Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2

Concept System Recommendations

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

All items — see maps in revision 1

BPAC Proposed

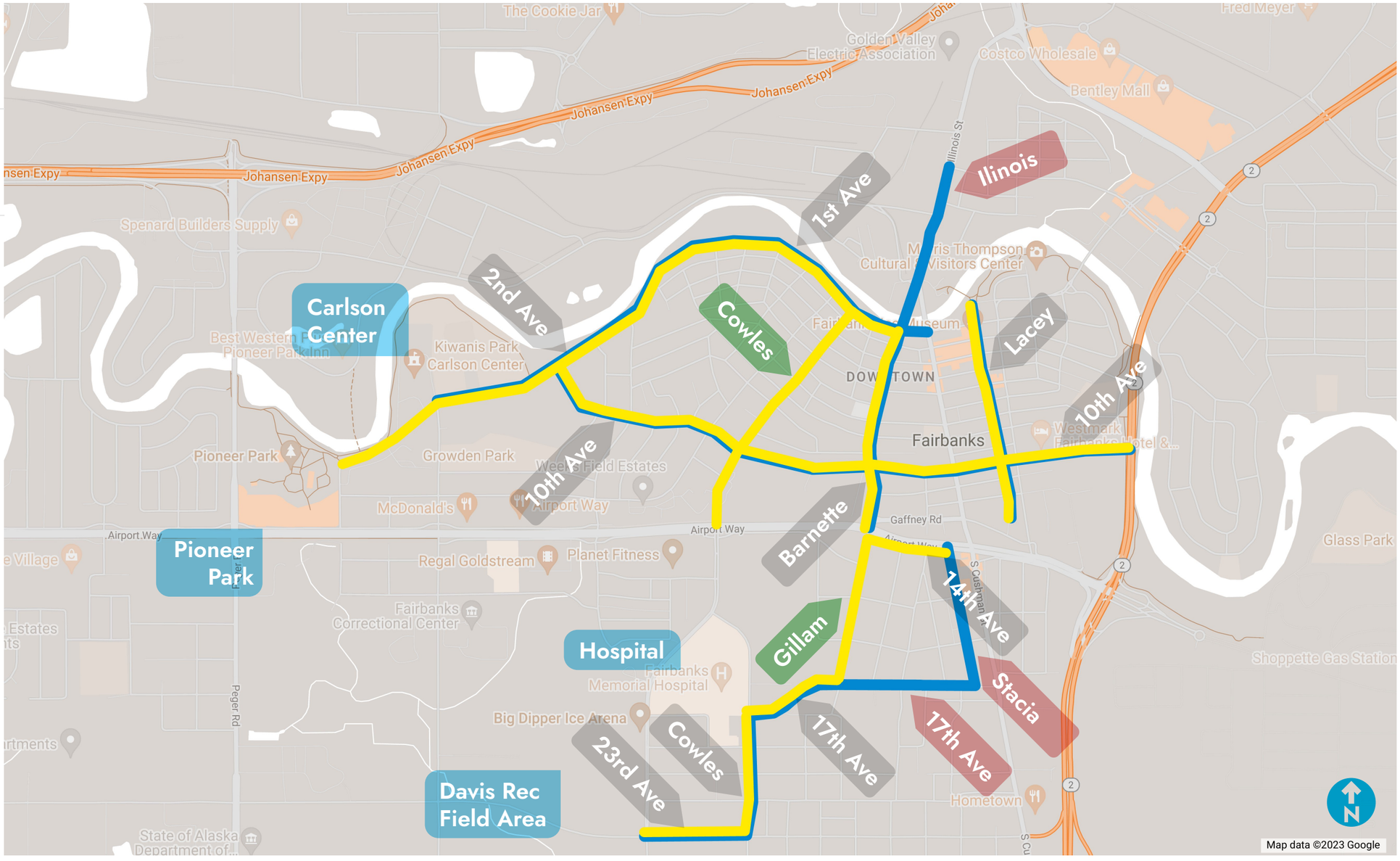
postponed to later phase

COF Removed

postponed to later phase

COF Amended

added to phase 1 for consideration



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
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- G — Intersection Low Flow — Dashed Lines
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Map Key

- 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

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

Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
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Preferred Solution

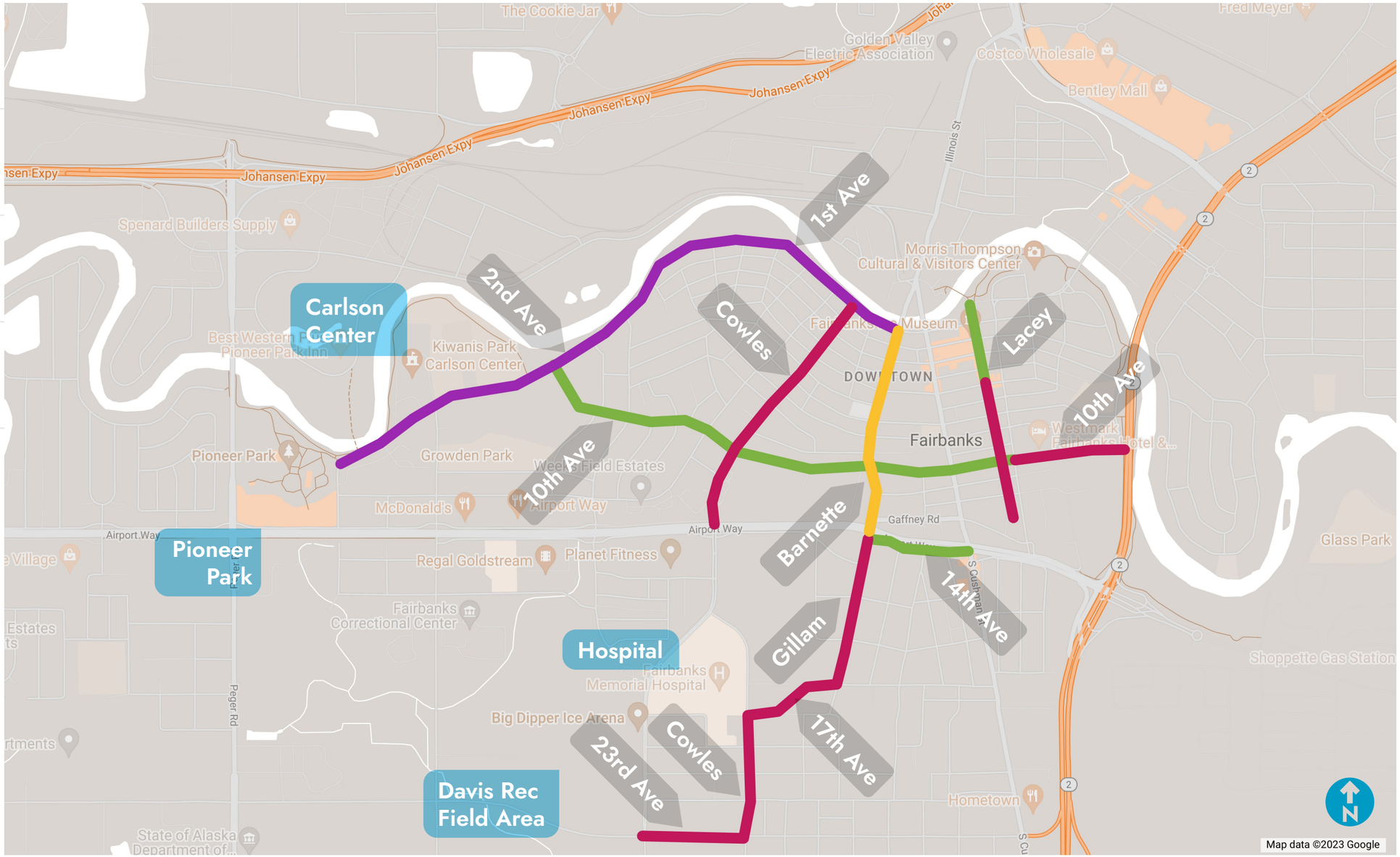
System Map

Sharrows
All items

Semi Separated 2-Way
All items

Lanes
All items

Lane + Contra Lane
All items



Bike and Pedestrian Advisory Committee
FAST Planning

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Preferred Network

Corridor *Descriptions + Emphasis*

1st + 2nd Avenue

- High volume bike-ped corridor (condiut for bikes from west side of Fairbanks).
- Unique Aspect: Opportunity to create highly visible cycle track bike lane infrastructure and garner feedback from many users.
- Primary east-west route within pilot system and collector for many north-south routes.
- Connects downtown with the Carlson Center, Pioneer Park and points west.
- Removes faster moving and/or heavier bicycles (and creates additional speed buffer) from the mixed-use path.

