



🌿 BICYCLE & PEDESTRIAN ADVISORY COMMITTEE 🌿

Meeting Agenda

Thursday, February 29th, 2024, 5:00 – 7:00 PM
100 Cushman Street, Suite 205 (Key Bank Building)

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 6627 1007

1. Call to Order
 2. Introduction of Members and Attendees
 3. Approval of Thursday, February 29th, 2024 Meeting Agenda
 4. Approval of Thursday, January 25th, 2024 Meeting Minutes (p.2-6)
 5. Staff/Working Group/Chair Report (p. 7 & 8)
 6. Public Comment Period
 7. Old Business
 - a. Vulnerable Road User Assessment Comment Letter (Action Item) (p. 9 & 10)
 - b. Bike Lane Signing & Striping Pilot Program Update (p. 11-22)
 - c. Transit Plans Update (p. 23-33)
 8. New Business
 - a. Complete Streets Policy Update & Prioritization Plan (p. 34-41)
 - b. Report on 2024 Winter Cycling Congress (p. 42-52)
 - 🌿 Eeve Rynish
 - c. Interior Alaska Land Trust (IALT) 220' Bailey Bridge (p. 53)
 - 🌿 Placement potential
 9. Informational Items
 - a. IABA Home Show, Bike to Work Week (05/13/24 – 05/19/24), Bike & Ped Count
 10. Other Issues
 11. Committee Member Comments
 12. Adjournment
- Next Scheduled BPAC Meeting: Thursday, March 28th, 2024 | 5:00 – 7:00 P.M.



🚲 BICYCLE & PEDESTRIAN/ADVISORY COMMITTEE 🚲

Meeting Minutes

January 25, 2024 • 5:00 - 7:00 PM

FAST Planning Office, 100 Cushman Street, Suite 215, Fairbanks, AK

Web Conference at: <https://fastplanning.us/keepup/zoom/>

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 856-0756-0849

1. Call to Order

Kim Streeter, Chair, called the meeting to order at 5:01 p.m.

2. Introduction of Members and Attendees

- 🚲 *Susan Bissell
- 🚲 *Ron Davis
- 🚲 **Corey DiRutigliano
- 🚲 **Jackson Fox (**absent**)
- 🚲 *Matt Layral
- 🚲 **Olivia Lunsford, **Vice Chair**
- 🚲 *Travis Naibert
- 🚲 *Jim Richardson
- 🚲 *Kim Streeter, **Chair**
- 🚲 **Deborah Todd
- 🚲 *Larry Zervos (**absent**)
- 🚲 Nathan Belz
- 🚲 Don Galligan
- 🚲 Stan Justice
- 🚲 Matt McDaniel
- 🚲 Rebecca Siegel
- 🚲 Santosh

**BPAC Representative, **FAST Planning Staff*

3. Approval of the January 25, 2024 Agenda

Motion: To approve the January 25, 2024 Agenda. (Layral/Davis).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the November 30, 2023 Meeting Minutes

Motion: To approve the November 30, 2023 Meeting Minutes. (Layral/Richardson).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

a. Staff Report

- ☰ At the December 6, 2023 meeting, the Technical Committee
 - ☰ Recommended approval of the Public Participation Plan and Title VI Plan Updates pending any other comments that come in.
 - ☰ Recommended that the Policy Board advance the funding request to DOT for development of a Long Range Transportation Plan for sixteen rural communities outside of FAST Planning’s Metropolitan Area boundary.
 - ☰ Recommended approval of the revisions to the Roles and Responsibilities document for the Bicycle/Pedestrian Advisory Committee.
- ☰ At the December 20, 2023 meeting, the Policy Board:
 - ☰ Approved the Public Participation Plan and Title VI Plan Updates.
 - ☰ Adopted the Regional Long Range Transportation Plan Scope of Work and funding request with an amendment to delay the delivery of the document until discussion on June 1, 2024, or six months.
 - ☰ Approved the adoption of proposed revisions to the Roles and Responsibilities for the Bicycle/Pedestrian Advisory Committee with an amendment to add language that Committee members shall serve at the pleasure of the seat sponsor and can be removed with a 30-day notice from the sponsor agency.
- ☰ A FAST Planning “2023 Year in Review” was created to provide a comprehensive overview of the plans, programs, studies, that were developed, updated, special projects, and public outreach that took place this year as well as future goals they hope to accomplish.
- ☰ At the January 3, 2024 meeting, the Technical Committee:
 - ☰ Recommended approval of the Letter of Support for the Fairbanks North Star Borough Comprehensive Roads Plan.
 - ☰ Recommended approval of a project increase in the amount of \$155,676 for the 5th Avenue Reconstruction project.

6. Public Comment Period (Non-Action Items)

- ☰ **Rebecca Siegel, Carr Avenue, Fairbanks** provided a presentation on the current dangerous situation she has observed at the Aurora/Danby intersection.
 - ☰ The traffic light turns green, and the pedestrian signal turns to “walk” simultaneously.
 - ☰ Cars do not see pedestrians who are in the intersection.
 - ☰ Proposed solution:
 - Lagging green light: the pedestrian sign turns to walk before the light turns green.
 - ☰ Spoke to Fairbanks DOT in November 2023.

- ☞ Spoke to City of Fairbanks Public Works in December 2023.
- ☞ Wondering what to do next.
- ☞ Ms. Lunsford commented that they would work through our contacts to get an answer to that.
- ☞ Mr. Davis commented that they needed to talk to Nathan Stephen who is the Northern Region Traffic Engineer.
- ☞ Mr. DiRutigliano commented that the specific name for “lagging” is leading pedestrian interval limit.
- ☞ Ms. Lunsford commented that she felt that pedestrians were going north to Creamers Field.
- ☞ Mr. Richardson asked if right-turning was an issue.
- ☞ Ms. Rebecca commented that she had not noticed if that was a problem, but she would check that out.
- ☞ Mr. DiRutigliano commented that pedestrians had a long way to travel in that intersection.
- ☞ Mr. Galligan commented that the State DOT&PF just applied for Local Planning Authority Approval from the Fairbanks North Star Borough for an intersection improvement project. The project includes several intersections including the intersection of Danby and College Road. Ethan Graetz and Nathan Stephen are the DOT contacts for the project.

7. Old Business

a. Vulnerable Road User Assessment Comment Letter Work Session

Public Comment:

Nathan Belz commented that the document does a fairly good job of highlighting trends and major problem locations. Does not do a good job of comprehensively examining the events in which pedestrians and bike accidents involved drugs and/or alcohol. In the summaries, he did not see any mention of pedestrians/cyclists events where drugs and/or alcohol were involved listed. Fairbanks has a higher rating of crashes than the Municipality of Anchorage. Fairbanks has a much higher dark/lighted events. In events there was a much higher rate of no safety gear/helmet use in Fairbanks and Anchorage. The safety assessment could do a much better job of highlighting some of those problematic trends. Comments and concerns about Geist Road as a dangerous corridor are not reflected in the current document. Data deficiencies due to coding that is geared towards motorist accidents. We recognize the data limitations, and it should be noted. Look to use other data sources that can give us information on injuries for vulnerable road users such as Alaska Trauma Registry (SHSP). Crash data significantly underrepresented the severity of accidents involving bikes and peds.

Kim Streeter- commented that the document highlighted the Fairbanks area, but it was not clearly defined in the document whether they considered data from North Pole or just focused on the Fairbanks area.

Travis Naibert commented that the Cycle Club, City of Fairbanks Police Department, Downtown Association, and many similar groups in Fairbanks were not contacted.

Susan Bissell commented that the common theme was E-bikes were mentioned as a potential issue and there is no mention of ATVs and snow machines.

Travis Naibert—commented that extending the corridor all the way over to University Avenue there is concern that nearby high school students from West Valley may run across Geist Road.

b. Committee Membership & Term Limits

The Policy Board voted to adopt the proposed revisions to the Roles and Responsibilities for the Bicycle/Pedestrian Advisory Committee. They also voted to add language that committee members shall serve at the pleasure of the seat sponsor and can be removed with a 30-day notice from the sponsor agency.

8. New Business

a. Stop Sign Intersection, Cushman Street & 1st Avenue

The intersection at First Avenue and Cushman Street has had several accidents. It is a challenging location due to line-of-sight issues. The stop light pole was hit by a car and damaged, so it was removed. Stop signs were installed at the four corners of the intersection. People are finding the intersection safer, traffic flow has improved, and there is less congestion at all the intersections. Traffic is moving slower in the downtown corridor due to the stop signs. It could be better for business if the traffic moves slower in the downtown corridor so people can see what is available to them. It might also force people to go around if they were just using Cushman Street as a thoroughfare.

9. Informational Items

a. Bike Racks

Mr. Richardson commented that they encouraged bicycling and they needed to have a common area that was out of the elements. Mr. Richardson commented that there were a lot of arguments about where to locate them and the design of the racks.

Mr. DiRutigliano provided a presentation of the bike rack designs with a common theme and the proposed installation locations discussed by the Project Enhancement Committee. Two types of bike infrastructure are being looked at: one would be affixed to a pole or a building, and one would be affixed to the ground or bolted to a modular metal base. The bike racks could possibly be fabricated through the Alaska Works Partnership or the Pipeline Apprenticeship Program. An app with a map could be created with the locations where the bike racks are installed. A modular system that could fit in a single parking space and easily removed for seasonal maintenance

was also considered. Covers over the bike racks was discussed to promote bike use in inclement weather conditions. Attaching the racks to light poles which are designed to breakaway might not be a viable option.

10. Other Issues

Mr. Richardson commented that the lack of traffic enforcement should be addressed by the City of Fairbanks.

11. Committee Member Comments

- ☰ Mr. Layral thanked Stan Justice for doing all the work for the ski trails over by the Golf Course.
- ☰ Mr. Richardson commented that the feedback for the overpass at Geist Road had to take priority over other projects. At the very least they should have a flashing light at University Avenue. That really concerns him. The first time somebody gets hurt or killed, the State of Alaska is going to get sued. It would pay for itself in the long run.

12. Adjournment

Motion to Adjourn: (Richardson/Layral). The meeting was adjourned at **6:28 p.m.** The next meeting is scheduled for **Thursday, February 29, 2024.**

Approved: _____ Date: _____
 Kim Streeter, Chair
 FAST Planning BPAC



❖ TECHNICAL COMMITTEE ❖

Action Items

02.07.2024

Motion: To recommend to the Policy Board to approve the FFY2024-27 Transportation Improvement Program [TIP] Administrative Modification #2. (McKinley/Theurich).

Amendment: To change the word 'Reconstruct' to 'Rehabilitate' for the Holmes Road project and un-strike the text "...including consideration of widened shoulders, separated path, sidewalks, or bike lanes." (Netardus/Kellner). None opposed. Approved.

Amendment: To change the amount we [DOT] are asking for Phase 2 [Design] for 2024 for Cowles Street Reconstruction from \$400,000 to \$399,000. (Netardus/Rogers). None opposed. Approved.

Amended Motion: To recommend to the Policy Board to approve the FFY2024-27 Transportation Improvement Program [TIP] Administrative Modification #2, change the word 'Reconstruct' to 'Rehabilitate' for the Holmes Road project and un-strike the text "...including consideration of widened shoulders, separated path, sidewalks, or bike lanes," and change the amount we [DOT] are asking for Phase 2 [Design] for 2024 for Cowles Street Reconstruction from \$400,000 to \$399,000. None opposed. Approved.

Motion: To recommend to the Policy Board to reduce the number of voting members, exact number to be determined by the Policy Board, with the exception of removing one Borough member. (Pristash/Rogers).

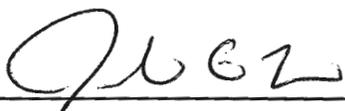
Amendment: To add removal of the Public Safety/Law Enforcement representative and redesignate them as ex-officio members. (Netardus/Rogers). Eight in favor. (Czarnecki, Dueber, Netardus, Pristash, Roberts, Rogers, Stumpf, Theurich). Eight opposed.

(Bredlie, Hoke, Greene, McKinley, Nelson, Kellner, Wallace, Weinberger). Motion failed.

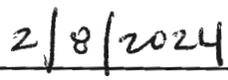
Amendment: To remove the language "...with the exception of removing one Borough member." from the main motion. (Kellner/Wallace). No vote taken.

Motion: To postpone to the next [Technical Committee] meeting. (Netardus/Nelson). Fifteen in favor. One opposed (Rogers). Motion passed. The main motion and second amendment will be advanced to the March 6th Technical Committee meeting for continuation of discussion and action.

Motion: To recommend to the Policy Board to adopt the revisions shown on Page 56 of the meeting packet [for the Project Enhancement Committee Roles & Responsibilities document]. (Kellner/McKinley). None opposed. Approved.



Jackson C. Fox
Chair, Technical Committee



Date



Date: Month, Day, 2024

To: Alaska Highway Safety Office, Alaska Department of Transportation and Public Facilities (Alaska DOT&PF)

From: Fairbanks Area Surface Transportation (FAST) Planning Bicycle & Pedestrian Advisory Committee (BPAC)

Subject: Comment Letter – Vulnerable Road User (VRU) Safety Assessment

To Whom It May Concern –

We are members of the Fairbanks Area Surface Transportation (FAST) Planning’s Bicycle and Pedestrian Advisory Committee (BPAC). We have reviewed and discussed the Road User Safety Assessment that was included as Appendix E in the 2023-2027 Alaska Strategic Highway Safety Plan.

We acknowledge the work that went into the Assessment, and we thank you for the opportunity to comment and identify our concerns. The main concerns we have in regards to the assessment fall into five areas – the lack of consultation with local experts and organizations, data deficiencies due to coding geared toward motor vehicle accidents, failure to include certain data sources such as the Alaska Trauma Registry, the danger posed to students and others by the Geist Road corridor and failure to define the Fairbanks area. We also note that two major concerns in Fairbanks, snowmachines and ATVs, are not discussed. Our list below aims to elaborate on the above concerns.

- 1) There was no coordination with us, the FAST Planning BPAC, when we would expect, at a minimum, to be approached about a presentation and solicited for input prior to a final document being released.
- 2) In addition to lack of contact with the BPAC, there are several other organizations and agencies missing from your list of contacts who were solicited for feedback, including (but not limited to):
 - a. Fairbanks Cycle Club
 - b. Running Club North
 - c. FNSB Parks and Recreation
 - d. City of Fairbanks Police Department

e. Downtown Association

- 3) The current document does a fairly good job at highlighting trends and major problem locations. Does not however do a good job of comprehensively examining the events in which peds and bike accidents involved drugs and alcohol. This is a growing concern in our community. By presenting all aspects of the data, future decisions that are made regarding bicycle and pedestrian planning, would be more informed.
- 4) The comments and concerns provided by FAST Planning staff and affiliates about Geist Road as a dangerous corridor are not reflected in this current document. In addition to the concerns of the pedestrian interactions with vehicles along the non-motorized path, the overpass, connecting West Valley High School to all the services on the south side of the Geist Road corridor, was recently removed and therefore students are jaywalking across a dangerous road.
- 5) We observed some in the presented data that are primarily due to the coding of data that is primarily geared toward motorist accidents. We recognize the data limitations within our State and that acquiring finer data might not have been possible, but we think this should be noted somewhere in the Assessment.
- 6) Look to/use other data sources that can give us information on injuries for VRUs: Alaska Trauma Registry (SHSP). The crash data that is presented in the existing Assessment significantly misreports the severity of accidents involving bicycles and pedestrians.
- 7) The Fairbanks Area is not defined and as a reader we cannot determine if the Assessment includes the City of North Pole, other communities within the FNSB, or within the Metropolitan Planning Area. What area of the FNSB is this Assessment for?
- 8) There was a common theme throughout the document that was of note: eBikes are mentioned and described as a potential safety issue, yet there is no mention of ATVs and snowmachines, which are regularly seen utilizing bicycle and pedestrian infrastructure throughout the State.

