that. Mr. Fox noted that prior to putting this item on the agenda he spoke with John Netardus of DOT about the Davis Road Path and, in his opinion, there was really no segment of path that was too short or too long on to nominate. Mr. Fox stated that if they just wanted to nominate a spot repair for 100-200 feet of this path, that could be done. Mr. Fox stated that if they wanted to nominate a larger stretch between Lathrop Street and Peger Road that could be done also. Mr. Fox pointed out that if they focused their efforts on a shorter section of path, it had much higher likelihood to be funded earlier rather than later.

Mr. Stern thought Mr. Netardus' presentation was intriguing because he talked about trying to marry path reconstruction projects with road reconstruction projects. Mr. Stern thought they had completely missed on this one, so the likelihood of it getting done in the future was low unless it was treated as a standalone project. Mr. Stern commented that most of the path was in good shape, and it was only from the Davis Road north side parking lot eastward that was the problem. Mr. Stern explained that his intention was that this would be a mill and pave between Lathrop Street and the Davis Road parking lot which was about a 250-foot area that really needed attention.

Public Comment: No public comment.

Motion: To nominate Davis Road path [to the FAST Improvement Program] for repairs/reconstruction for the section east of the parking lot entrance to the soccer field eastward toward Lathrop Street. (Stern/Stowman).

Discussion: Mr. Stern commented that the whole issue of the size of some of these projects was tricky especially when prioritizing these paths. Mr. Stern explained that having the ability to have not only major reconstructions of long sections of path, but when they had significant damage like this, being able to nominate shorter projects for repair allowed flexibility in the funding.

Dr. Belz asked if depending on the nature of the repairs and the cost to mobilize out to a particular location, if 200 yards was too short and wondered if we made it too small if that was problematic.

Mr. Fox clarified that the way they bid these projects was in bundles so, looking forward to a future year in the FAST Improvement Program, it would be part of a project bundle. Mr. Fox added that the locations of the individual projects could be spread out between Fairbanks and North Pole. Mr. Fox stated that when he spoke to Mr. Netardus, he said they could be issued as a single bid package.

Mr. Netardus would put together a detailed cost estimate for this short section and then ask DOT Maintenance if they wanted include this in their Preventative Maintenance Program this summer or put it out to a contractor in one of the project bundles. Mr. Fox noted that it was important the BPAC nominated this project via a motion and not worry about where the funding was going to come from, and he would sort it out from there.

Dr. Belz commented that thinking back to all the other projects that Mr. Stern had brought to the Committee, and looking at the pictures on the screen, those holes were large enough to swallow an entire bicycle.

Vote on Motion: None opposed. Approved.

c. Prioritization of Non-Motorized Projects

Mr. Fox stated that Don Galligan of the Borough suggested this item on the agenda. Mr. Fox explained that if they had a list of the high priority projects in the Non-Motorized Plan when they worked on the MTP Update that would be optimal. Mr. Fox noted that they would also be drafting the new funding plan for funding of the priority projects that would be moving forward to construction. Mr. Fox explained that the BPAC had nominated several paths and with all those path nominations they would like to know the order of priority for those projects as they considered funding. Mr. Fox stated that the intent was to list this as an action item for the December meeting and come up with a process to prioritize them. Mr. Fox explained that he could create a PowerPoint presentation for each project that showed the title, scope, a picture of the project, and explained what the project entailed. Mr. Fox explained that the BPAC could then rank those projects in order of importance and the scores could be averaged out.

Dr. Belz asked Mr. Fox if the nominations they made right now should be ranked separately.

Mr. Fox explained that they had to sort out what category to put the projects in, whether they were reconstruction or just simple mill and pave that did not require design work and could get them out quickly.

Dr. Belz liked the idea of building slides and offered his services to put together a Google Forum or survey so they could quickly tally them up and put them in a spreadsheet.

Mr. Stern asked if the intention was that projects in the high priority list of the Non-Motorized Plan would be TIP funded since some of them were large projects. Mr. Stern also asked whether the projects on the Contingency List ended up in the FAST Planning Surface Improvement Program or were subject to contingency money that may or may not happen from year to year.

Mr. Fox explained that the intention was that they could cherry pick the top three projects that would be included in the TIP as standalone projects. Mr. Fox explained that most of the projects on the list were over one million dollars, so they were standalone projects. Mr. Fox explained that the smaller projects would be bundled and a few of the projects were already on the Contingency List if funds

were available in 2022 to get them to construction. Mr. Fox stated that he would like to take Items 3-11 on the list and put them in order for 2023 and 2024.

Mr. Stern asked if projects that ended up in the FAST Improvement Program with 20% of the amount devoted to sidewalks and paths and whether that put those types of projects in the Path Improvement Program.

Mr. Fox stated was correct and if they had \$200,000 available for projects like that, they should nominate the \$85,000 projects as contingency projects in case additional funds were available. Mr. Fox explained that he would like a reality check on both lists to tell FAST Planning what they should focus their attention on and which ones they should reserve for a future year.