10th Avenue

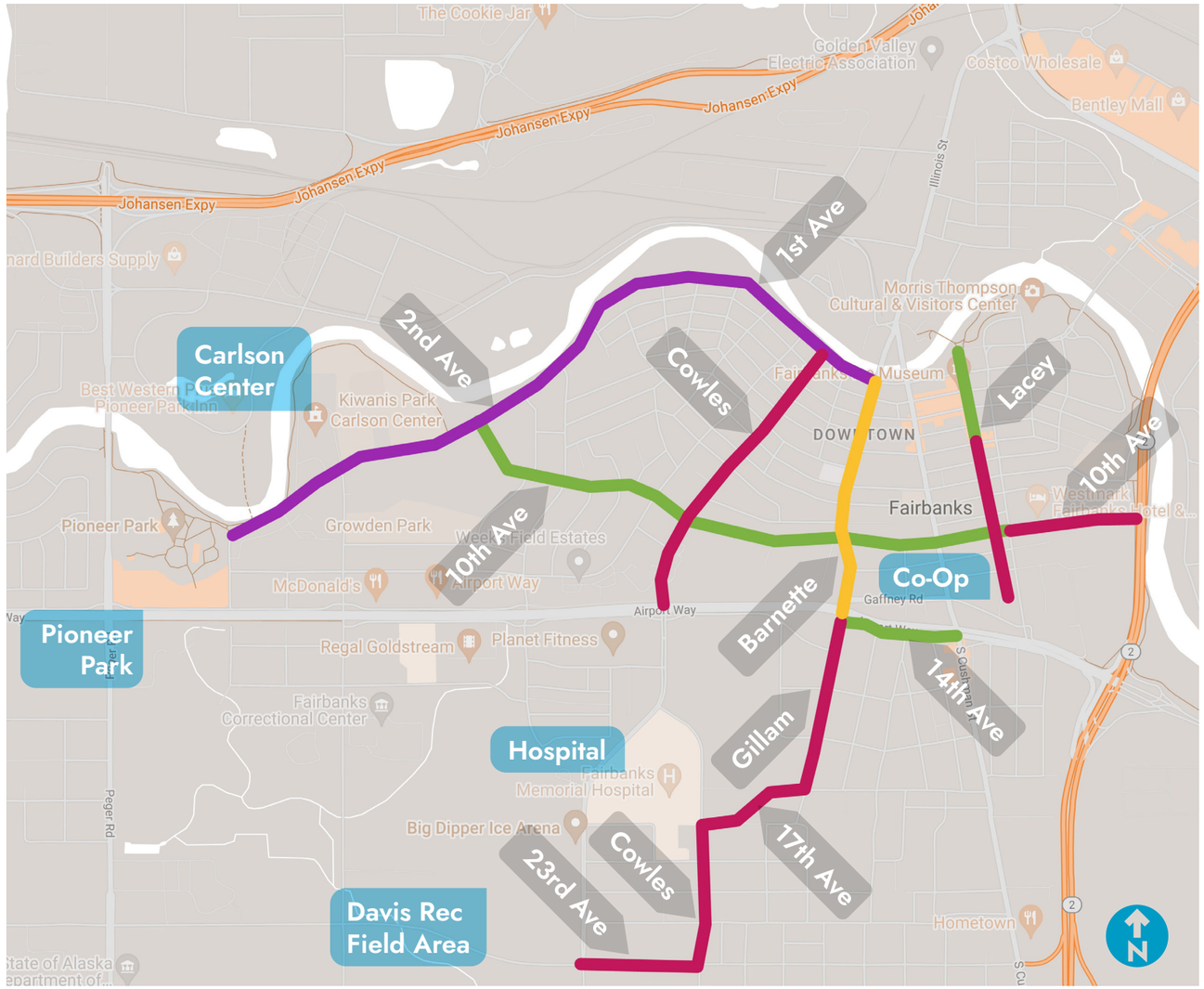
- Low volume east-west corridor connecting across the core of downtown.
- Unique Aspect: Mixed corridor cross sections and opportunity to transition from dedicated lanes to sharrows at the approach to an intersection.
- This primary east-west route, is a collector for north-south roads, core businesses and a variety of housing typologies
- Connect co-op with east and west downtown neighborhoods

Barnette Street

- Overbuilt 1-way vehicle route, connects 1st Avenue and continues south of Airport Way.
- Unique Aspect: Opportunity to test contra lane, bicycle box and a transition across a large volume/scale intersection. Striping test of double-orange and temporary flexi-posts.
- Major north-south bike route within pilot system and collector for many east-west routes.

Cowles, Gillam, 17th, 23rd, Lacey

- Low- to medium-volume roads connecting downtown core, and south-Cushman neighborhoods to the Davis Recreation Field Area.
- Unique Aspect: Opportunity to test dedicated bike lanes of varying widths and route turns, signing and striping.
- Critical routes with large tributary areas, crossing many types of land uses and densities.



Design Criteria Concerns

- Concern: ***Bike lane markings in winter will be occluded and present a danger to all users.*** Vehicle markings are as well, yet traffic persists through winter in an orderly manner. Bicycles currently ride in the roadbed during winter months, no additional change in behavior is expected.
- Concern: ***Winter maintenance is already stretched thin.*** These striped bike lanes are within the existing roadbed, with no modifications to existing road geometry, or vertical protrusions (flexi-posts) to remain in winter. No additional special plowing will be created as a result of this pilot project.
- Concern: ***Paint volumes are extensive and exceedingly expensive.*** The proposed lanes within this project (excepting optional Lacey blocks) consist of solid and dashed 6-8" striping, rendered in temporary traffic marking paint. Intersections may be rendered in dashed, full-bike-lane-width, green paint blocks (see page 00-04 for examples), but these treatments represent a small proportion of the overall project.

- A — Standard Bike Lanes
- B — Standard Lane + Contra Bike Lane
- C — Cycle Track (2-way)
- Sharrows

Bike System Design Key

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Preferred Designs

Lane *Markings + Striping Key*

note that all markings are to be rendered in temporary traffic marking paint

A Bike Lane; Standard

- ◊ single 8" continuous white fog line against traffic, identifying edge of varible bike lane width
- ◊ "bike lane" stencil markings within lane, spacing similar to sharrow roads @ 250' o/c and immediately after intersections

B Bike Lane; Contra and at Intersections

- ◊ double 6" continuous yellow lines, set with a 6" gap
- ◊ through intersection, dashed green blocks bracketed by dashed double yellow, and single white, lines

C Bike Lane; Cycle Track - 2-Way

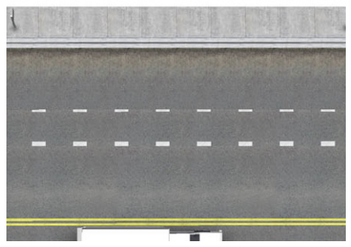
- ◊ (2) bike lanes consolidated to one side of the roadbed
- ◊ variable width buffer/gore area is bounded by (2) 6" white line, gore diagonal spacing TBD
- ◊ bike lanes separated by 4" dashed yellow lines
- ◊ optional flexi-posts during summer months

* Bike Lane; Merge Across

- ◊ standard unprotected lane transitioning from curb side to through traffic lane
- ◊ delineated by dashed green blocks bounded by white stripes

D Lane and Driveway Interaction - Low Volume

- ◊ 8"x4' white/yellow dashed fog lines bounding bike lane as is crosses the driveway from low to medium capacity lot
- ◊ draws bikes' and motorists' attention to interaction point



E Lane and Driveway Interaction - High Volume

- ◊ 8"x4' white/yellow unbroken fog lines solid green block bounding bike lane as is crosses the driveway from high capacity lot
- ◊ alerts bikes and motorists of high liklihood for interaction