Again, we appreciate the opportunity to comment on this document.

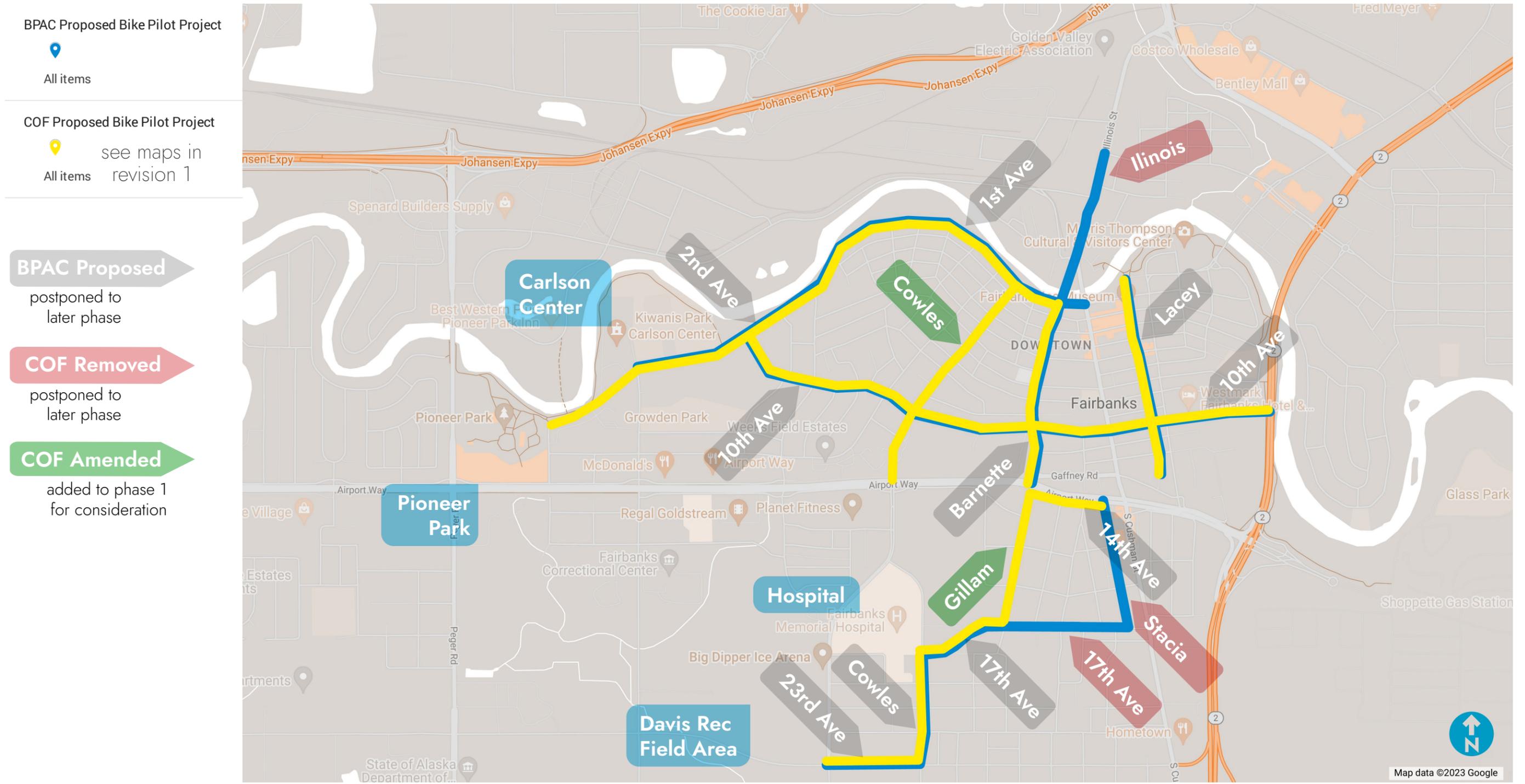
If you have any questions or need additional information from our MPO, please contact FAST Planning's Executive Director Jackson Fox at jackson.fox@fastplanning.us or (907) 590-1618.

Sincerely,

Kimberly Streeter
 Chair, Bicycle & Pedestrian Advisory Committee
 FAST Planning

Project Note: Best efforts have been made to accurately portray site conditions, however as some in-situ discrepancies may exist, additional ground truthing should occur to ensure accuracy

System Map



- BPAC Proposed Bike Pilot Project
 - All items
- COF Proposed Bike Pilot Project
 - see maps in revision 1
 - All items

- BPAC Proposed** (grey arrow) postponed to later phase
- COF Removed** (red arrow) postponed to later phase
- COF Amended** (green arrow) added to phase 1 for consideration

Bike System Design Key	
A Bike Lane; Standard Single Lane With Flow	B Bike Lane; Contra Single Lane Against Flow
C Bike Lane; Cycle Track 2-Way Consolidated Lanes	D Interaction point Low Volume
E Bike Lane; Merge Area Bike Lane Lateral Transition	F Intersection Sharrow
G Intersection Low Flow Dashed Lines	H Intersection High Flow Dashed Blocks

Map Key	Symbol	Description
Grey line	Grey line	Vehicle Lane
Blue line	Blue line	Bicycle Lane*
Green line	Green line	Shared Use Path
Grey dashed line	Grey dashed line	Bicycle Lane interacting with motor vehicle traffic
Grey diamond	Grey diamond	Vehicle Center Turn Lane
Blue dashed line	Blue dashed line	Sharrow Right of Way
Green arrow	Green arrow	Direction of Travel

*Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style

System Map

- Sharrows

 All items

- Semi Separated 2-Way

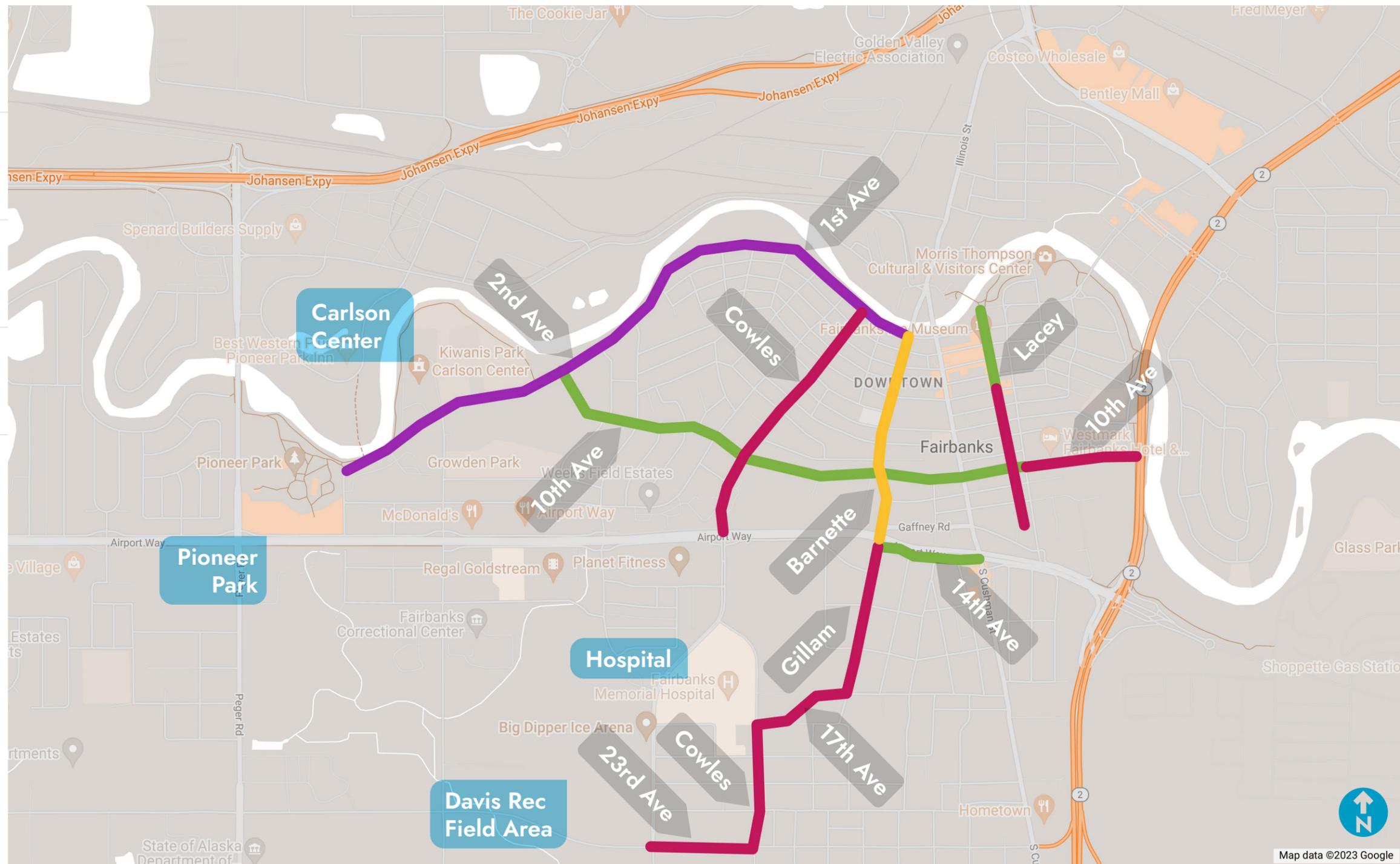
 All items

- Lanes

 All items

- Lane + Contra Lane

 All items



Bike System Design Key		A Bike Lane; Standard Single Lane With Flow	B Bike Lane; Contra Single Lane Against Flow	C Bike Lane; Cycle Track 2-Way Consolidated Lanes	* Bike Lane; Merge Area Bike Lane Lateral Transition	D Interaction point Low Volume	E Interaction point High Volume	F Intersection Sharrow	G Intersection Low Flow Dashed Lines	H Intersection High Flow Dashed Blocks	Map Key	 Vehicle Lane	 Bicycle Lane*	 Bicycle Lane interacting with motor vehicle traffic
		 Vehicle Center Turn Lane	 Shared Use Path	 Sharrows Right of Way	 Bicycle Lane	 Direction of Travel								

*Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style

Barnette Street - 1st Ave to Airport Way *Alternate*

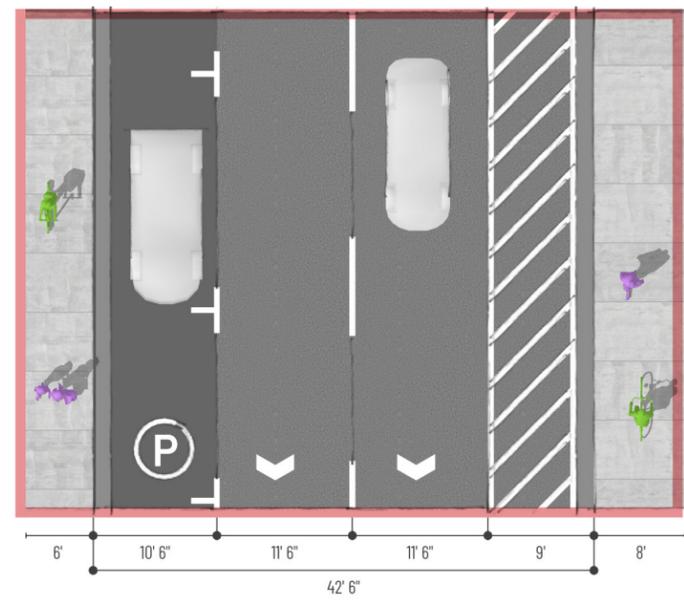
Challenges

- ◇ High volume road
- ◇ Variable corridor widths
- ◇ Intermittent on-street parking
- ◇ Short blocks, many cross streets and vehicle interaction points
- ◇ Inlaid methyl methacrylate road markings
- ◇ Transitions and crossing Airport Way

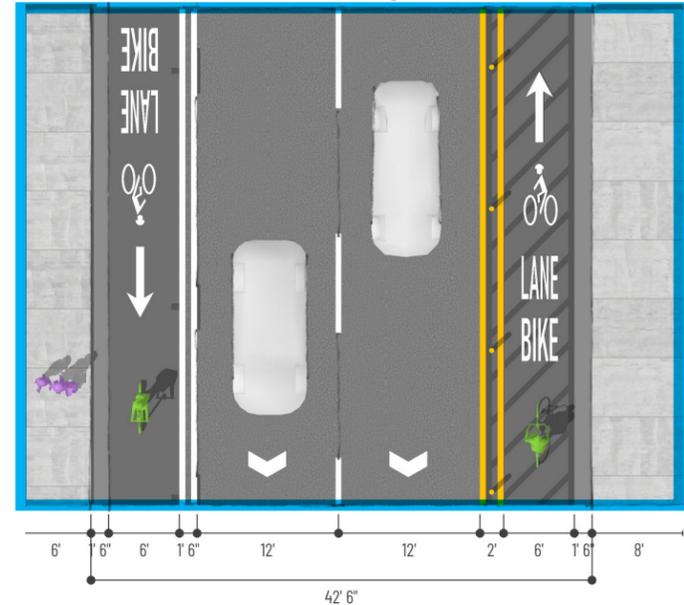
Goals

- ◇ Create consistency in bike lane treatment
- ◇ Provide safe separation for bikes from vehicles
- ◇ Promote safe travel speeds for all users

Existing - North

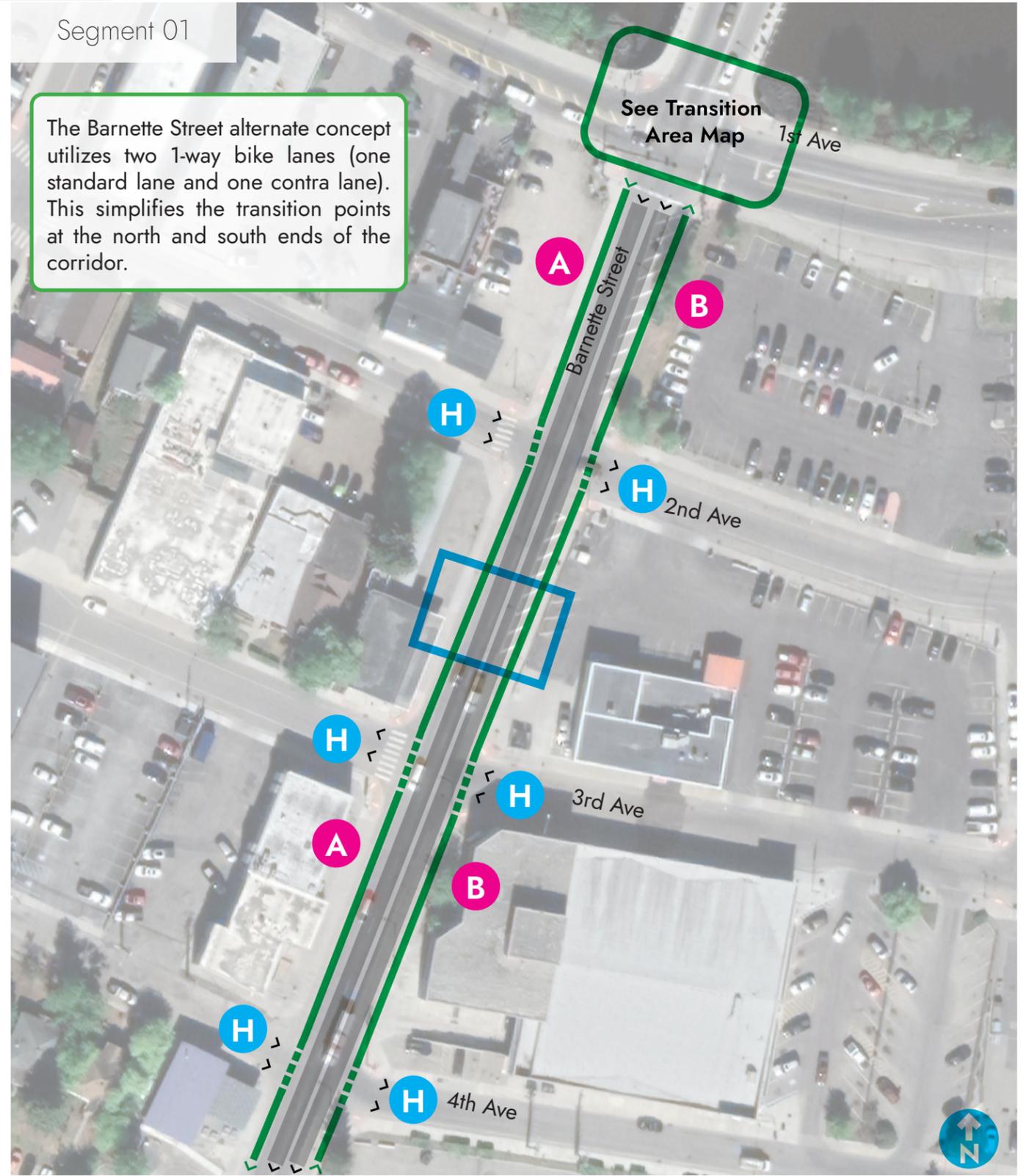


Recommended Concept flexi posts optional



Segment 01

The Barnette Street alternate concept utilizes two 1-way bike lanes (one standard lane and one contra lane). This simplifies the transition points at the north and south ends of the corridor.