Mr. Stern stated that the nomination that was listed in the Non-Motorized Plan incorporated that area that was in bad shape between the river and Geist Road.

Mr. Fox stated that he saw that on some other projects, and they needed to take out the overlaps and straighten out the two lists so they could change the scope and length for some of the projects to prevent those conflicts.

Mr. Zervos stated that he liked the way they made the decisions and ranking when they worked on the sidewalk winter maintenance schedule. Mr. Zervos explained that they had decided on different factors and weighted them. Mr. Zervos thought if there were some subjective factors they could assign, that would also be helpful.

Mr. Fox stated that they could take that route as opposed to the more subjective process he previously described.

Dr. Belz stated that if they could take a little bit of both and rank them. Dr. Belz explained that those could be a different component where objective measures got assigned a weight, subjective measures got assigned a different weight, and then they added them together. Dr. Belz explained that they could get that together for the December meeting, score them, and then prioritize them at the January meeting.

9. Other Issues

Mr. Richardson asked if anyone was maintaining the bridge over the river and the path to the Railroad area.

Mr. Stern explained that usually that path did not get maintenance, but it looked like someone had plowed it as of the week before, but the Chena Landings Loop Path was not plowed.

Dr. Belz asked Mr. Fox about the Lacey Street redesign that was brought up at the last City Council Meeting. Dr. Belz explained that he was curious about whether they were closing Lacey Street and turning it into a pedestrian-only thoroughfare/park.

Mr. Fox clarified that the comments that Mr. Cleworth made at the City Council meeting were related to the Work Session with the City Engineering Department where Mr. Pristash presented his budget for 2022. Mr. Pristash misspoke when he said funding for Lacey Street had been pulled out of the TIP. Mr. Fox explained that the Barnette Street Project was removed because the cost was beyond what FAST Planning could fund but not Lacey Street. Mr. Fox explained that Lacey Street was in our funding document. Mr. Fox explained that we did not have a designated design start date but anticipated with development of the TIP, a design start would be issued in either 2022 or 2023. Mr. Fox noted that there six Stakeholder Group meetings for Lacey

Street and all the meeting materials were posted on the website. Mr. Fox explained that there seemed to be consensus on keeping Lacey Street in the same configuration between 1st and 5th Avenues. Mr. Fox explained that between 5th and 12th Avenues there was a lot of support for making that a bicycle/pedestrian corridor. Mr. Fox explained that there was support for a linear park downtown or a one-lane, one-way street due to low traffic counts in that area because Cushman, Barnette, and Noble Streets were the north-south conduits. Mr. Fox explained that they would initiate a design start in the next year or two and continue that conversation with the public. Mr. Fox stated they received a \$25,000 Grant from Bloomberg Philanthropies to paint design concepts on Lacey Street between 10th and 12th Avenues so the public could see what those features might look like.

Mr. Richardson wondered whether the hospital should be contacted since they were planning an expansion in that area and were dealing with Fountainhead Development.

Mr. Fox stated that they were aware of that and had tried to contact Tim Cerny, who owned all that property out there, but he had not responded. Mr. Fox stated that it might be of benefit to the hospital to have a quiet bike/pedestrian corridor considering it was adjacent to Noble Street, but they might or might not like that.

Mr. Zervos asked what was going to happen in the area between 12th Avenue and the Co-op.

Mr. Fox stated that the Co-op had been very engaged and in contact with them. Mr. Fox explained they were involved in the meetings, were very engaged, and excited. Mr. Fox stated that they would like to see it as a grand entrance and were very much in support of narrowing it down to a one-way, one-lane road. Mr. Fox stated that they were looking forward to this project and the change to the roadway from what we see today.

10. Committee Member Comments

- Mr. Stern reminded the BPAC that the State DOT had an Open House going on for the Old Steese Reconstruction Project and had a map showing the areas that would be changed. Mr. Stern pointed out that unfortunately there would not be a bike lane but there would be widened shoulders, and they could submit their comments to the Engineers.
- Mr. Stowman thanked all the staff that helped get the letter out to law enforcement so promptly and appreciated that.
- Dr. Belz commented that he appreciated Mr. Fox, Ms. Lunsford, and Ms. Todd for supporting them.
- Mr. Stowman commented that a body like this was not necessarily a very smooth process so having all the work done like this was helpful.
- Dr. Belz commented that it was November, so put your headlights on and start wearing your reflective gear and be seen and be safe out there.

11. Adjournment

Motion to adjourn. (Zervos/Stern). The meeting adjourned at 6:41 p.m. The next BPAC meeting is Thursday, December 16, 2021, 5-7 p.m.

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Approved: 
 Nathan Belz, Chair
 Bicycle & Pedestrian Advisory Committee

Date: 3/3/22