F Intersection Very Low Volume - Sharrow

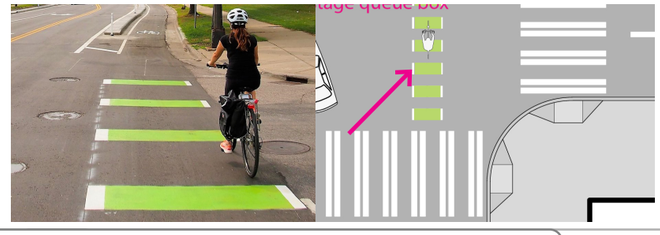
- ◊ sharrow symbol with 8" dashed white lines bounding to left and right, through intersection at 20' spacing
- ◊ sharrow spacing on roads not to exceed 250'

G Intersection Low Volume - Dashed Lines

- ◊ 8" x 4' dashed white lines, spaced with 4' gaps, bounding the width of the bike lane through intersection

H Intersection High Volume - Dashed Blocks

- ◊ 4' long x bike lane width (varies), spaced with 8' gaps, green bar bounded by 8" white fog lines (or yellow in the case of a contra lane), proceed through the intersection



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Preferred Solution

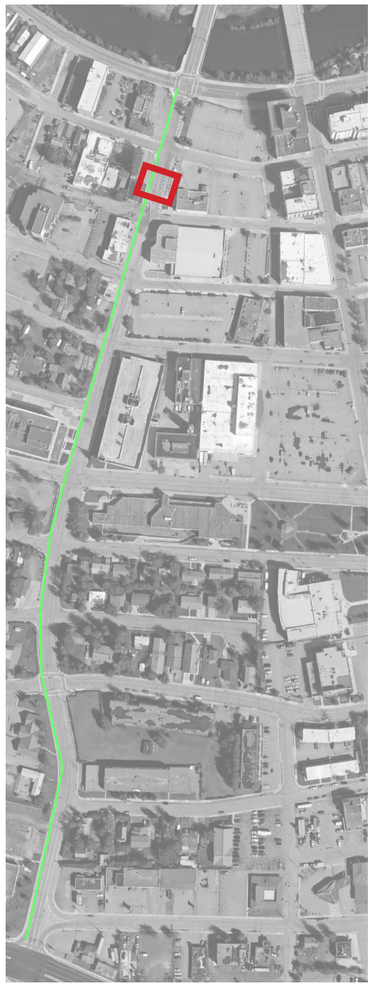
Barnette Street - 1st Ave to Airport Way *Alternate*

Challenges

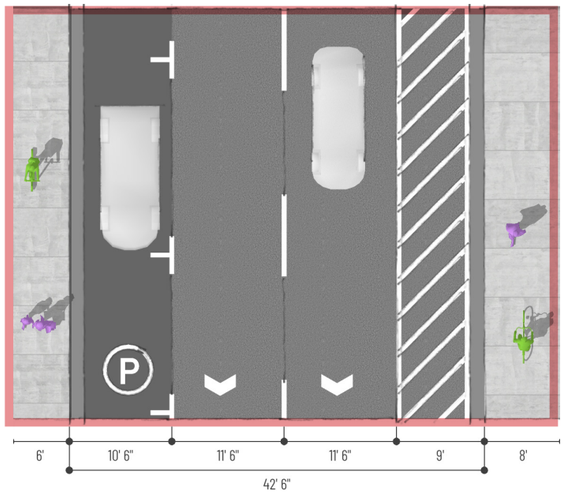
- ◊ High volume road
- ◊ Variable corridor widths
- ◊ Intermittent on-street parking
- ◊ Short blocks, many cross streets and vehicle interaction points
- ◊ Inlaid methyl methacrylate road markings
- ◊ Transitions and crossing Airport Way

Goals

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

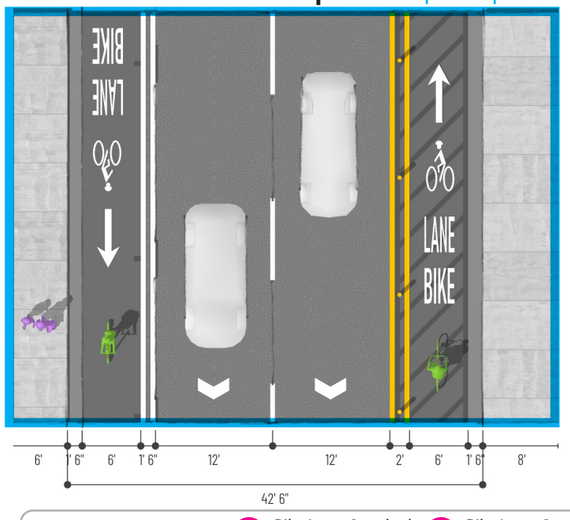


Existing - North



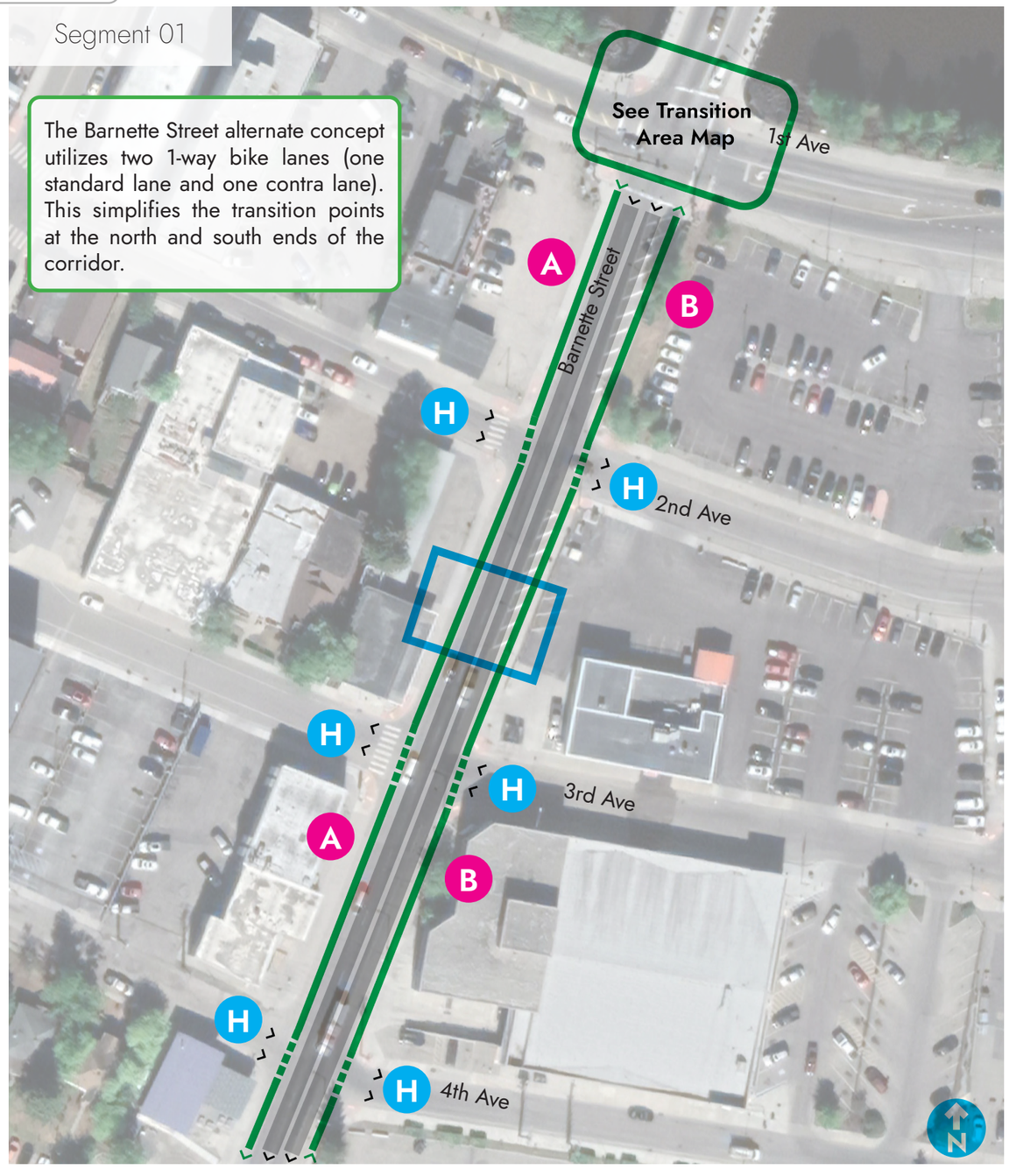
Recommended Concept

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 and Pedestrian Advisory Committee
FAST Planning