Bike System Design Key D Interaction point Low Volume E Interaction point High Volume F Intersection Sharrow G Intersection Low Flow Dashed Lines	A Bike Lane; Standard Single Lane With Flow	B Bike Lane; Contra Single Lane Against Flow	C Bike Lane; Cycle Track 2-Way Consolidated Lanes	* Bike Lane; Merge Area Bike Lane Lateral Transition	H Intersection High Flow Dashed Blocks	 Vehicle Lane Vehicle Center Turn Lane Sharrow Right of Way	 Bicycle Lane* Shared Use Path Direction of Travel	 Bicycle Lane interacting with motor vehicle traffic
	October 16, 2023 (rev 2) Sheet 02-01							

*Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style

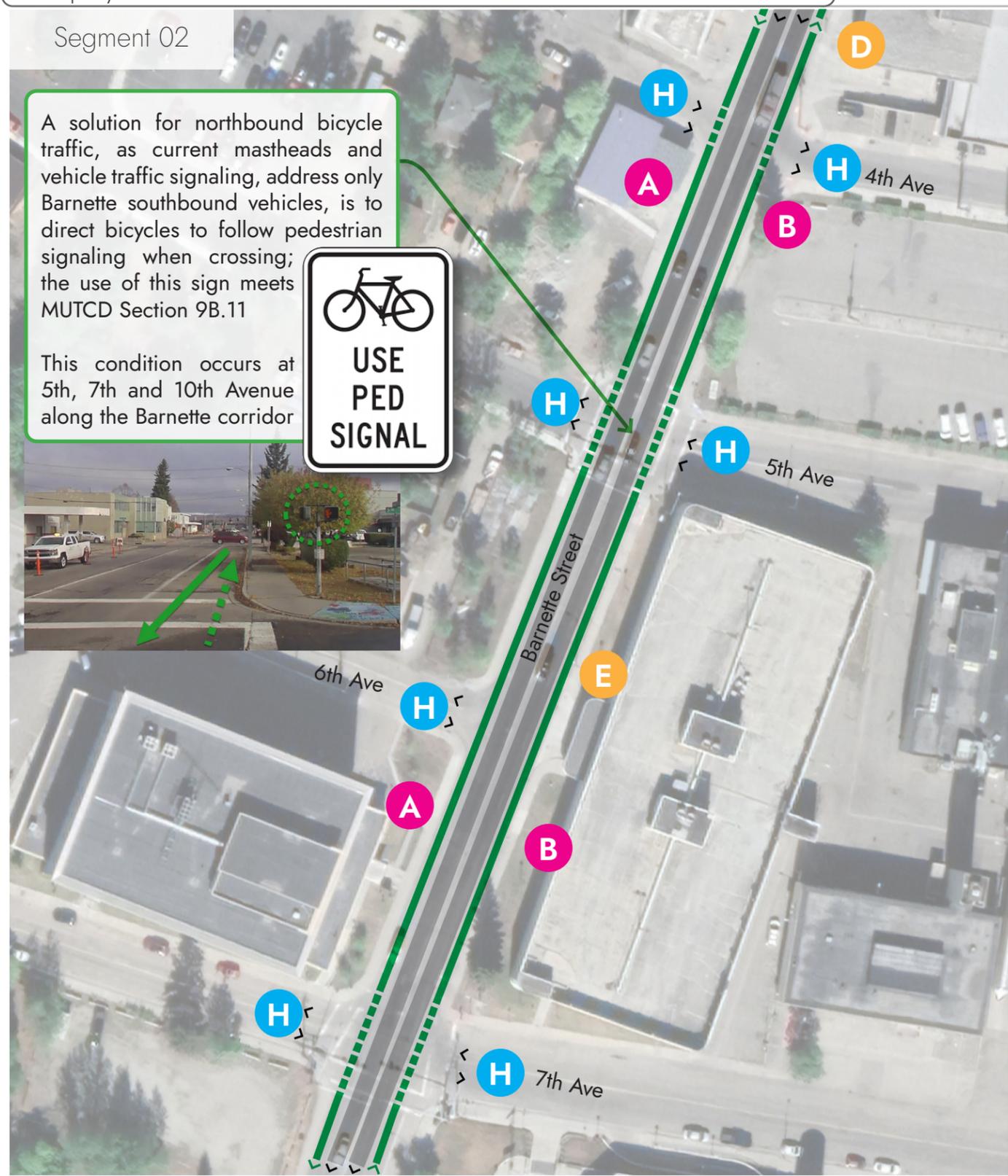
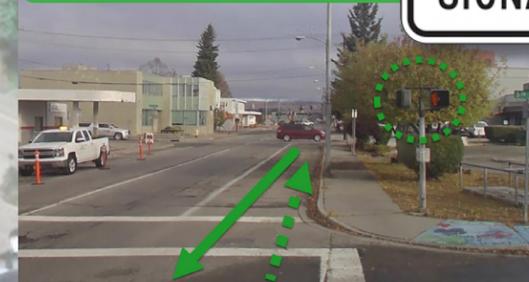
Project Note: Best efforts have been made to accurately portray site conditions, however as some in-situ discrepancies may exist, additional ground truthing should occur to ensure accuracy

Preferred Solution

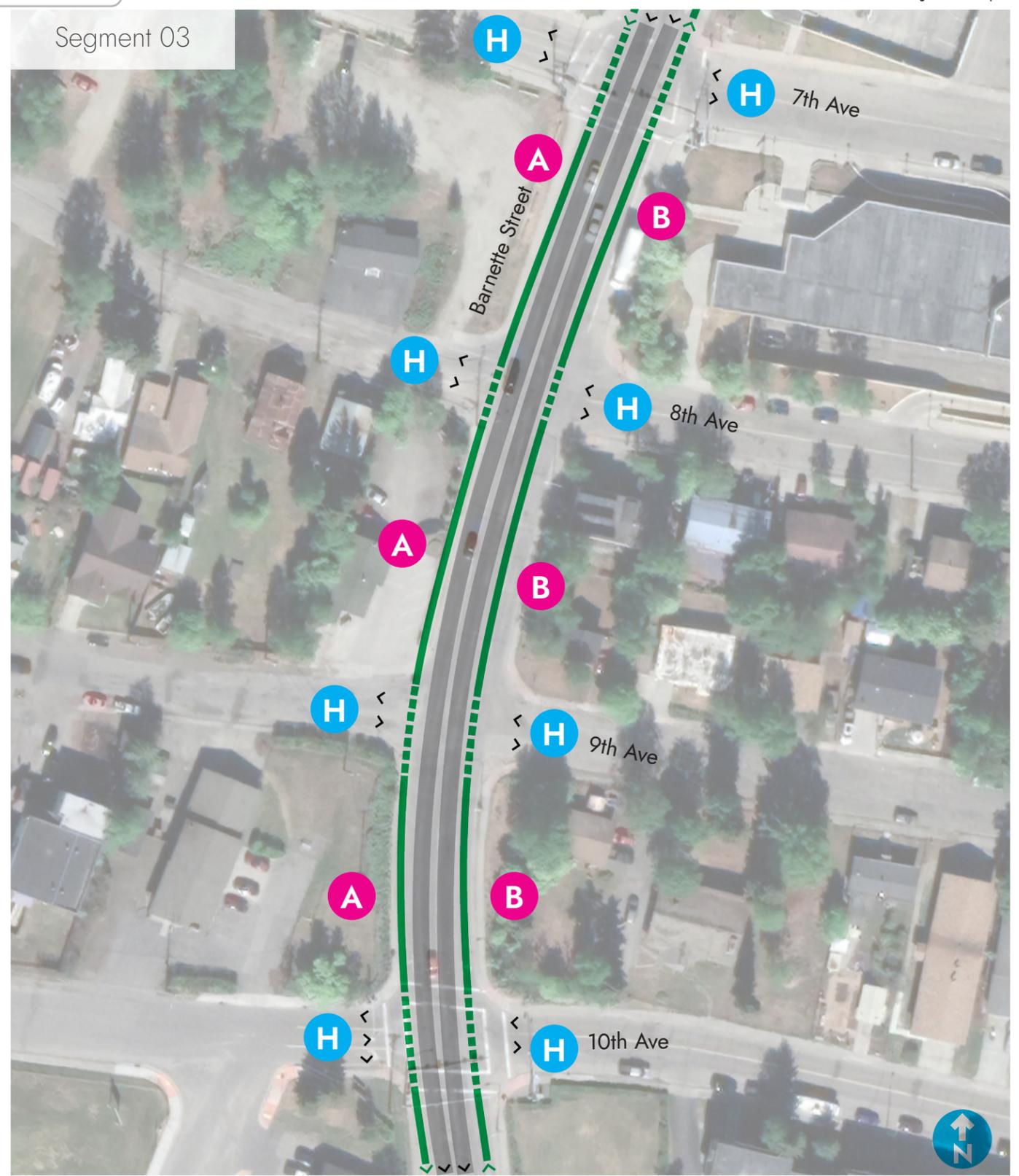
Segment 02

A solution for northbound bicycle traffic, as current mastheads and vehicle traffic signaling, address only Barnette southbound vehicles, is to direct bicycles to follow pedestrian signaling when crossing; the use of this sign meets MUTCD Section 9B.11

This condition occurs at 5th, 7th and 10th Avenue along the Barnette corridor



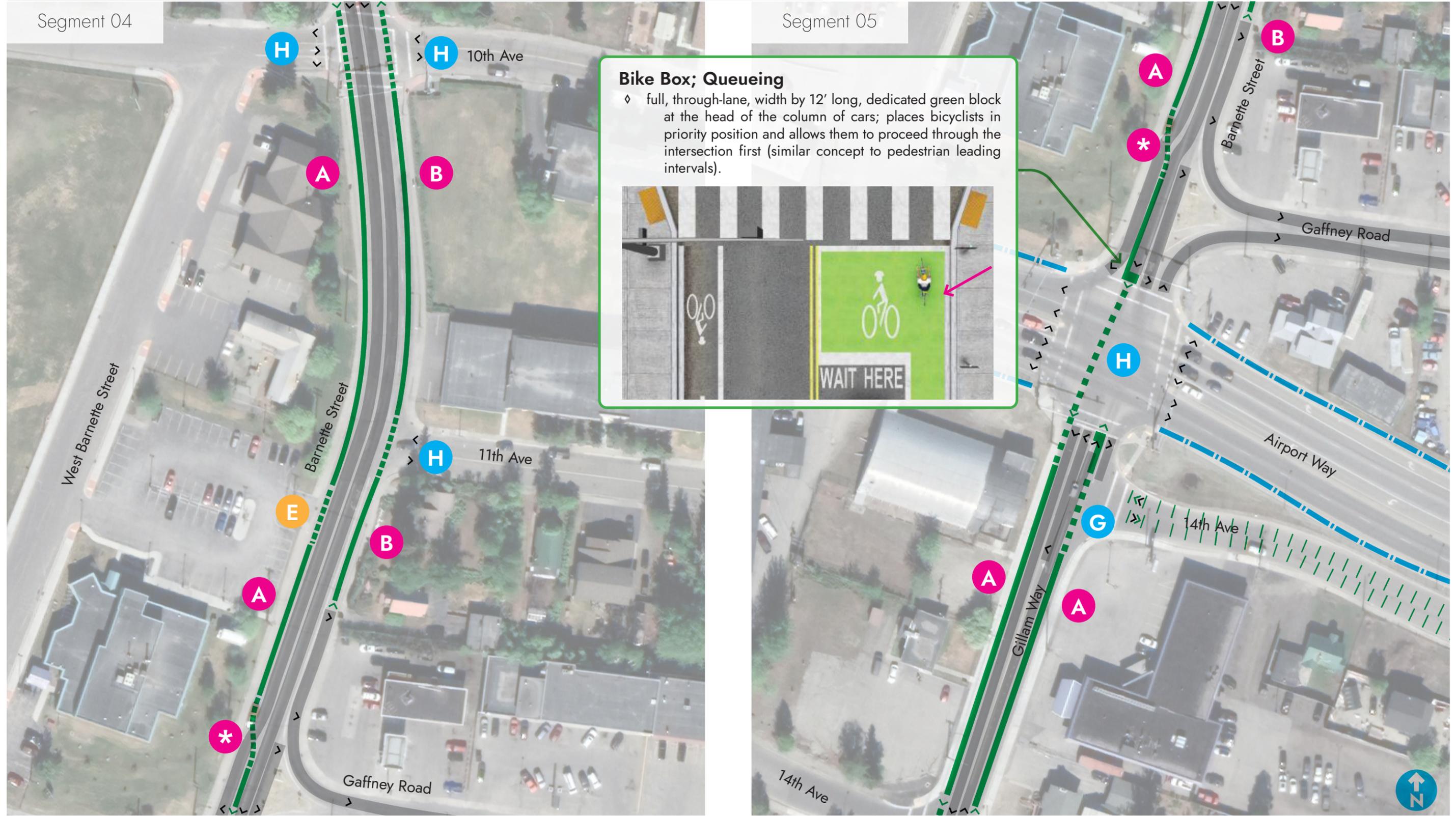
Segment 03



Bike System Design Key	
A Bike Lane; Standard Single Lane With Flow	B Bike Lane; Contra Single Lane Against Flow
C Bike Lane; Cycle Track 2-Way Consolidated Lanes	D Interaction point Low Volume
E Interaction point High Volume	F Intersection Sharrow
G Intersection Low Flow Dashed Lines	H Intersection High Flow Dashed Blocks
* Bike Lane; Merge Area Bike Lane Lateral Transition	

Map Key	
Vehicle Lane	Bicycle Lane*
Vehicle Center Turn Lane	Shared Use Path
Sharrow Right of Way	Bicycle Lane interacting with motor vehicle traffic
>	Direction of Travel

*Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style



Bike Box; Queuing

- ◆ full, through-lane, width by 12' long, dedicated green block at the head of the column of cars; places bicyclists in priority position and allows them to proceed through the intersection first (similar concept to pedestrian leading intervals).