Bike System Design Key

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

Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
Concept System Recommendations

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Preferred Solution

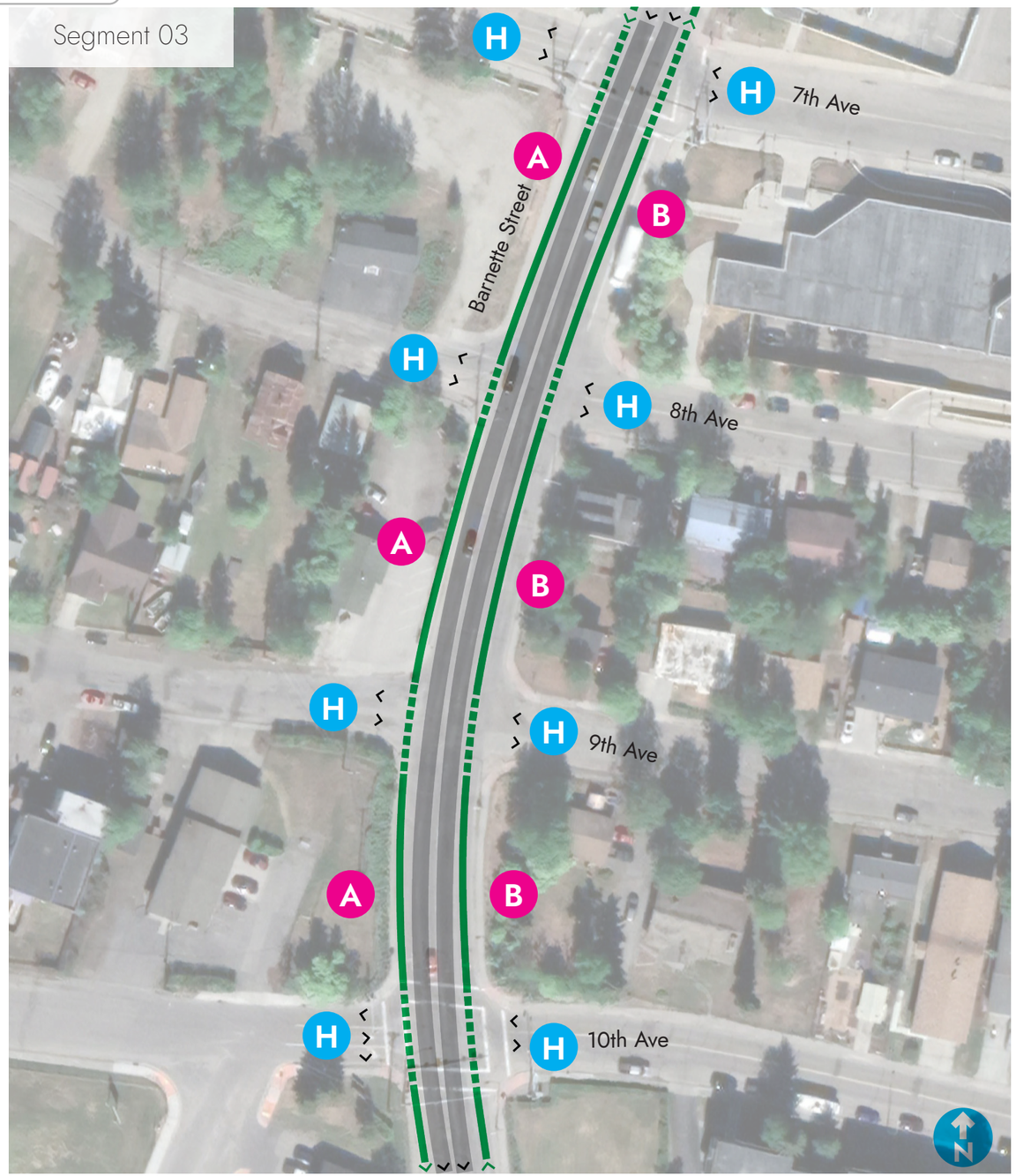
Barnette Street_alternate
Project Maps

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 and Pedestrian Advisory Committee
FAST Planning

Bike System Design Key

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October 16, 2023
(rev 2) Sheet 02-02

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Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
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Preferred Solution

Barnette Street_alternate
Project Maps

Segment 04

Segment 05

Bike Box; Queueing

◊ 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).

10th Ave
West Barnette Street
Barnette Street
11th Ave
Gaffney Road
Barnette Street
Gaffney Road
Airport Way
14th Ave
Gillam Way
14th Ave

Bike and Pedestrian Advisory Committee
FAST Planning

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October 16, 2023
(rev 2) Sheet 02-03

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Preferred Solution

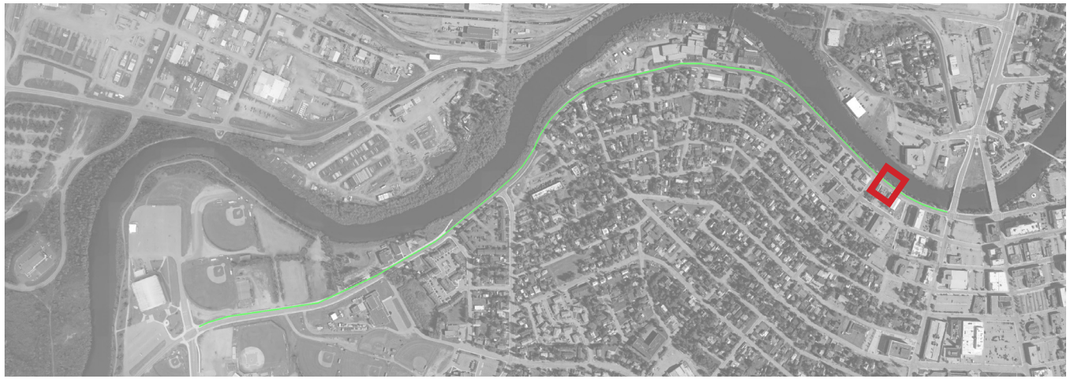
1st Avenue

Challenges

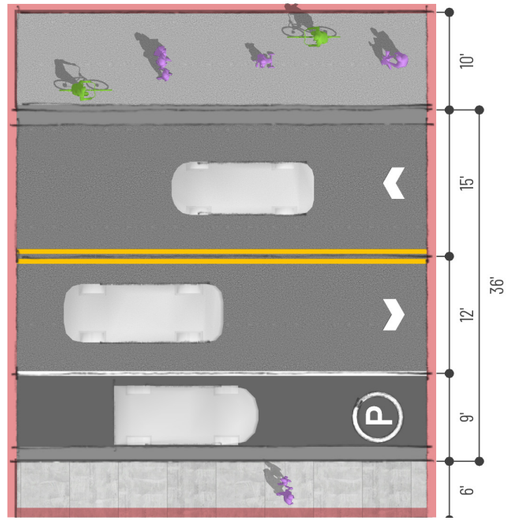
- Medium volume road
- Long corridor
- Variable corridor widths
- On-street parking at intervals
- Inlaid methyl methacrylate road markings

Goals

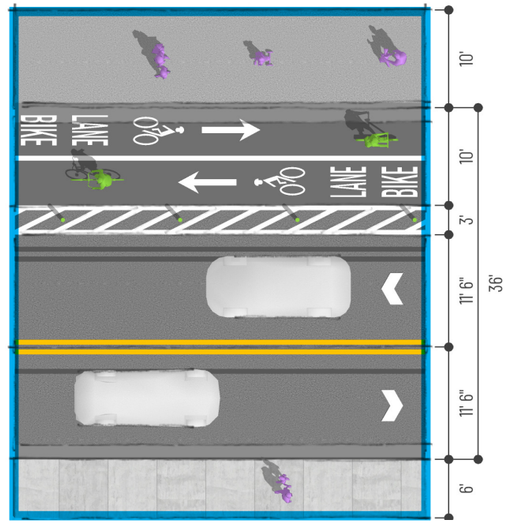
- Create consistency in bike lane treatment
- Provide safe separation for bikes from vehicles
- Promote safe travel speeds for all users

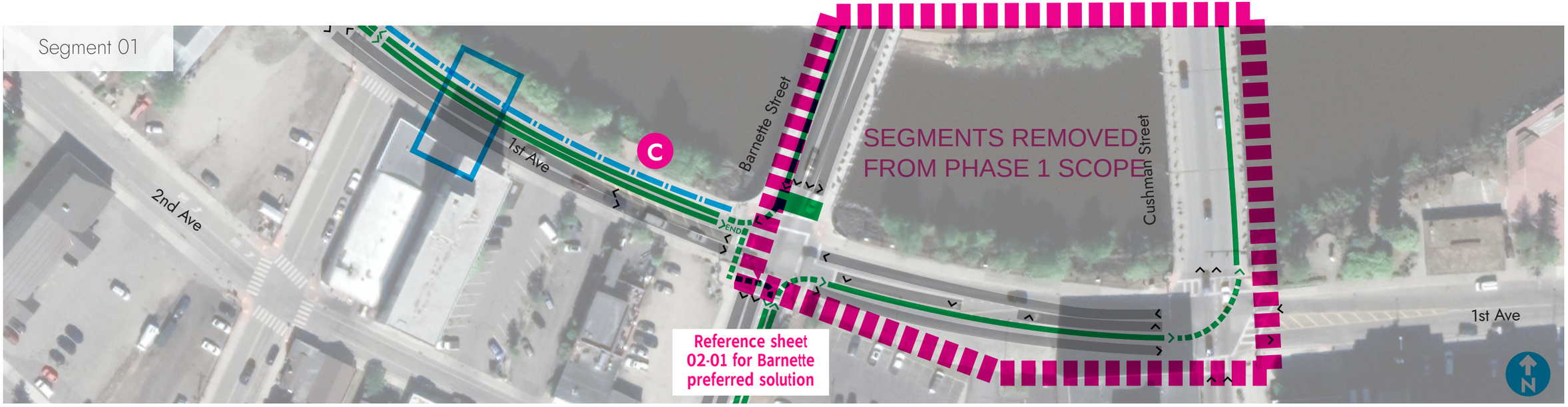


Existing



Recommended Concept





Bike and Pedestrian Advisory Committee
FAST Planning

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Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2

Concept System Recommendations

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Preferred Solution

1st Avenue
Project Maps

Bike and Pedestrian Advisory Committee
FAST Planning

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October 16, 2023
(rev 2) Sheet 03-02

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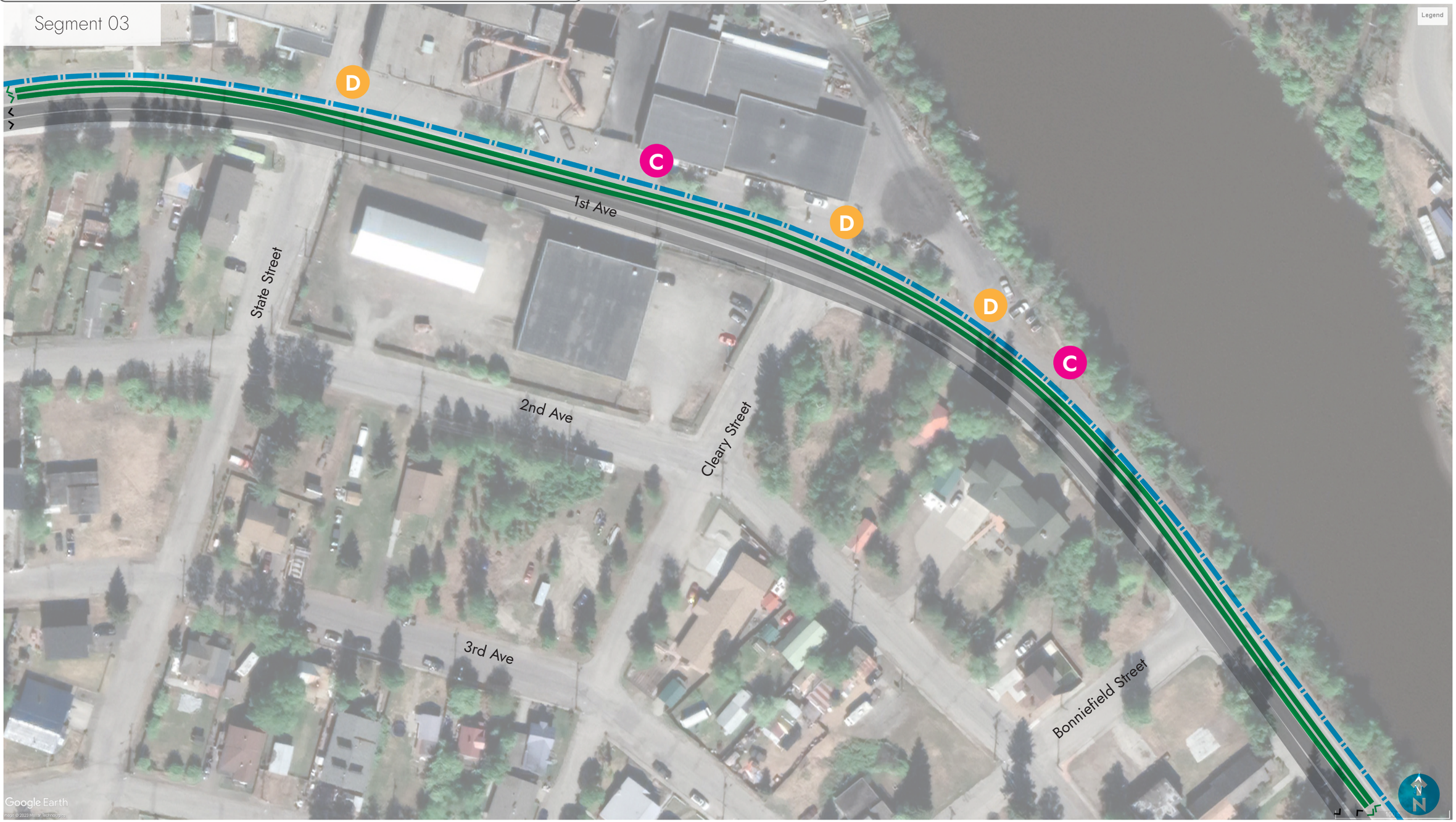
Preferred Solution

1st Avenue
Project Maps

Segment 03



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October 16, 2023
(rev 2) Sheet 03-03

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Preferred Solution

1st Avenue
Project Maps

Segment 04

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FAST Planning

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October 16, 2023
(rev 2) Sheet 03-04

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Preferred Solution

1st Avenue
Project Maps

Segment 05

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FAST Planning

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October 16, 2023
(rev 2) Sheet 03-05

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Preferred Solution

Segment 06

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Concept System Recommendations