Bike System Design Key	
A Bike Lane; Standard Single Lane With Flow	B Bike Lane; Contra Single Lane Against Flow
C Bike Lane; Cycle Track 2-Way Consolidated Lanes	* Bike Lane; Merge Area Bike Lane Lateral Transition
D Interaction point Low Volume	E Interaction point High Volume
F Intersection Sharrow	G Intersection Low Flow Dashed Lines
H Intersection High Flow Dashed Blocks	

Map Key	
Vehicle Lane	Bicycle Lane*
Vehicle Center Turn Lane	Shared Use Path
Sharrow Right of Way	Bicycle Lane interacting with motor vehicle traffic
Direction of Travel	

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10th Avenue

Challenges

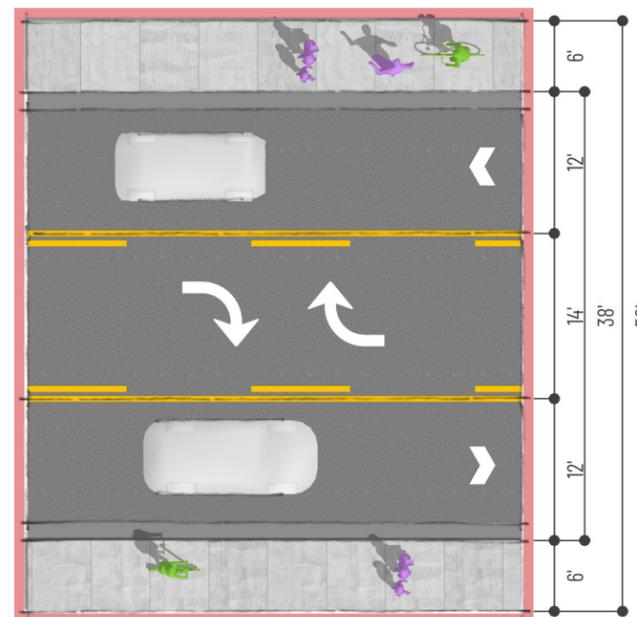
- ◇ Medium volume road
- ◇ Long corridor
- ◇ Variable corridor widths
- ◇ On-street parking at intervals
- ◇ Inlaid methyl methacrylate road markings

Goals

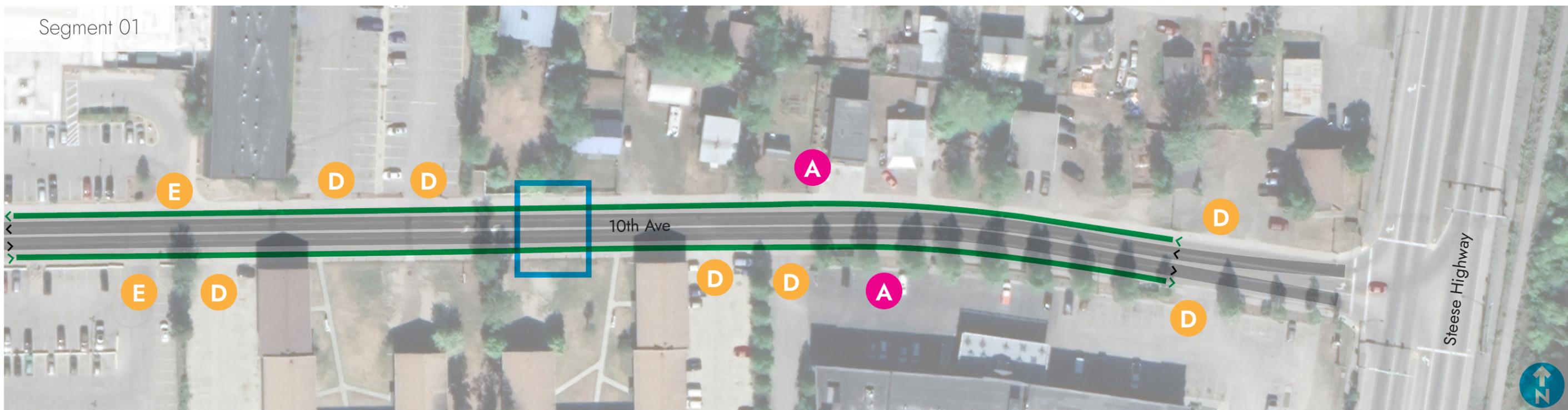
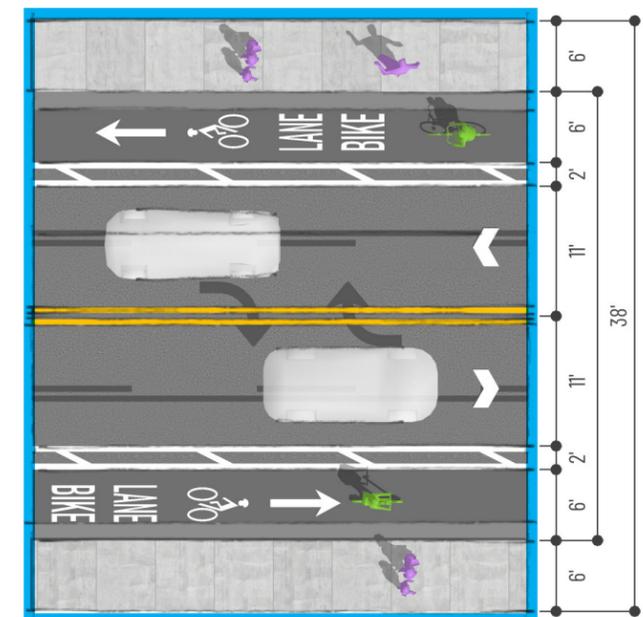
- ◇ Create consistency in bike lane treatment
- ◇ Provide safe separation for bikes from vehicles
- ◇ Promote safe travel speeds for all users



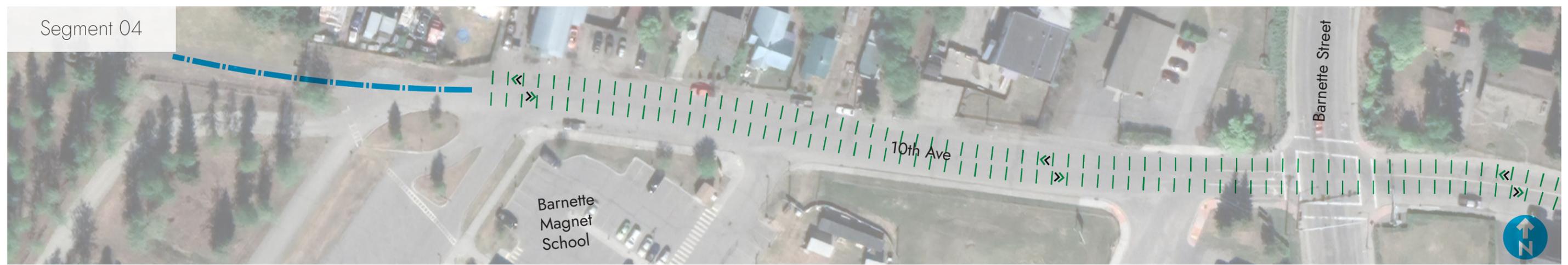
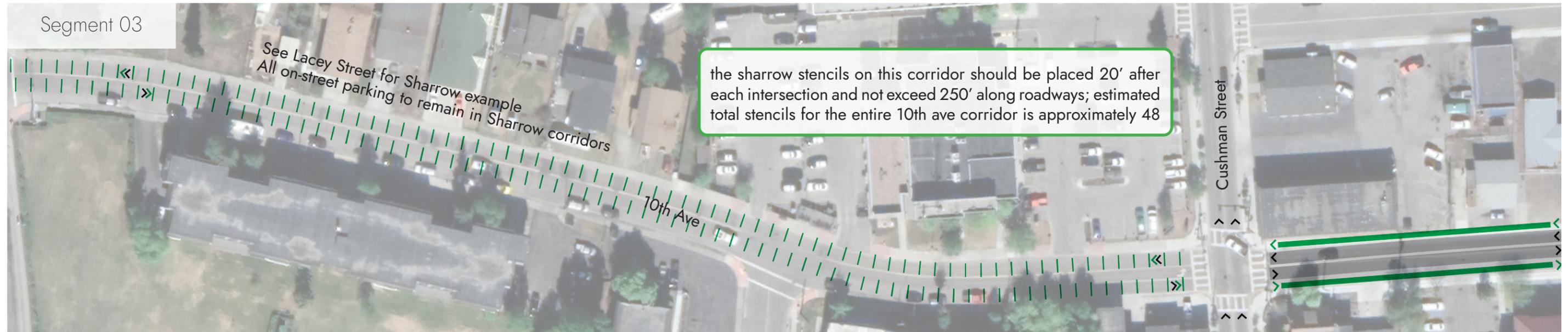
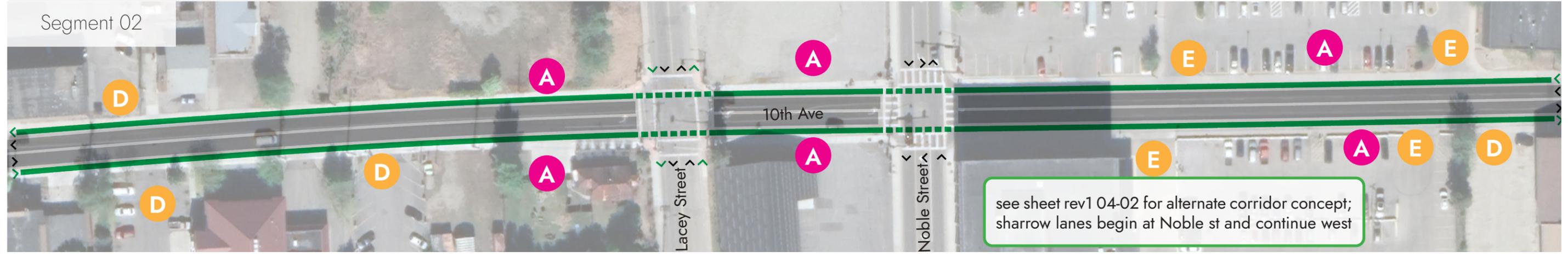
Existing



Recommended Concept



**Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style*



Bike System Design Key	
A Bike Lane; Standard Single Lane With Flow	B Bike Lane; Contra Single Lane Against Flow
D Interaction point Low Volume	F Intersection Sharrow
E Interaction point High Volume	G Intersection Low Flow Dashed Lines
C Bike Lane; Cycle Track 2-Way Consolidated Lanes	H Intersection High Flow Dashed Blocks
* Bike Lane; Merge Area Bike Lane Lateral Transition	

Map Key	
Vehicle Lane	Bicycle Lane*
Vehicle Center Turn Lane	Shared Use Path
Sharrow Right of Way	Direction of Travel
	Bicycle Lane interacting with motor vehicle traffic

*Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style

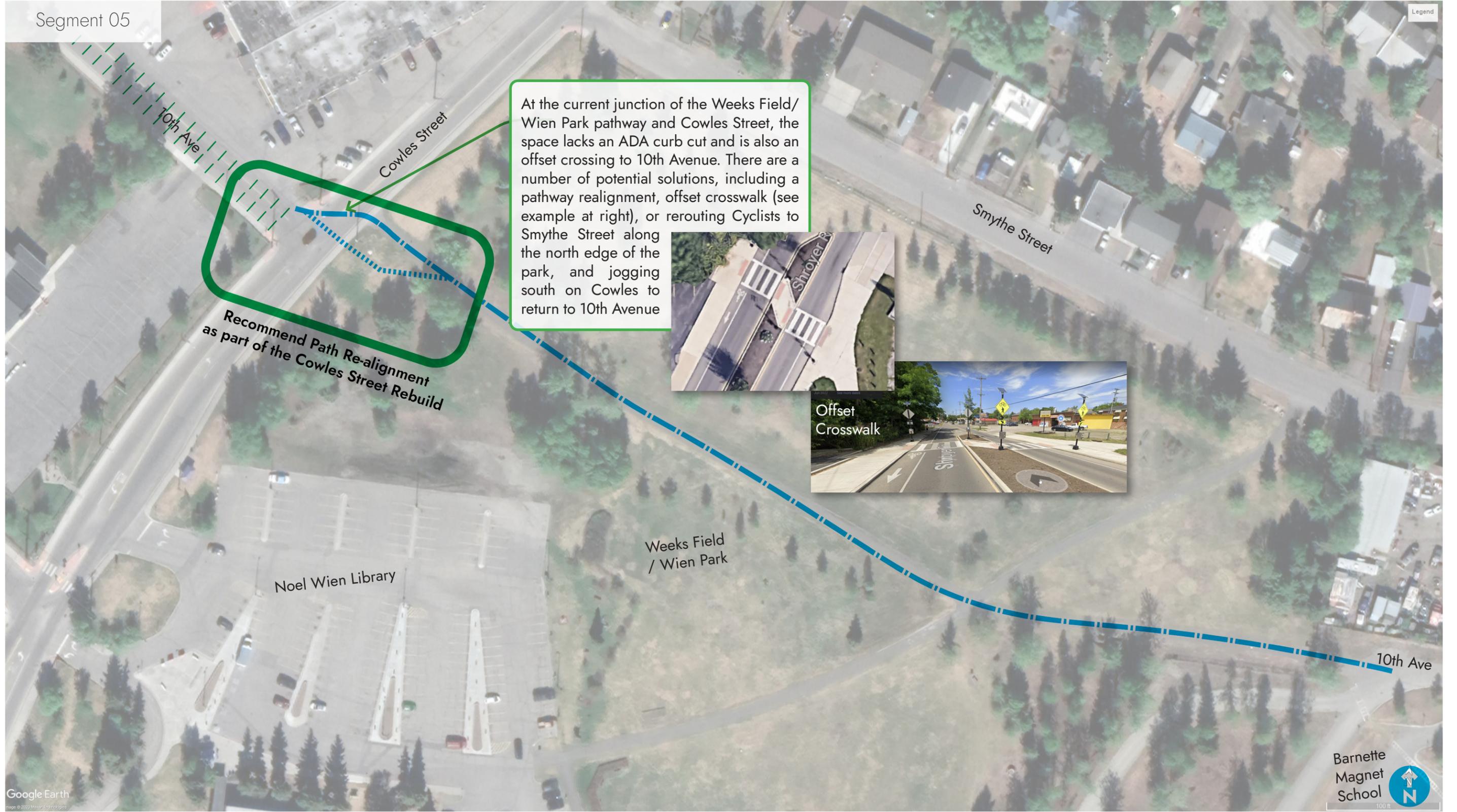
Segment 02



Bike System Design Key	
A Bike Lane; Standard Single Lane With Flow	B Bike Lane; Contra Single Lane Against Flow
C Bike Lane; Cycle Track 2-Way Consolidated Lanes	D Interaction point Low Volume
E Interaction point High Volume	F Intersection Sharrow
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Map Key	
Vehicle Lane	Bicycle Lane*
Vehicle Center Turn Lane	Shared Use Path
Sharrow Right of Way	Direction of Travel
	Bicycle Lane interacting with motor vehicle traffic

*Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style



Bike System Design Key	
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* Bike Lane; Merge Area Bike Lane Lateral Transition	

Map Key	
Vehicle Lane	Bicycle Lane*
Vehicle Center Turn Lane	Shared Use Path
Sharrow Right of Way	Direction of Travel
	Bicycle Lane interacting with motor vehicle traffic

**Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style*

Segment 06



Google Earth

Bike and Pedestrian Advisory Committee
 FAST Planning

Bike System Design Key	
A Bike Lane; Standard Single Lane With Flow	B Bike Lane; Contra Single Lane Against Flow
D Interaction point Low Volume	E Interaction point High Volume
C Bike Lane; Cycle Track 2-Way Consolidated Lanes	F Intersection Sharrow
G Intersection Low Flow Dashed Lines	H Intersection High Flow Dashed Blocks
* Bike Lane; Merge Area Bike Lane Lateral Transition	

Map Key	
Vehicle Lane	Bicycle Lane*
Vehicle Center Turn Lane	Shared Use Path
Sharrow Right of Way	Direction of Travel
	Bicycle Lane interacting with motor vehicle traffic

October 16, 2023
 (rev 2) Sheet 04-04

*Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style

Segment 07



Bike System Design Key	
A Bike Lane; Standard Single Lane With Flow	B Bike Lane; Contra Single Lane Against Flow
D Interaction point Low Volume	E Interaction point High Volume
F Intersection Sharrow	G Intersection Low Flow Dashed Lines
C Bike Lane; Cycle Track 2-Way Consolidated Lanes	H Intersection High Flow Dashed Blocks
* Bike Lane; Merge Area Bike Lane Lateral Transition	

Map Key	
Vehicle Lane	Bicycle Lane*
Vehicle Center Turn Lane	Shared Use Path
Sharrow Right of Way	Direction of Travel
	Bicycle Lane interacting with motor vehicle traffic

*Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style

Project Note: Best efforts have been made to accurately portray site conditions, however as some in-situ discrepancies may exist, additional ground truthing should occur to ensure accuracy



Google Earth

Bike and Pedestrian Advisory Committee
 FAST Planning

Bike System Design Key

A Bike Lane; Standard Single Lane With Flow	B Bike Lane; Contra Single Lane Against Flow	C Bike Lane; Cycle Track 2-Way Consolidated Lanes	* Bike Lane; Merge Area Bike Lane Lateral Transition
D Interaction point Low Volume	E Interaction point High Volume	F Intersection Sharrow	G Intersection Low Flow Dashed Lines
		H Intersection High Flow Dashed Blocks	

Map Key

Vehicle Lane	Bicycle Lane*	Bicycle Lane interacting with motor vehicle traffic
Vehicle Center Turn Lane	Shared Use Path	
Sharrow Right of Way	Direction of Travel	

October 16, 2023
 (rev 2) Sheet 04-06

*Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style

Fairbanks Area Surface Transportation
Planning

Fairbanks Transit Plans Update 2023

Fairbanks North Star Borough
Senior Citizens Advisory Commission
02/08/2024

Corey DiRutigliano | Transportation Planner + Architect , FAST Planning
corey.diru@fastplanning.us | (907) 308-3809



Fairbanks Transit Plans Update

Our Team

- **FAST PLANNING**

- Corey DiRutigliano, Project Manager
- Olivia Lunsford, Transportation Planner
- Jackson Fox, Director



- **R&M Consultants**

- Van Le, Project Manager
- Bryant Wright, Public Engagement Lead
- Taryn Oleson-Yelle, CHSTP



- **Alta Planning & Design**

- Collin Hodges, Transportation Planner



- **DOWL Engineering**

- Jess Smith, Transportation Planner



- **FNSB Transportation**

- Dey Johnson, Transportation Manager
- Michelle Denton, Director



About FAST Planning

- Fairbanks Area Surface Transportation (FAST) Planning is the Metropolitan Planning Organization (MPO) for the urbanized areas of the Fairbanks North Star Borough, including the cities of North Pole and Fairbanks.
 - Creates plans for local multi-modal transportation system investments that work for the betterment of the community.
 - The Metropolitan Planning Organization (MPO) is an ongoing cooperative effort guided by priorities set forth by the Technical Committee and Policy Board.
- 
- *Safely and efficiently move goods and people*
 - *Support economic progress*
 - *Protect the environmental protection and an*
 - *Improve quality of life*

Project Purpose and Need

- Improve the coordination between public transportation and human service providers in the community.

- **Short- and Long-Term Transit Plan**

- 5- and 20-year planning horizons
- Short-term: Operational, financial, and capital improvements for transit services
- Long-Term: Forecasted population and infrastructural changes that could affect transit provision

- Bipartisan Infrastructure Law
- Infrastructure Investment and Jobs Act
- Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310)

- **Coordinated Human Services Transportation Plan (CHSTP)**

- Transportation needs of individuals with disabilities, seniors, and people with low incomes
 - Strategies for meeting those local needs
 - Prioritize transportation services and projects for funding and implementation
- Federal Transit Administration (FTA) 5310 grant funding requirement
 - Fixing America's Surface Transportation Act (FAST Act)

Transit Plan Update Vision and Goals



VISION “The MACS Transit system is an investment in our subarctic communities, connecting people with opportunities through access to jobs, healthcare, education, and destinations, with dependable, inclusive, safe and equitable service in all seasons.”

GOALS

- 1** Maximize transit system efficiency
- 2** Provide accessible, equitable service in all seasons
- 3** Connect the MACS system to destinations through the wider transportation network
- 4** Connect riders with economic opportunities and continue to bring economic benefits to the Borough
- 5** Coordinate transit decisions with local and regional planning priorities
- 6** Protect the environment, improve air quality, and promote alternate fuels
- 7** Develop a plan for Communication, Education, and Awareness
- 8** MACS transit is dependable, welcoming, consistent and preferred transportation

Coordinated Human Services Transportation Plan Update Vision and Goals



VISION "Any member of the community, from most to least advantaged, including elderly and people with disabilities, whose mobility needs are not met through their own means or MACS fixed-route services, is connected to the community through a range of transportation options to elevate their independence, freedom and opportunities for a cohesive and enriching public life."



GOALS

1 Expand Communication, Education, and Awareness

2 Strengthen provider resources and ensure consistent and reliable funding for services and programs

3 Collect data consistently and coordinate information sharing to enhance transit equity and service delivery

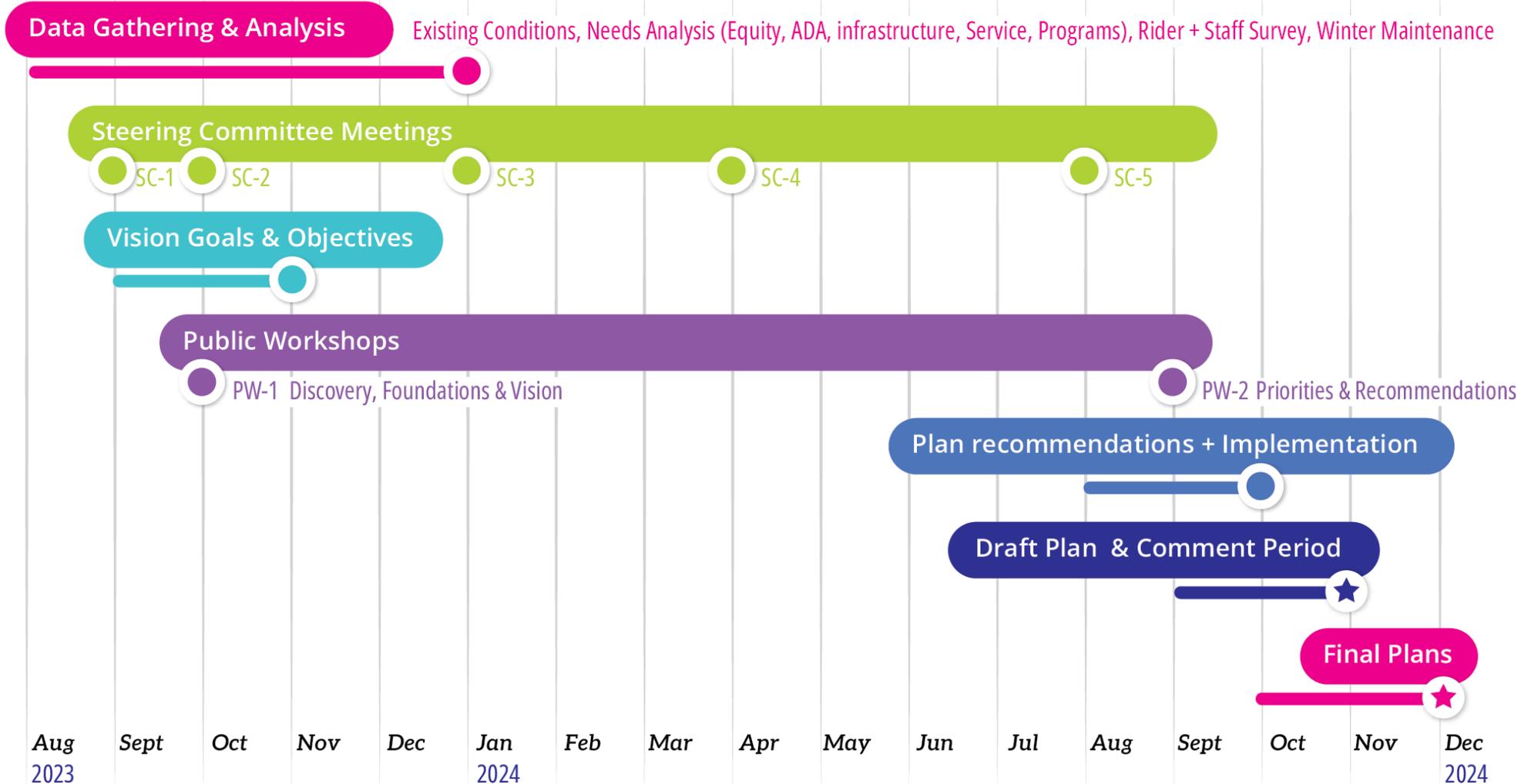
4 Expand service availability through ongoing Coordination, Collaboration, and Partnerships

5 Plan and Coordinate safe, affordable and accessible services for Borough Residents

2023 Transit Plans Update Project Schedule



Fairbanks North Star Borough

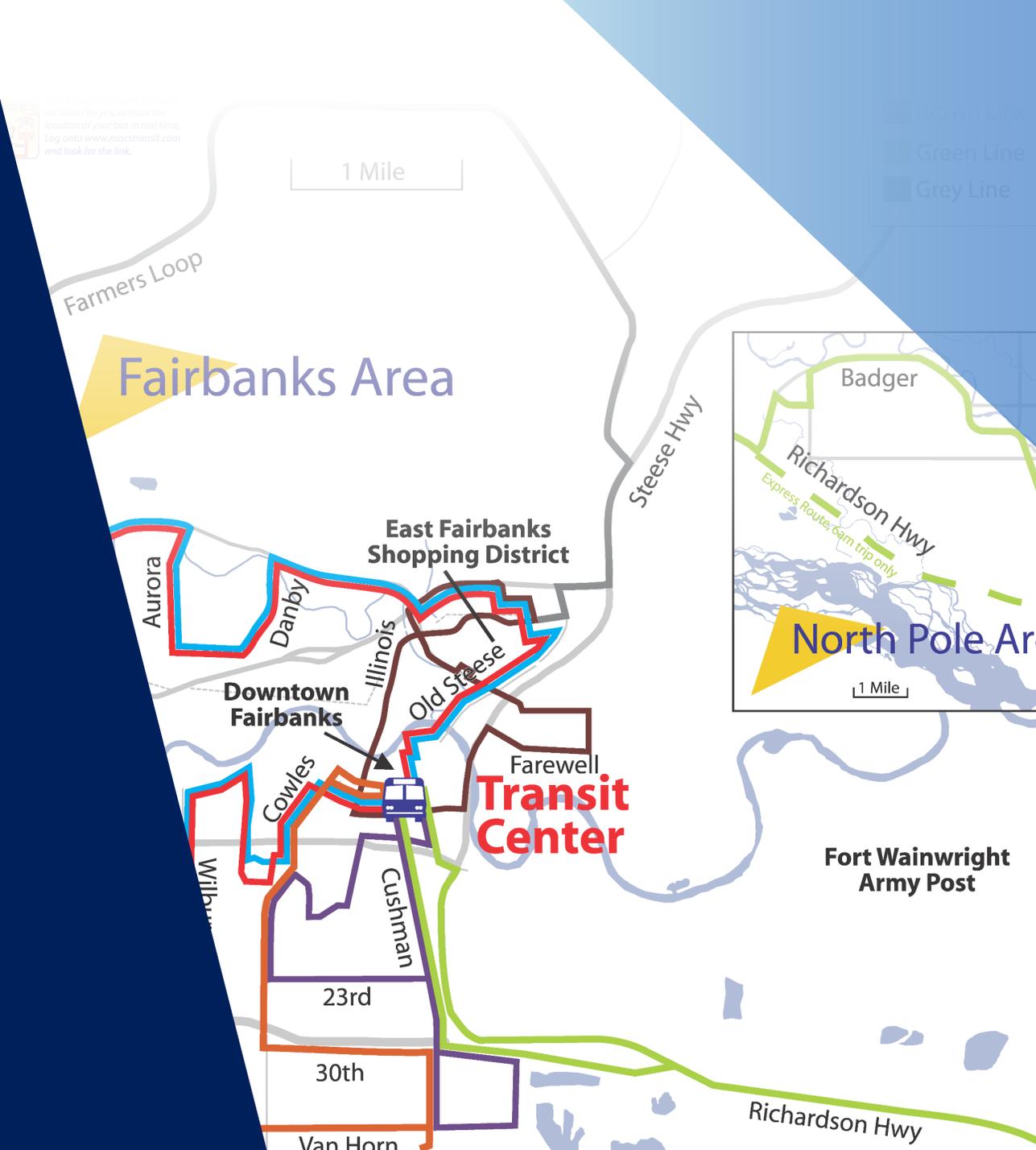


Fairbanks Transit Plans Update

How can we connect our communities?

Considerations for Seniors:

- Van Tran
- Event Shuttles
- Tell us!