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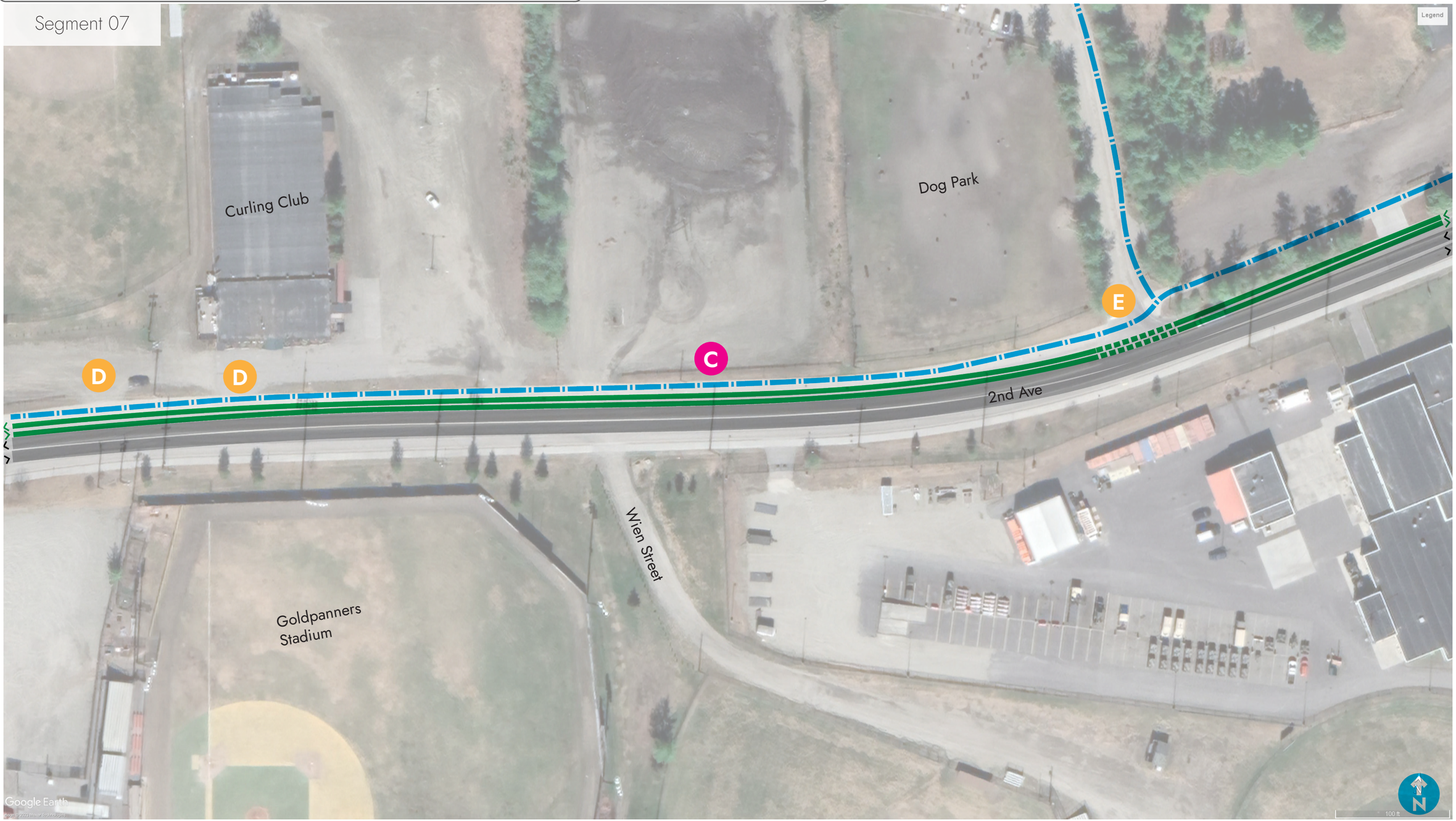
Preferred Solution

1st Avenue
Project Maps

Segment 07



Bike and Pedestrian Advisory Committee
FAST Planning

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October 16, 2023
(rev 2) Sheet 03-07

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Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2

Concept System Recommendations

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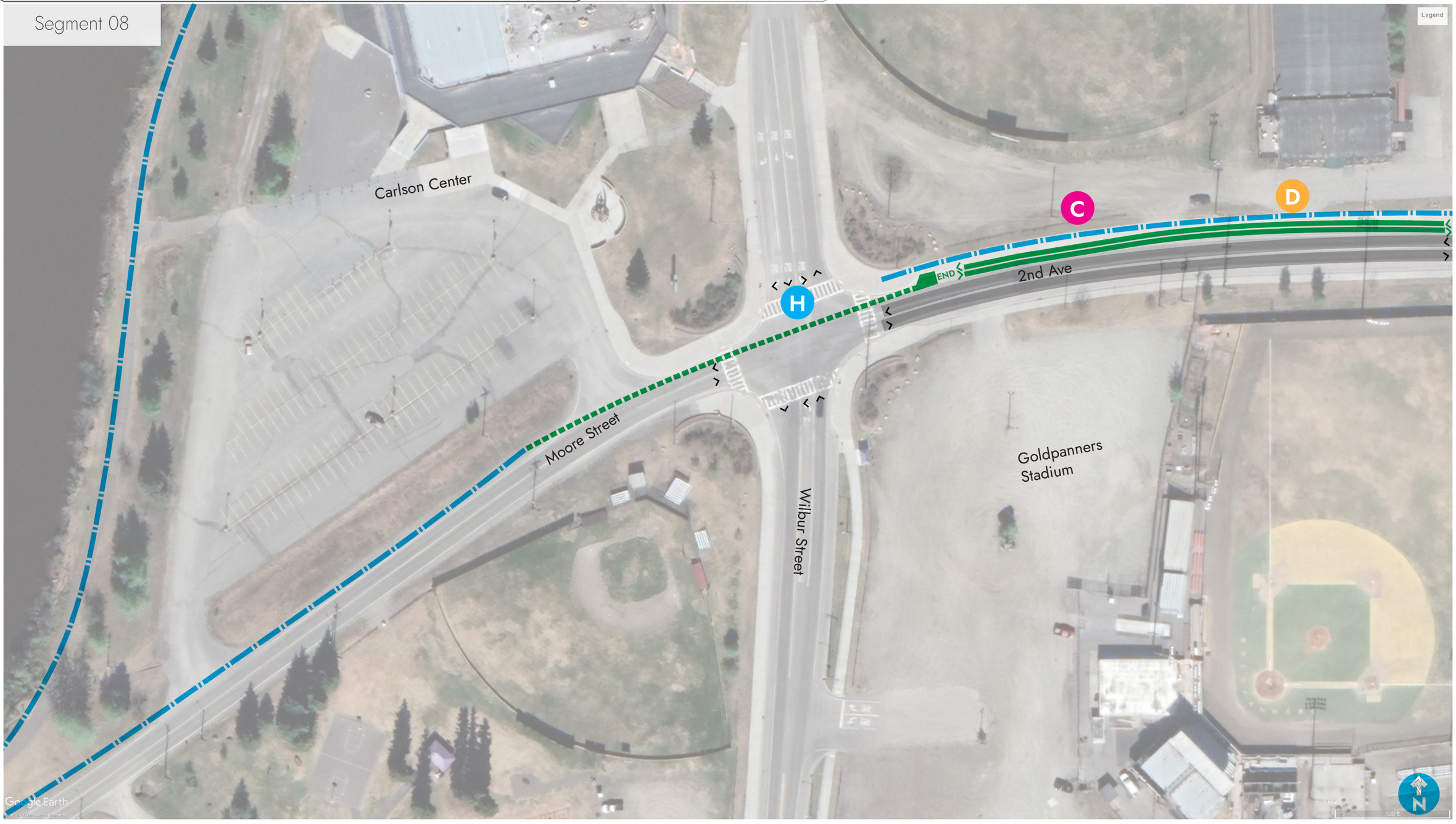
Preferred Solution

1st Avenue
Project Maps

Segment 08



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
- 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 03-08

**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

10th Avenue

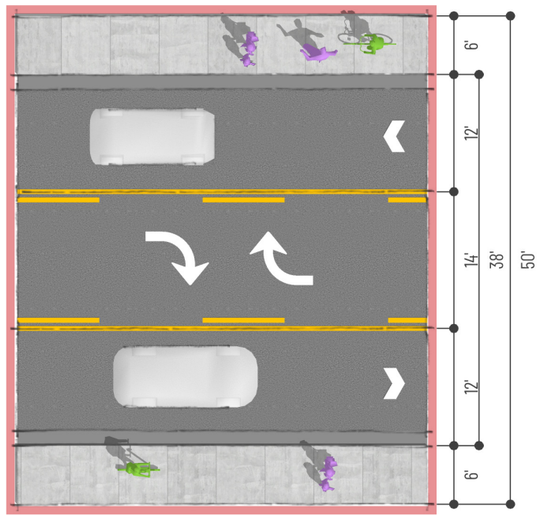
Challenges

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

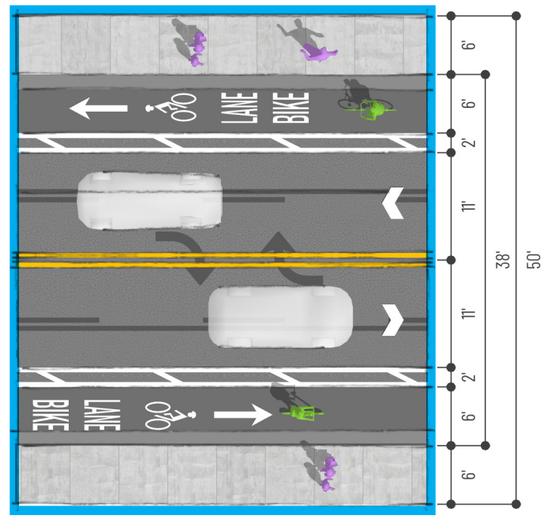
Goals

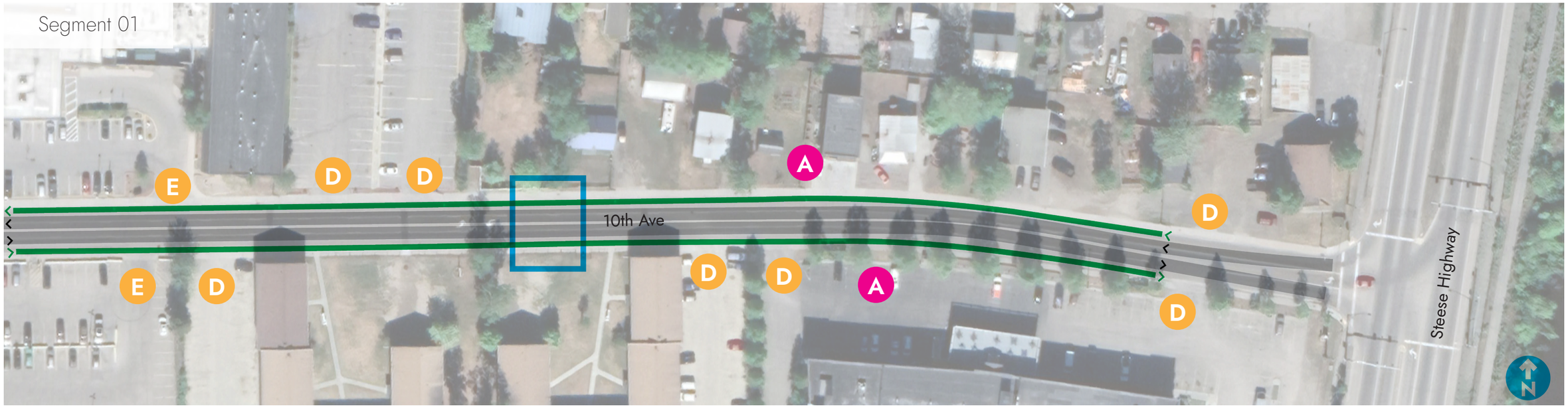
- Create consistency in bike lane treatment
- Provide safe separation for bikes from vehicles
- Promote safe travel speeds for all users

Existing



Recommended Concept





Bike and Pedestrian Advisory Committee
FAST Planning

Bike System Design Key

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Map Key

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- Sharrow Right of Way
- Bicycle Lane*
- Shared Use Path
- 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*

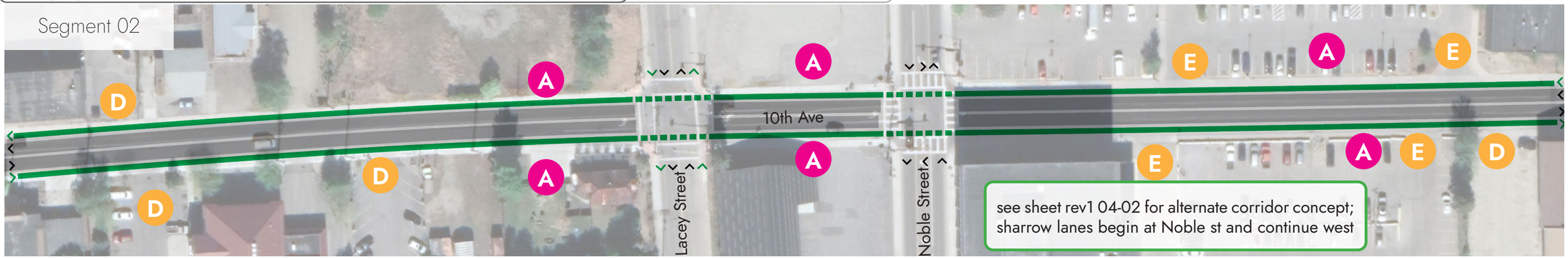
Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
Concept System Recommendations

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

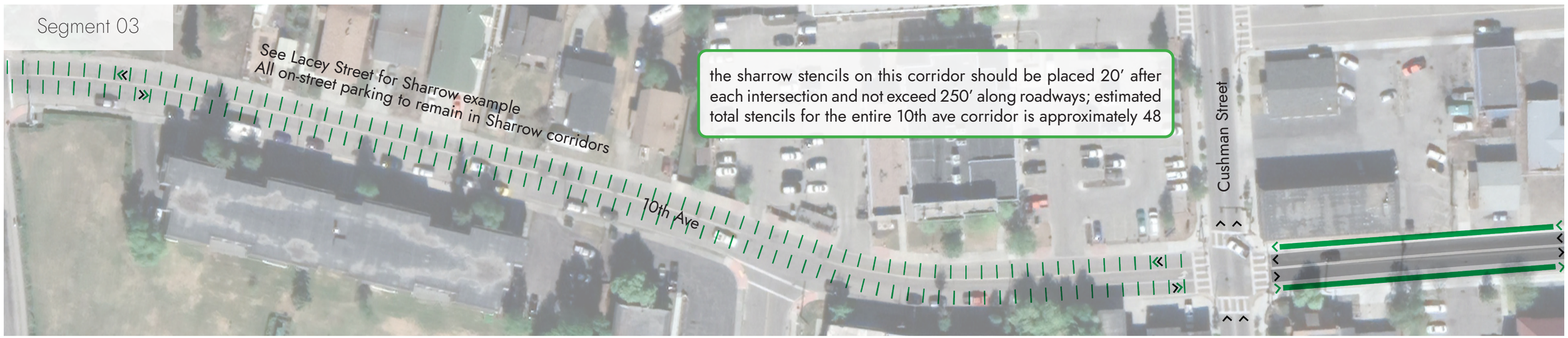
Preferred Solution

10th Avenue
Project Maps

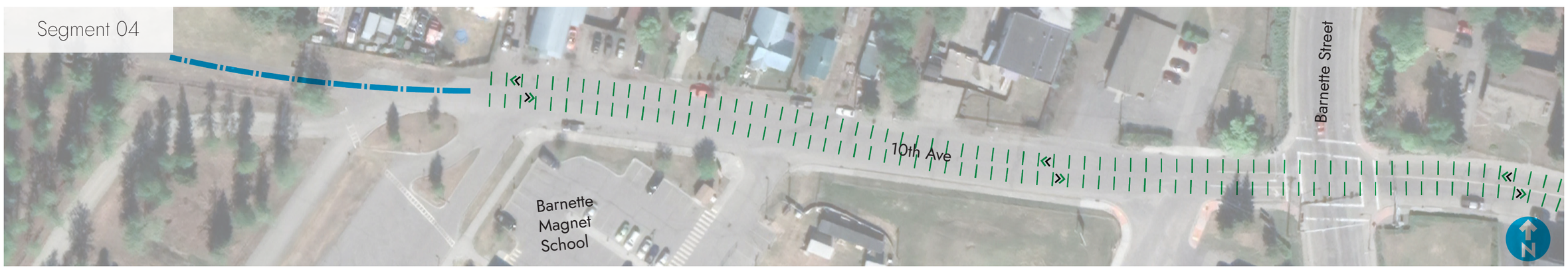
Segment 02



Segment 03



Segment 04



Bike and Pedestrian Advisory Committee
FAST Planning

Bike System Design Key

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Map Key

- 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 04-02

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

Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
Concept System Recommendations

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

10th Avenue Transition Zone Alternate
Project Maps

Segment 02

Bike and Pedestrian Advisory Committee
FAST Planning

Bike System Design Key

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Map Key

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- Bicycle Lane*
- Shared Use Path
- Direction of Travel
- Bicycle Lane interacting with motor vehicle traffic

October 16, 2023
(rev 2) Sheet 04-02b

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Preferred Solution 10th Avenue
Project Maps

Segment 05

Legend

10th Ave

Cowles Street

Recommend Path Re-alignment as part of the Cowles Street Rebuild

At the current junction of the Weeks Field/ Wien Park pathway and Cowles Street, the space lacks an ADA curb cut and is also an offset crossing to 10th Avenue. There are a number of potential solutions, including a pathway realignment, offset crosswalk (see example at right), or rerouting Cyclists to Smythe Street along the north edge of the park, and jogging south on Cowles to return to 10th Avenue