UPCOMING EVENTS

- February: Needs Analysis Report
- **March: Steering Committee Meeting #3**
 - Needs Analysis Charrette
 - *Join the Steering Committee?*
- Summer & Fall 2024:
 - Draft Plan & Review
- **Final Plan end of 2024**

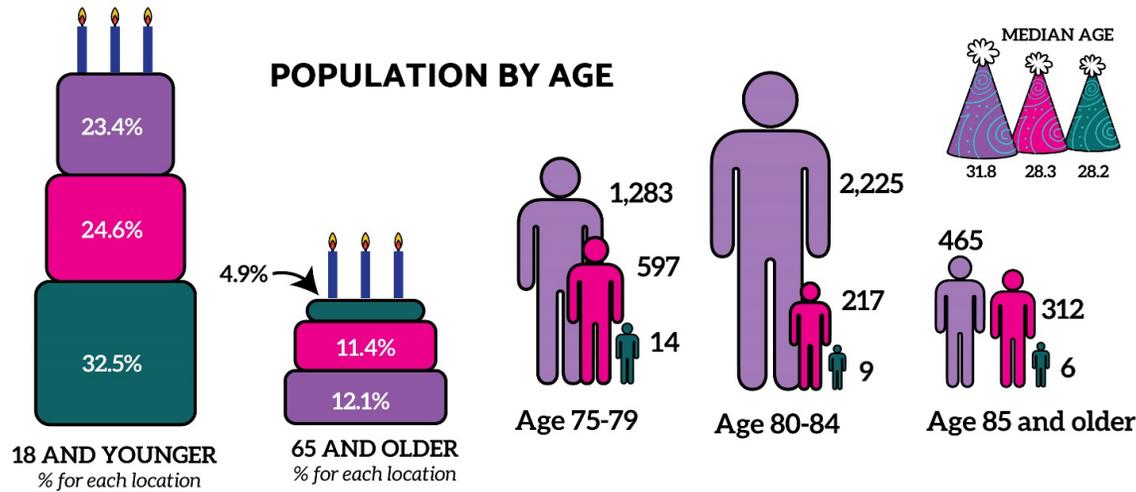
Corey DiRutigliano | Transportation Planner + Architect , FAST Planning

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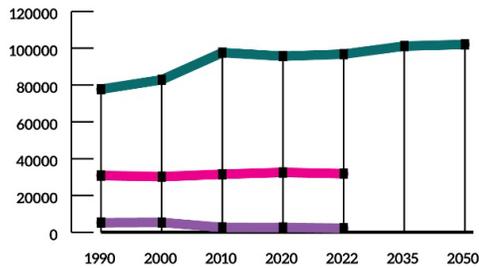
Fairbanks North Star Borough

City of Fairbanks

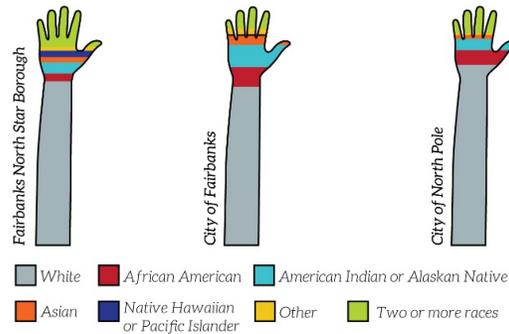
City of North Pole



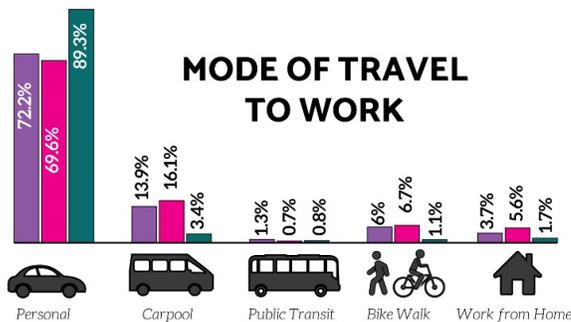
POPULATION TREND



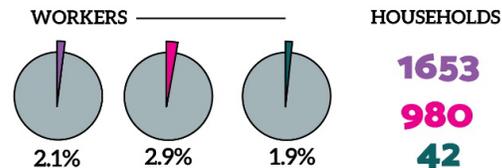
RACE (% OF TOTAL POPULATION)



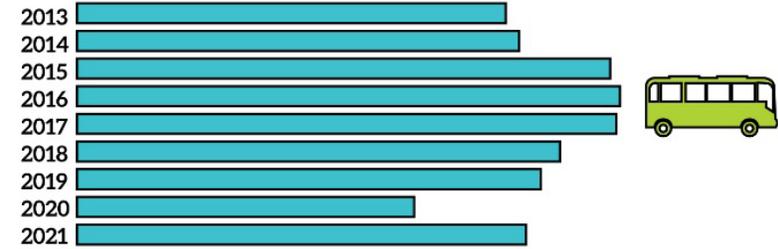
MODE OF TRAVEL TO WORK



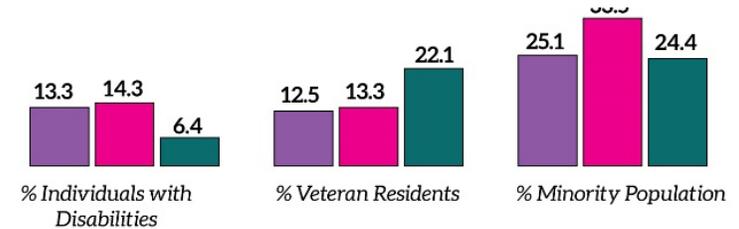
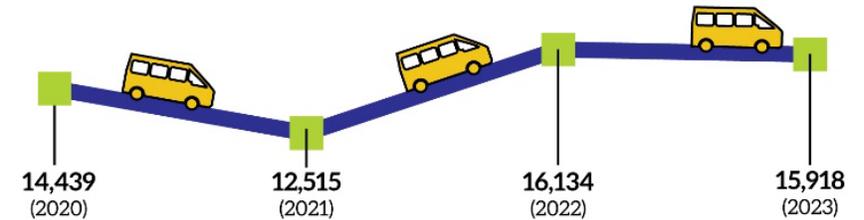
ZERO VEHICLE



MACS MILES TRAVELED



VAN-TRAN RIDERSHIP (FISCAL YEAR)



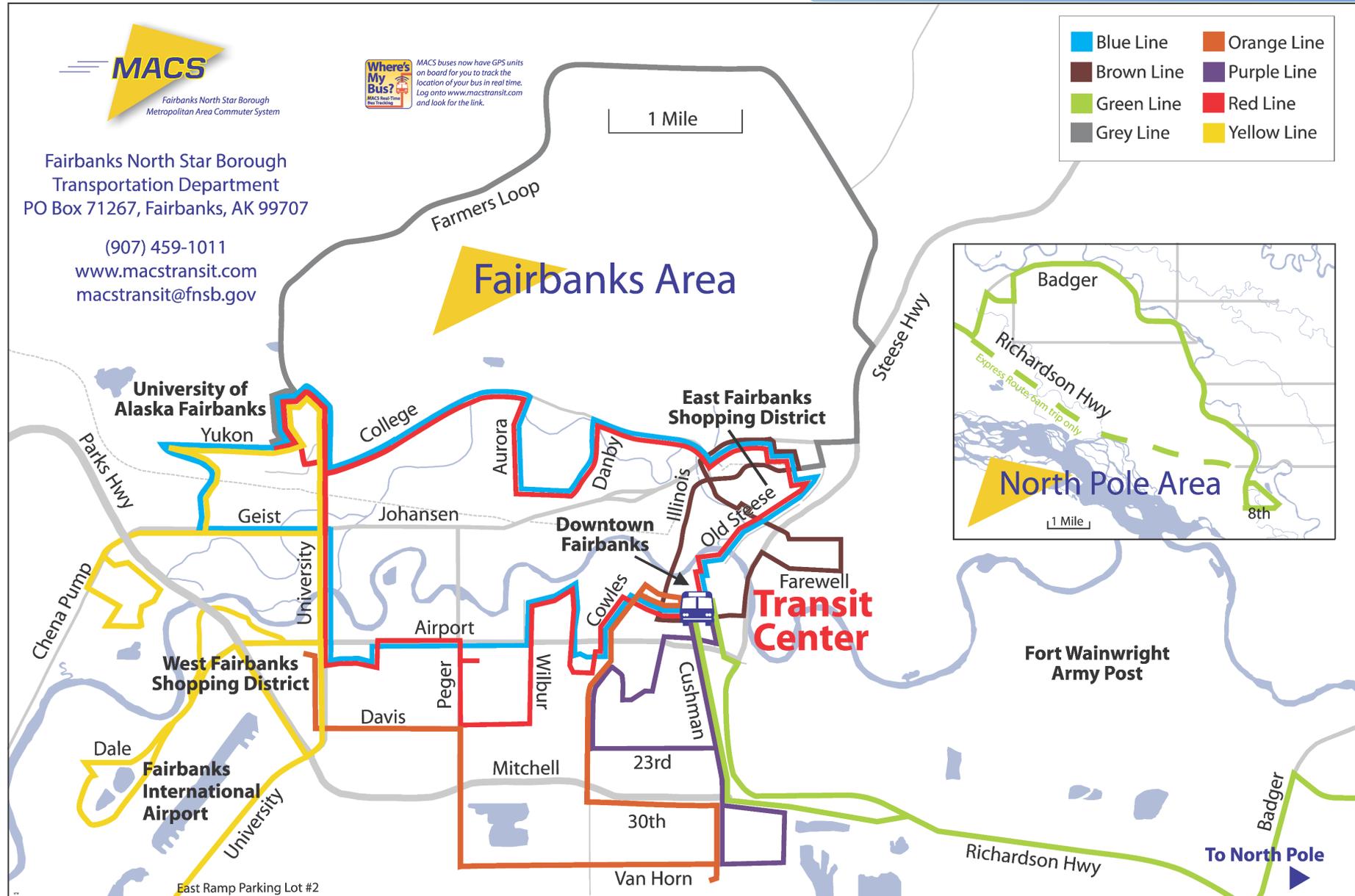
MEDIAN INCOME & POVERTY

POPULATION	95,655	32,515	2,610
MEDIAN INCOME	\$83,519	\$66,572	\$83,524
% POPULATION BELOW POVERTY LEVEL	7.9	9.1	5.3



Fairbanks Transit Plans Update

- MACS & Van Tran
- City of Fairbanks
- City of North Pole
- Eight lines
 - Regular
 - Limited



behavior and travel demand, including public transportation ridership, induced highway travel, and congestion;

(iii) to support more accurate travel demand forecasting by States and metropolitan planning organizations; and

(iv) to enhance the capacity of States and metropolitan planning organizations—

(I) to forecast travel demand; and

(II) to track observed travel behavior responses, including induced travel, to changes in transportation capacity, pricing, and land use patterns.

(2) SECRETARIAL SUPPORT.—The Secretary shall seek opportunities to support the transportation planning processes under sections 134 and 135 of title 23, United States Code, through the provision of data to States and metropolitan planning organizations to improve the quality of plans, models, and forecasts described in this subsection.

(3) EVALUATION TOOL.—The Secretary shall develop a publicly available multimodal web-based tool for the purpose of enabling States and metropolitan planning organizations to evaluate the effect of investments in highway and public transportation projects on the use and conditions of all transportation assets within the State or area served by the metropolitan planning organization, as applicable.

SEC. 11206. INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS.

(a) DEFINITION OF COMPLETE STREETS STANDARDS OR POLICIES.—In this section, the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

(b) FUNDING REQUIREMENT.—Notwithstanding any other provision of law, each State and metropolitan planning organization shall use to carry out 1 or more activities described in subsection (c)—

(1) in the case of a State, not less than 2.5 percent of the amounts made available to the State to carry out section 505 of title 23, United States Code; and

(2) in the case of a metropolitan planning organization, not less than 2.5 percent of the amounts made available to the metropolitan planning organization under section 104(d) of title 23, United States Code.

(c) ACTIVITIES DESCRIBED.—An activity referred to in subsection (b) is an activity to increase safe and accessible options for multiple travel modes for people of all ages and abilities, which, if permissible under applicable State and local laws, may include—

(1) adoption of Complete Streets standards or policies;

(2) development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;

(3) development of transportation plans—

(A) to create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and child care services, or other community activity centers;

(B) to integrate active transportation facilities with public transportation service or improve access to public transportation;

(C) to create multiuse active transportation infrastructure facilities, including bikeways or pedestrian and bicycle trails, that make connections within or between communities;

(D) to increase public transportation ridership; and

(E) to improve the safety of bicyclists and pedestrians;

(4) regional and megaregional planning to address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and

(5) development of transportation plans and policies that support transit-oriented development.

(d) FEDERAL SHARE.—The Federal share of the cost of an activity carried out under this section shall be 80 percent, unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.

(e) STATE FLEXIBILITY.—A State or metropolitan planning organization, with the approval of the Secretary, may opt out of the requirements of this section if the State or metropolitan planning organization demonstrates to the Secretary, by not later than 30 days before the Secretary apportions funds for a fiscal year under section 104, that the State or metropolitan planning organization—

(1) has Complete Streets standards and policies in place; and

(2) has developed an up-to-date Complete Streets prioritization plan as described in subsection (c)(2).

Subtitle C—Project Delivery and Process Improvement

SEC. 11301. CODIFICATION OF ONE FEDERAL DECISION.

(a) IN GENERAL.—Section 139 of title 23, United States Code, is amended—

(1) in the section heading, by striking “**decisionmaking**” and inserting “**decisionmaking and One Federal Decision**”;

(2) in subsection (a)—

(A) by redesignating paragraphs (2) through (8) as paragraphs (4), (5), (6), (8), (9), (10), and (11), respectively;

(B) by inserting after paragraph (1) the following:

“(2) AUTHORIZATION.—The term ‘authorization’ means any environmental license, permit, approval, finding, or other administrative decision related to the environmental review process that is required under Federal law to site, construct, or reconstruct a project.”

COMPLETE STREETS

This policy shall be used if a signature street is “incomplete” and does not provide for all users and all modes of transportation.

Principles of Complete Streets

The following are the key principles of Complete Street policies:

- b. They are context-sensitive,
- c. Emphasize connectivity,
- d. Ensures that the entire right-of-way is planned, designed, funded and operated with consideration of safe access for users of all ages and mobility and all users being equally deserving of safe facilities to accommodate their travel,
- e. Encourage the use of the latest and best design standards,
- f. Allow flexibility in balancing user needs including maintenance needs and temporary snow storage
- g. Meet performance standards, and
- h. Meet implementation steps.

Policy Statement

FAST Planning promotes that the above principles of Complete Streets be considered at all phases of planning and project development in the establishment and development of a multi-modal transportation system. This policy is a commitment that future transportation projects will take into account the needs of everyone using the road right-of-way as early as practicable and throughout the process. This policy helps integrate the needs of all users into everyday transportation planning practices so that, gradually, a complete network of roads serves all users.

Consistency

This policy is consistent with the goals of FAST Planning:

1. Coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy to grow.
2. Provide a safe, efficient, secure and interconnected multi-modal transportation system for all users.
3. Protect the environment, improve air quality and promote energy efficiency.
4. Optimize the utility and lifespan of the existing transportation system.
5. Ensure adequate transportation facilities to support economic development.

Principal Points

- Complete Streets reflect the transportation policy and design approach that promotes streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods, as practicable.
- FAST Planning will not subscribe to one singular design prescription for Complete Streets; each street is different in function and context. Context-sensitive solutions involve stakeholders in considering a transportation facility in its entire social, environmental and aesthetic context and this Complete Streets policy is a reminder that providing for safe travel by users of all modes is the primary function of the corridor. Roadways that are planned and designed using a Complete Street approach may include: sidewalks, bike lanes, wide paved shoulders, special bus lanes, comfortable and accessible transit stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts and more. One particular street may not include all elements of Complete Street requirements but may be part of a larger “Complete Network”.
- Consideration of Complete Streets, competing objectives and creation of new assets must be balanced with asset preservation needs and other constraints (fiscal, right of way, etc.) in order to manage risks associated with diminishing asset preservation capabilities and effectiveness.

Distribution

This policy should inform Alaska Department of Transportation and Public Facilities (ADOT&PF) personnel, local agency representatives, and consultants responsible for planning, designing, constructing or maintaining projects with the Metropolitan Planning Area. Procurement for consulting

services for the planning or design of an FAST Planning area project or plan will be assisted by this policy, when appropriate.

Procedures

The procedures for implementing “Complete Streets” in planning and project scoping, operations, and maintenance and measurement and evaluation are specified below.

Planning Guidelines

- Development of the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) shall consider needs for all users.
- FAST Planning’ MTP catalogs system conditions and needs so that projects may prioritize and work towards systems and networks that eliminate or minimize the impact of system and network gaps and barriers for all users. This is consistent with FHWA’s Planning Emphasis Area to identify transportation gaps in access to essential services and identification of solutions to address those gaps, for the public including traditionally underserved populations.
- Successful implementation of complete streets requires multi-jurisdictional coordination, collaboration, partnering and planning with ADOT&PF, local governments and other implementing agencies to accomplish efficient and effective system planning for all modes and the connectivity that should be addressed at network, corridor and project levels. Coordination should also ensure cooperation with local entities to look for opportunities to address complete streets on their systems.
- FAST Planning, with the assistance of ADOT&PF, shall look to bring training opportunities to collaboratively support local governments and state personnel in the implementation of complete streets principles and best practices.
- FAST Planning shall employ early, continuous and meaningful involvement of the public and the full range of affected stakeholders and shall reach out to populations who may be underrepresented or underserved by the transportation system. The stakeholders should include all populations covered under Title VI, ADA and other Civil Rights laws. Community and stakeholder interests will be addressed using transparent, effective and project appropriate public involvement processes.
- Roads with excess vehicular capacity will be identified for possible reconfiguration to improve access for all users. FAST Planning shall involve DOT and local government in partnering and planning when considering a Complete Streets Network Plan.

i. Development of Project Scope

- Considerations in regards to all modes and all users shall be documented in the project development process scoping documents.
- Modify project selection criteria to reflect the importance of this policy
- Plans and projects should consider future demand from all users and across all corridors. These needs might be met in phased projects in the corridor when it's more advantageous.
- FAST Planning shall consider all impacted users in project safety reviews, road safety audits and intersection control evaluations.
- Employ the use of a Complete Streets Checklist. Projects that do not address an identified user group need must document in the complete streets project report the reasons for not incorporating improvements.

j. Maintenance and Operations

- Work with local jurisdictions and transit providers to identify and coordinate with the jurisdictions responsible for or with capacity to provide appropriate maintenance and snow removal on all facilities including sidewalks, crossings, bridges, underpasses and transit stops and hubs.
- Complete streets considerations are not required for emergency and routine or localized maintenance and repair work (debris removal, sweeping, pothole patching, sidewalk patching, joint and crack repair, resurfacing, etc).

Exemptions to Policy

FAST Planning is not obligated to address the needs of a user group when one or more of the following apply:

- Users are legally prohibited from using a roadway. (Where access is legally prohibited, project managers should consider opportunities to address or remove barriers to network connectivity and crossings that are important for serving non-motorized and other modes).
- Because of the long life of bridge structures, careful consideration should be given before determining whether to provide for other modes at the time a new structure is constructed.
- Detrimental environmental or safety impacts outweigh the benefits of enhanced multimodal access.
- Providing accommodations for non-motorized users reduces the level-of-service for motorized vehicles below the guidelines found in the AASHTO "Green Book", A Policy on Geometric Design of Highways and Streets.

- Constraints related to right of way acquisition requiring excessive expenditure of time, money and resources.
- Inability to enter into an agreement to assume operations and maintenance of the facility.
- Cost of accommodation is excessively disproportionate to the need or probable use.
- Funding limitations.

Measurement and Evaluation

- Establish process indicators to evaluate the implementation of complete streets.
- Track established performance indicators that contribute to complete street goals. Consider:
 - Linear feet of new or reconstructed sidewalk
 - Miles of new or restriped on-street bicycle facilities
 - Number of new or reconstructed curb ramps
 - Number of new or repainted crosswalks
 - Percentage completion of bicycle and pedestrian networks as envisioned in plans
 - Percentage of transit stops with shelters
 - Multimodal Level of Service (MMLoS)
 - Decrease in rate of crashes, injuries and fatalities by mode

Guidance and References

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/legislation/sec217.cfm

<http://contextsensitivesolutions.org/>

<http://www.smartgrowthamerica.org/complete-streets>

http://www.dot.state.ak.us/stwddes/dcsprecon/assets/pdf/preconhwy/preconstruction_all.pdf, 430-9, 1190-2

AASHTO's [A Policy on Geometric Design of Highways and Streets](#)

https://bookstore.transportation.org/collection_detail.aspx?id=110

[Urban Street Design Guide](#).

[FAST Planning' Non-Motorized Design Solutions Toolkit](#)

[Complete Streets Complete Networks: A Manual for the Design of Active Transportation](#)

Policy Last Updated

October 21, 2015

Winter Cycling Federation

Founded in 2014, the Winter Cycling Federation is an international non-profit, dedicated to achieving more and better winter cycling in communities around the globe.

[Mission & Vision](#)[Methods](#)[Board](#)[Q&A](#)[Contacts](#)



Our Vision

Winter Cycling Federation's vision is winter cycling for everyone – a world where cycling is understood

as a normal and practical transportation option for people of all ages and abilities year round.

Our Mission

Winter Cycling Federation's mission is to create opportunities for inspiration, research and collaboration. We help cities and countries around the world foster bicycle-focused transportation year-round.

Methods

Our primary goal is to normalize cycling in the winter, everywhere. We achieve it by:

- ✓ Sharing stories, images and other examples of where cycling in winter is already normalized.
- ✓ Hosting fun, meaningful and inspiring international events aimed at all ages.
- ✓ Sharing the best design and techniques that currently exist.
- ✓ Foster innovation where needed.

✓ Measuring winter cycling rates and trends around the world.

✓ Fostering a community of practitioners and interested experts.

✓ Keeping everyone informed and excited while involving the public meaningfully.

✓ Supporting our partners in business, art, health, and all other sectors.



Timo Perälä

president

Oulu, Finland



Pekka Tahkola

vice-president

Oulu, Finland

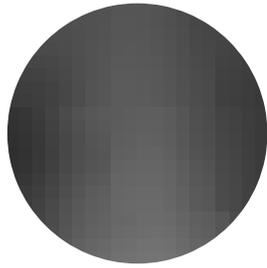


Anders Swanson

secretary

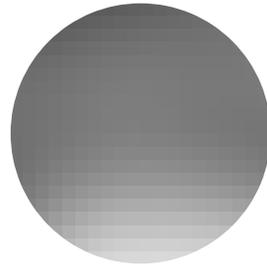
Winnipeg, Canada





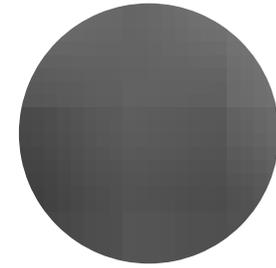
Isla Tanaka

Edmonton, Canada



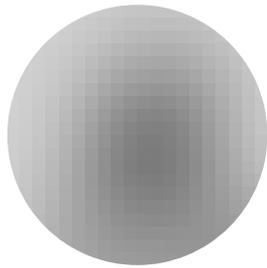
Tony Desnick

Minneapolis/St. Paul, USA



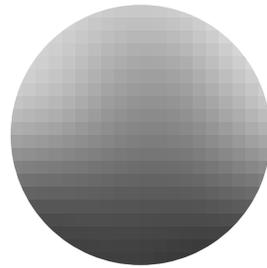
Rebecca Wolfson

Boston, USA



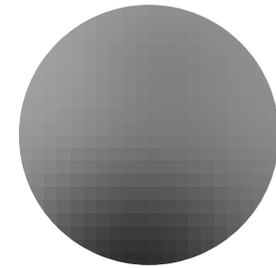
Bartek Komorowski

Montréal, Canada



Matti Hirvonen

Tampere, Finland



Stephen Kurz

Delft, Netherlands



Q&As

How was the Winter Cycling Federation born?



Why is advocating for winter cycling necessary?



Name the main areas of interest of WCF without using the word cycling.



Winter has myriad forms across continents. A winter in central Finland with a constant layer of snow and temperatures way below zero is very different from a winter in, for example, the San Francisco Bay area with mild temperatures and a lot of rainfall. How does WCF reflect this?



What does WCF do in the summer?



How did WCF grow from three folks chatting over a beer to a well-established organization with members and supporters all over the world?



How is WCF funded?



[Who we are](#) [Support us](#) [Snow how](#) [Become a Member](#) [Contacts](#)

Pre-Conference: The Active Transportation Solution

8:00 AM	Optional: Garneau School Bike Bus Experience Starting at 105 Street and University Avenue, SW Corner
9:00 AM	Registration North Foyer
10:00 AM	Opening and Welcome Main Ballroom
10:15 AM	Draw me a picture of your journey: Understanding active school travel experiences among students in Edmonton, Alberta This session will share findings from recent arts-based research with 20+ students in Edmonton aimed at understanding youth Active School Travel (AST) experiences. The session will provide an overview of the research, with links to best-practices examples for AST. Attendees will gain an understanding of key AST considerations for schools and neighborhoods, with discussion on ways they can promote well-being through AST resources and strategies in their own communities. Genevieve Montemurro, Dr. Kate Storey, Megan MacNeil, Shivani Solanki, Danielle Klassen (University of Alberta)
11:15 AM	Tools for Schools Let's begin our conversation at the school site. Comprehensive School Health is embedded within Green Communities Canada's evidence-based School Travel Planning (STP) process. Each of the tools in the STP toolkit and the Active School Travel Curricular Connections resource will be examined to understand how they serve not just the goals of the school site but those of the school jurisdiction and the municipality as well. Applicable examples from the ongoing project work of Ever Active Schools will be showcased. Ever Active Schools
12:00 PM	Lunch
1:00 PM	The Active Transportation Solution: It Takes a Village School Travel Planning (STP) at school sites is key to the Active School Travel (AST) movement, as it provides the validation that school jurisdictions need to scale the work to additional schools. In fact, STP is one of the recommendations outlined in the AST Policy and Practice Recommendations for Alberta School Jurisdictions tool. Together, we will examine each recommendation and the valuable role that school jurisdictions play in advancing AST, before exploring the role of municipalities in fostering a culture of walking and wheeling. Ever Active Schools
2:00 PM	How to REALLY increase physical activity among children A review of the international EU-funded Sustainable and Inclusive Access to Sports Practice (SIASP) project that addresses the prevalent issue of limited physical activity despite children's participation in all kinds of sports clubs. The project partners from Finland, Slovakia and Austria question whether building sports facilities alone suffices for the shift towards active communities, and propose that active travel, especially cycling, among children and their parents as a way to reach venues of children's extracurricular activities will have a much stronger impact. Seeking to spark a broader conversation, the session will prompt discussions on accessibility of sports facilities and active mobility plans and projects in the Canadian/Northern American context. Petra Necasova (Winter Cycling Federation)
2:20 AM	Share in an open discussion of national and international Active School Travel best practices
2:50 PM	Closing Remarks
Conference Themes	
Champion It!	The sessions in this stream address advocacy and communications.
Maintain It!	The sessions in this stream address maintenance, operations and bike share systems.
Design It!	The sessions in this stream address planning, design, and policy to support winter cycling.
	Keynotes, Workshops, Panels and Guided Rides
	Meals and coffee breaks.

The Winter Cycling Congress 2024 Schedule **February 22, 2024**

7:30am	Registration North Foyer
8:00am	Breakfast North Foyer
9:00am	Conference Opening Main Ballroom
9:30am	Keynote Presentation - Alex Stieda Main Ballroom
10:30am	Coffee Break North Foyer

Presentation Block #1

Time	Room	Session
10:50am-11:40am	Manitoba (Westin)	Winter Fun Near You: WinterPeg (mobile ski library), Goal5 (newcomer cycling lessons) and new ideas for spreading cycling Using a mix of video and dialogue, we'll tell the story of two major initiatives born in a pandemic, revealing ways to bring us together and solve practical problems. Let us inform your winter cycling programs and messaging. We'll talk about logistics, tourism, research methods, and the virtue of a little FAFO spirit. Learn how Winnipeg Trails uncovered a deep desire for participation in winter fun and cycling and how Plain Bicycle led us to implement a better way of teaching cycling. Anders Swanson (Winnipeg Trails)
10:50am-11:40am	Saskatchewan (Westin)	How It Started and How It's Going: Becoming 'The Most Exciting Cycling City in North America' How does a city go from publicly humiliating planners and tearing out bike infrastructure to dedicating \$100M to bike lanes and hailed as "The Most Exciting Cycling City in North America" ? Track the journey that took Edmonton from outrage to acceptance, from penalizing to investment, from minimal maintenance to prioritizing snow removal in bike lanes. Learn how applying a lens and tactics of equity, health, accessibility and climate resilience galvanized change from the most reluctant voices. Katie Soles, Tyler Golly (Sole and Company, Martinson Golly)
10:50am-11:40am	British Columbia (Westin)	Let's Fix Winter Maintenance! A Policy Postcard from Finland Year-round everyday cycling has been taken into account more than ever before in Finland as part of the transport system and city planning for urban areas. What lessons can be learned from Finland? What explains Oulu's success in developing the winter maintenance on cycle paths? To what extent would it be possible to apply Oulu's operating model elsewhere? What other models and practices besides the Oulu model should be recommended for the development of winter maintenance of cycle paths? Timo Perälä (Network of Finnish Cycling Municipalities)
10:50am-11:40am	Yukon (Westin)	Taking full advantage of infrastructure Whether you live in an area with a fully integrated cycling network or a city with little to no infrastructure for bicycles, there are opportunities to utilize the existing environment in creative ways. This presentation seeks to promote a philosophy of using whatever infrastructure you have, in differing environmental conditions, to get from one point to another in a quick manner or for pure recreational purposes. Alex McCuaig (Bike Medicine Hat)
11:45 AM	Lunch North Foyer	

Presentation Block #2

Time	Room	Session
12:45pm - 2:35pm	Manitoba (Westin)	Panel 1: Winter Cycling Stories Join the City of Edmonton's very own Laura Henderson as host of this engaging session that explores the practical side of winter cycling. With four experienced women cyclists in the room, learn how each has made the choice to embrace this winter activity. With kids or without, from Canada or from Brazil, on a bike with electric capabilities or not, come and learn how these heroes continue to choose winter riding for all of the right reasons. Facilitator: Laura Henderson (City of Edmonton) Panelists: Karly Coleman (University of Alberta), Sarah Bisbee, Patty Weins (Bike Winnipeg), Sheryl Savard (University of Alberta)
12:45pm - 1:35pm	Saskatchewan (Westin)	Panel 2: Edmonton's Story Join this session to learn from a panel of City of Edmonton experts how Edmonton is working to make cycling inviting for all ages and abilities, for all reasons and in all seasons. Edmonton's WinterCity Strategy, the Downtown and Southside Grids, and its comprehensive Bike Plan are all topics on this session's menu. From shifting mindsets, to education and encouragement programs, from the origins of the YEG network to its operation and maintenance, you won't want to miss this. Panelists: Isla Tanaka (WinterCity), Nathan Smith (Bike Plan and Downtown), Val Dacyk (Winter Operations and Maintenance), Jenny Albers (Education programs)
12:45pm - 1:35 pm	British Columbia (Westin)	Winter cycling development in Turku, Finland This presentation will highlight the lessons learnt about developing year-round cycling services in Turku, Finland. These services include a shared e-cargo bike service, cycling in day cares and schools, bike service stations, bicycle parking, e-bike charging, regional bike brand and mobility map of the city of Turku. Throughout the presentation, participants get insights of how mobility as a service-concept can be used for cycling development and in addressing different user groups. Stella Aaltonen (City of Turku)
12:45pm - 1:35 pm	Yukon (Westin)	BIXI Montreal winter cycling pilot project: a new way to actively get around in Quebec's biggest city Montreal's often regarded as one of the best North American cities in terms of cycling infrastructure. But the harsh winter conditions have always prevented BIXI Montreal from operating the bikeshare system year round. This winter, BIXI Montreal is implementing a pilot project as a way to evaluate the possibility of keeping the system rolling during the cold season. This presentation will focus on what BIXI Montreal is and how it operates, the different steps that made the pilot project concrete - the early development, the planning of the network, etc. - and the results we've garnered so far. Projet pilote de vélo d'hiver de BIXI Montréal : une nouvelle solution de mobilité active dans la métropole québécoise Montréal est souvent citée comme une des villes nord-américaines les plus cyclables. Mais, les conditions hivernales difficiles ont toujours empêché BIXI Montréal de maintenir le système de vélo en libre-service (VLS) opérationnel toute l'année. Cet hiver, BIXI Montréal dévoile un projet pilote dans le but d'évaluer la possibilité de garder le système ouvert pendant la saison froide. La présentation portera sur qui est l'organisation et comment opère-t-elle, les étapes qui ont mené à la concrétisation du projet (la genèse du projet, la planification du réseau, etc.), ainsi que les résultats obtenus jusqu'à présent. Johan Ratoavinarivo (BIXI Montreal)
1:45pm - 2:35 pm	Saskatchewan (Westin)	Tale of a Trail The Edmonton Region is home to the world's largest metropolitan river valley park system. The River Valley Alliance is a not-for-profit organization and registered charity comprising six shareholder municipalities whose goal is to preserve, protect, enhance and connect this incredible resource. Amisk Waciw Miskanaw (the Cree name for Beaver Hill Road) came to fruition through a compelling story of guiding six municipalities, partnering with Indigenous Nations and Communities and engaging numerous stakeholder groups over the past 20 years. It is a fascinating story that is still being written. The end result will be more than 100 km of trails and pedestrian bridges connecting Devon to Fort Saskatchewan. The work is currently 75% complete. Come and hear the story and learn more about the journey and how the River Valley Alliance has and continues to create this legacy project. Find out how far we have come and what remains to be done. Kristine Archibald (River Valley Alliance)
1:45pm - 2:35 pm	British Columbia (Westin)	"All Ages & Abilities" + "Always Available"? Let's discuss. In this interactive session, we will share results from a scan of Canadian active transportation plans that use "All Ages and Abilities" (or AAA) language and discuss how equity and priority populations are considered. We will share the story of Calgary, who has demonstrated a heightened commitment to inclusivity and accessibility by enshrining year-round cycling in their policies: "Always Available" (5A). We aim to gather additional insights on AAA and learn how "Always Available" is operationalized in your city. Dr. Meghan Winters, Karen Laberee (SFU); Jennifer Malzer (City of Calgary) - CapaCITY/É Research Team
1:45pm - 2:35 pm	Yukon (Westin)	Connecting Canmore An overview of how Canmore encourages and maintains a high level of winter cycling through infrastructure design, winter maintenance, and partnerships with non-profits. Andy Esarte (Town of Canmore)
2:35 PM	Coffee Break North Foyer	

Presentation Block #3

Time	Room	Session
3:05pm - 5:05pm	Outside (meet in North Foyer)	Guided Ride 1: A Journey West! Let's Talk Infrastructure, Design, and Maintenance City of Edmonton Session Cap: 20 participants
3:05pm - 5:05pm	Outside (meet in North Foyer)	A Good Ol' Edmonton Walkie-Talkie From the River Valley to the Ice District, from the Stanley A. Milner Library to the Royal Alberta Museum, Edmonton's downtown offers something for everyone. Join us on this guided walking tour that will whet your appetite for further active exploration! (Disclaimer: walk participants will not be gifted walkie talkies; we were just trying to be clever with our session title) Tom Beck, Mayja Embleton, Jane Handa (City of Edmonton); and Tracey Coutts, Shauna Miller-Shaker (Ever Active Schools)
3:05pm - 5:05pm	British Columbia (Westin)	Workshop 1: Place-based Network Planning - Putting it into practice! Network planning often starts with lines and routes. While it is a necessary step, the land-use ('places') factor can be overlooked. So what would happen if network planning started by first identifying places rather than routes? This interactive workshop takes participants through an alternative network planning process of creating a cycle network by putting pen to paper & taking 'place' as its starting point. By the end of the workshop each group will create its own all-season cycle network. Stephen Kurz and Narayan Donaldson (Mobycon) Session Cap: 35 Participants
3:05pm - 5:05pm	Saskatchewan (Westin)	Workshop 2: Ebike commuting year round. Don't over think it - just do it. You might be an accomplished winter rider and know that winter riding doesn't have to be intimidating, but have you ever tried an ebike in the snow? We're here to help break it down for you! We'll provide safety tips, considerations for ebikes in the winter, bike maintenance, ideas for staying warm on an ebike (trust us, you won't sweat as much!), and give you the opportunity to try riding an ebike in the winter. It's time to demystify ebikes and winter riding and get out there and try one! Michelle Childs, Seann Childs, Daniel Auger (Pedego Edmonton)
7:00pm - 9:00pm	Winter Cycling and 90's Trivia Night with Urban Systems Fu's Repair Shop	

Conference Themes	
Champion It!	The sessions in this stream address advocacy and communications.
Maintain It!	The sessions in this stream address maintenance, operations and bike share systems.
Design It!	The sessions in this stream address planning, design, and policy to support winter cycling.
	Keynotes, Workshops, Panels and Guided Rides
	Meals and coffee breaks.

The Winter Cycling Congress 2024 Schedule		February 23, 2024
7:30am	Coffee Outside (drop in) Louise McKinney Park	
8:00am	Breakfast North Foyer	
Presentation Block #4		
Time	Room	Session
9:00am - 10:50am	Manitoba (Westin)	Panel 3: Operations and Winter Maintenance Building a bike network that meets the needs of cyclists of all ages and abilities is one thing, but maintaining it throughout all four seasons is quite another. Join this panel discussion with Operations' experts from Oulu, Anchorage, Montreal, and Edmonton and learn why maintenance is key to ensuring continued use of active transportation infrastructure. Facilitator: Isla Tanaka (City of Edmonton) Panelists: Valerie Dacyk (City of Edmonton) Brad Coy, P.E., PTOE (City of Anchorage) Harri Vaarala (City of Oulu) Bartek Komorowski (City of Montreal)
9:00am - 10:50am	Saskatchewan (Westin)	Workshop 3: The Power of Winter Placemaking Join us for an interactive workshop designed to introduce the concept of winter placemaking and to get the snowball rolling on making winter a warmer and more welcoming time of the year for all. Jayne Armstrong, Shannon Lawrence (8 80 Cities)
9:00am - 9:50am	British Columbia (Westin)	The Bike All Winter Program: Addressing barriers to using bikes for transportation in winter Community Cruisers launched its Bike All Winter program in 2020. The program aims to increase the number and visibility of people using bikes for transportation in the winter by providing subsidized equipment, workshops, and mentorship. Now in its fourth season, the program has assisted 212 residents of Banff and Canmore to equip their bikes for winter riding. This presentation shares best practices for community groups, municipal governments, and grant-makers, on how to encourage winter cycling. Joshua Simpson, Kim Fisher (Community Cruisers)
9:00am - 9:50am	Yukon (Westin)	Rapid Implementation This presentation centres around Edmonton's active transportation implementation acceleration. Join us to learn more about the project background, goals, progress, scope (dependent on progress of annoying planning), and timelines. We will solicit feedback on winter biking considerations as well as public education. Christopher Wintle, Christina Tatarniuk (City of Edmonton)
10:00am - 10:50am	British Columbia (Westin)	Making the High Level Line a true Cross-City Connection: For All Ages and Abilities and For All Seasons This presentation will identify potential improvements to the one River Valley crossing that avoids the need for significant elevation change: the High Level Line. Usage trends and a SWOT analysis of existing issues will highlight topographical and safety challenges and how these might be resolved with additional investment. The presentation will challenge some of the existing operations and maintenance orthodoxy and demonstrate how to unlock the full potential of the corridor in the future. Karl Tracksdorf, Laura Cabral
10:00am - 10:50am	Yukon (Westin)	The Evolution of Winter Cycling in 3 Canadian Cities Eco-Counter has been working with the cities of Edmonton, Calgary and Montreal to install permanent automated bicycled counters. Permanent counters in each network have provided longitudinal count data to demonstrate the evolution of winter cycling rates. We will measure the long-term growth of cycling since 2016, and how winter cycling has evolved over this time. We will explore how major developments within the network have contributed to winter cycling retention, how extreme temperature and snowfall impact cycling rates, and how this builds a sustainable transportation system. Kara Martin (Eco-Counter)
10:50am	Coffee Break North Foyer	
Presentation Block #5		
Time	Room	Session
11:10am - 12:00pm	Manitoba (Westin)	Cycling Proficiency – The Role of Education in a Successful Active Transportation Plan When we set out on our missions to make the world a better, healthier place, we are often overwhelmed by the enormity of the task. The good news for us in Canada is that a lot of work has been done to figure out what works. We will use the 2019 report "INCREASING CYCLING IN CANADA - A guide to what works" by The Centre for Active Transportation to look specifically at the education component: content and delivery and the need for consistency. Participants are invited to share their related educational experience. Chris Grant (Alberta Bike Swap Ltd.)
11:10am - 12:00pm	Saskatchewan (Westin)	The Little City that Could: Year-round bike share for equity and health in Tartu, Estonia This presentation discusses the highly popular year-round public bike share system of Tartu, Estonia - a small Nordic city with "rain, mud, snow, and everything in between". Participants will have the opportunity to learn and participate in discussions about what policy approaches most strongly help to explain Tartu's bike share success, how it contributes to the achievement of health and equity, and what lessons are most applicable for similar cities wanting to implement bike share. Karl Saidla (Tartu University Mobility Lab)
11:10am - 12:00pm	British Columbia (Westin)	DAM "Winter" Cycling in Toronto (Data And Maintenance) Staff are often asked why we build bike lanes for year-round use when no one rides bikes in Toronto "half the year". This presentation will discuss the factors that have contributed to Toronto becoming an all-weather/all-season cycling city through the examination of data/trends and design/maintenance examples. The presentation will also include design guidelines and maintenance standards and how they relate to winter maintenance and operations and cycling volumes. Daniel Samson, Quentin Ng (City of Toronto)
11:10am - 12:00pm	Yukon (Westin)	Situating Winter Cities in Contemporary Planning Participants will learn how design, planning, and governance influence how we perceive, experience and discuss life in winter cities. When planning and policy frame the approach to social infrastructure with equal dedication to meet technical specifications to survive with a sociological need to connect, then cities' material culture becomes an adaption tool. This session is for planners, policymakers and designers to focus on creating and using built form as a societal health initiative. Danielle Soneff (University of Alberta)
12:00pm	Lunch North Foyer (please grab your lunch and head into the main ballroom for the keynote presentation)	
12:20pm - 1:45pm	Keynote Presentation - Storyboarding the City: How to communicate urban planning policy through youtube and podcasts. Oh the Urbanity, The War on Cars, About Here Main Ballroom	
Presentation Block #6		
Time	Room	Session
1:55pm - 2:45pm	Manitoba (Westin)	Channeling a Year-round Youth Cycling Culture in Saskatoon, SK The Ecoquest program and the Move2Grow Initiative within Saskatoon Public Schools are means to channel students' enthusiasm and create a safe and successful year-round culture of active transportation. By expanding the idea of a classroom to include the entire city, and how they move within it, students will strengthen their sense of place and grow their desire to contribute positively to their communities through all seasons. Tyler Rittinger (Ecoquest - Saskatoon Public Schools)
1:55pm - 2:45pm	Saskatchewan (Westin)	Turning Antagonistic Conversations into Effective Advocacy – Tools for Effective Communication This session is for anyone who participates in any form of advocacy - from speaking to elected officials, to running an information booth at an event, to talking to co-workers. There are many tools in the advocacy toolkit; however we often overlook how impactful single conversations can be. In this interactive seminar we will look into the factors into how we can maximize our impact when doing face-to-face advocacy work, and provide some new tools that can be used in future conversations. Evan Littauer (Protect Our Winters Canada - Edmonton Chapter)
1:55pm - 2:45pm	British Columbia (Westin)	Finnish winter and snow storage planning guidebook Why do we still plan our cities only for the summer period? So much work and responsibility is left to maintenance crews to manage in the winter - normally, with less and less money. The Finnish winter and snow storage planning guidebook drills in to the main bottlenecks and presents the best practices and tools to turn things around. Let's plan for winter and winterproof cycling infrastructure! Timo Perälä, Eeva Huuhtanen (Winter Cycling Federation / Navico Ltd.)
1:55pm - 2:45pm	Yukon (Westin)	Build it so they will come. Understanding lived experience to support Edmonton's bike plan implementation. How do we support, sustain and build healthy, vibrant, climate resilient cities? Active transportation (AT). AT interventions provide equitable solutions to mitigate climate change and promote health while densifying our cities. In December 2022, Edmonton City Council Approved an investment of \$100M over a 4-year period towards the Bike Plan. Learn how novel qualitative research is being used to understand Edmontonians' lived experiences to support, inform, and promote Bike Plan implementation. Dr. Kate Storey, Genevieve Montemurro (University of Alberta)
2:45pm	Coffee Break North Foyer	
3:05pm - 5:05pm	Outside (Meet in North Foyer)	Guided Ride 2: The Old & the New - The Evolution of the Active Transportation Network in a Winter City City of Edmonton Session Cap: 20 Participants
3:05pm - 5:05pm	Manitoba (Westin)	Workshop 4: Learn why Everyone Counts - Measure the Snowy World via a Coordinated and Crowdsourced Multi-Modal Count What gets measured gets managed. Organizations, transportation nerds, engineers, kids and all sorts of passionate people around the world use the free CounterPointApp.org Open-Data app to measure transportation mode and demographic shares of our built-environment. Join us for a brief overview of the CounterPoint counting system from our mobile apps and our realtime dashboards. CounterPoint is a great free tool used for measuring cycling. It is ideal for advocacy organizations who want an easy and convenient way to gather their own crowdsourced data. We'll go over all the different count types the app offers, discuss new ones, and discuss tips from past campaigns. We'll spend a bit of time planning out a winter-specific minicampaign in Edmonton centred around the conference venue focusing on warm and comfy counting locations and head off for a coordinated count outside to see the app in-action in your own hands. The session wraps up over drinks/discussion at a local spot where everyone is welcome. Torrin Swanson, Anders Swanson (CounterPoint - Where Everyone Counts)
3:05pm - 5:05pm	Saskatchewan (Westin)	Workshop 5: Zoogipon (It is snowing): Speech Trails and the Anishinaabemowin World of Bikes and Winter A session about the importance of investing in language reclamation and what we can learn from the languages of home. Hear the story of Winnipeg Trails' SpeechTrails' team, a team being paid to learn Anishinaabemowin (Ojibwe) and share it in creative ways in the landscape. All done in the context of cycling and skiing and other things everyone loves. From artsy horse trailer saunas, to Ojibwe for "steel", come learn something new ideas and words with us! Mackenzie Anderson-Sasnella (Winnipeg Trails)
6:30 PM	North Foyer	Cocktail Hour with hors d'oeuvres
7:30 PM	Main Ballroom	The War on Cars Live Podcast
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From: [MEL LARSEN](#)
To: [MEL LARSEN](#), [Corey D. Peterson](#), [Jackson Eise](#)
Subject: Interior Alaska Land Trust Bridge
Date: Wednesday, February 21, 2024 9:46:00 AM

Good morning all,

I was approached by Seth Adams from Interior Alaska Land Trust about a 220' Bailey bridge that they have. It's apparently too big for some of the uses that they originally had in mind, and they're trying to find it a new home. One of the ideas proposed was to see if it could be used as a crossing over the north side of Goldstream Creek where there's always an issue with overflow and ice problems. The area is largely used as winter trail access for walkers, bikers, and mushers. It sounds like they're not committed to that use as the only possibility, and Seth has also talked to Corey about other possible placements. Anyway, I thought it might be a good discussion item for next week's meeting and thought I'd see if it was something that could be added as a discussion item on the agenda.



Sent from my iPhone