Smythe Street

Noel Wien Library

Weeks Field / Wien Park

10th Ave

Barnette Magnet School

N

100 ft

Google Earth
Image © 2023 Maxar Technologies

Bike and Pedestrian Advisory Committee
FAST Planning

Bike System Design Key

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Map Key

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- Shared Use Path
- Direction of Travel
- Bicycle Lane interacting with motor vehicle traffic

October 16, 2023
(rev 2) Sheet 04-03

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Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
Concept System Recommendations

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Preferred Solution

10th Avenue
Project Maps

Segment 06

Bike and Pedestrian Advisory Committee
FAST Planning

Bike System Design Key

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Map Key

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- Shared Use Path
- Direction of Travel
- Bicycle Lane interacting with motor vehicle traffic

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

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Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
Concept System Recommendations

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Preferred Solution

10th Avenue
Project Maps

Segment 07

Bike and Pedestrian Advisory Committee
FAST Planning

Bike System Design Key

- A Bike Lane; Standard — Single Lane With Flow
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Map Key

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- 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 04-05

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Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
Concept System Recommendations

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Preferred Solution 10th Avenue
Project Maps

Segment 08

Bike and Pedestrian Advisory Committee
FAST Planning

Bike System Design Key

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Map Key

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- Shared Use Path
- Direction of Travel
- Bicycle Lane interacting with motor vehicle traffic

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

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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

Lacey Street
Project Maps

Lacey Street

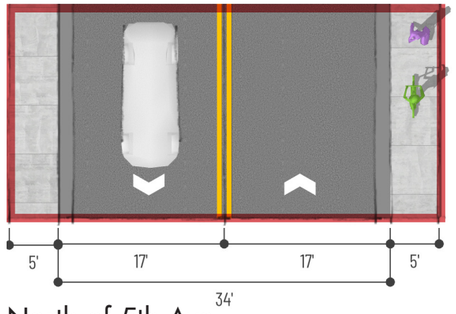
Challenges

- Semi-variable corridor widths
- Short blocks, many cross streets

Goals

- Test variable bike lane widths on this low volume corridor
- Create consistency in bike lane treatment
- Provide safe separation for bikes from vehicles
- Promote safe travel speeds for all users

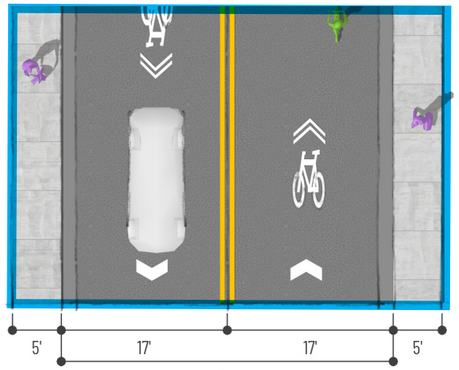
Existing



Recommended Concept(s)

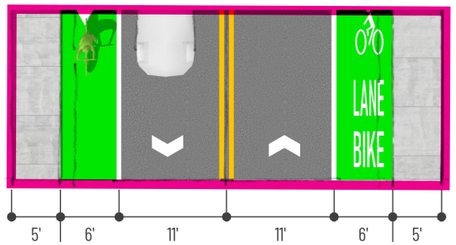
North of 5th Ave

Sharrow

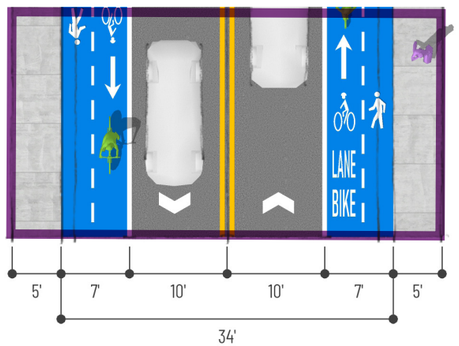


South of 5th Ave

5' Bike Lane



7' Mixed Use Lane



Bike and Pedestrian Advisory Committee
FAST Planning

Bike System Design Key

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Map Key

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- Bicycle Lane*
- Shared Use Path
- Direction of Travel
- Bicycle Lane interacting with motor vehicle traffic

October 16, 2023
(rev 2) Sheet 05-01

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

Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
Concept System Recommendations

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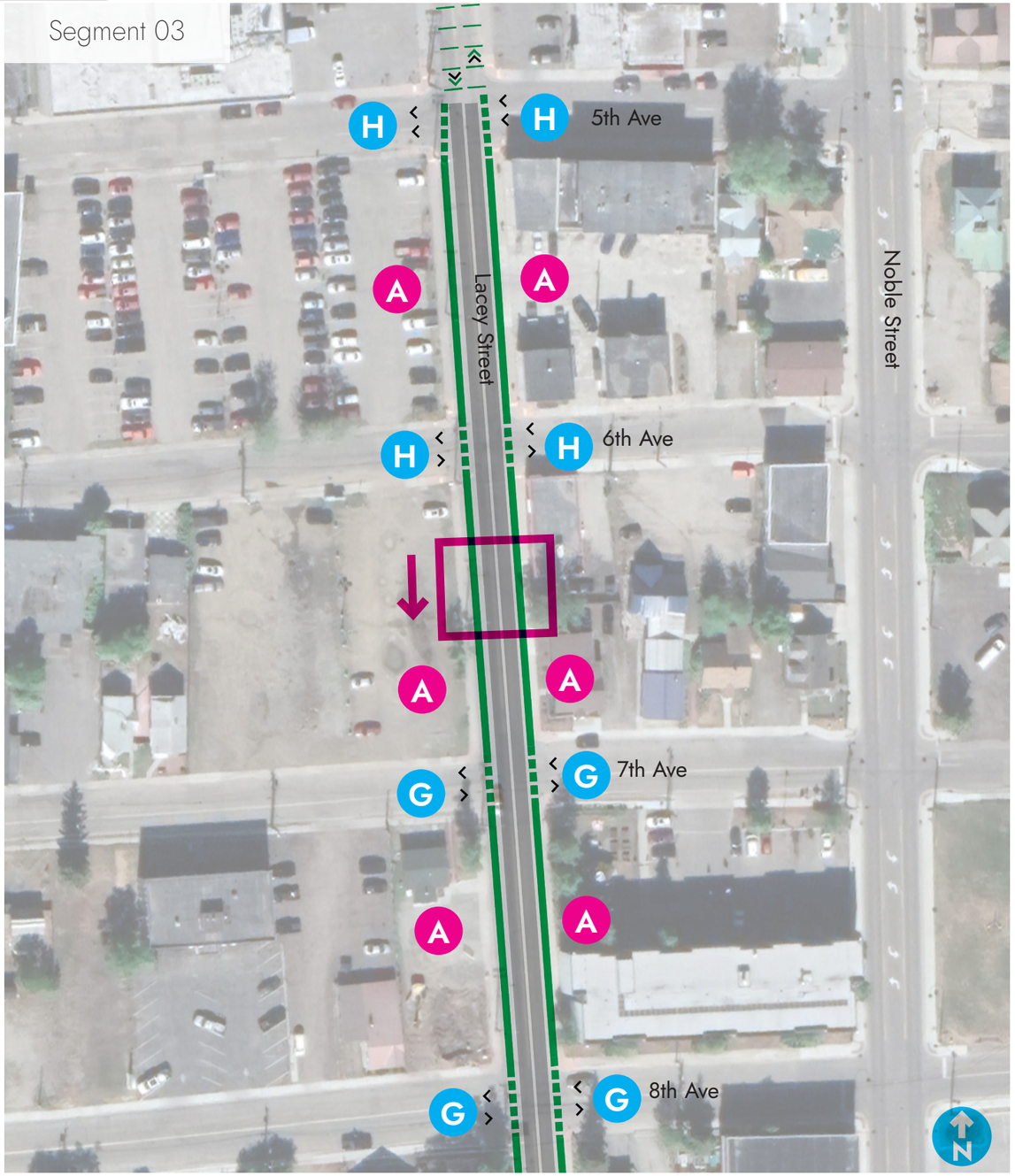
Preferred Solution

Lacey Street
Project Maps



Bike and Pedestrian Advisory Committee
FAST Planning

Bike System Design Key

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October 16, 2023
(rev 2) Sheet 05-02

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Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
Concept System Recommendations

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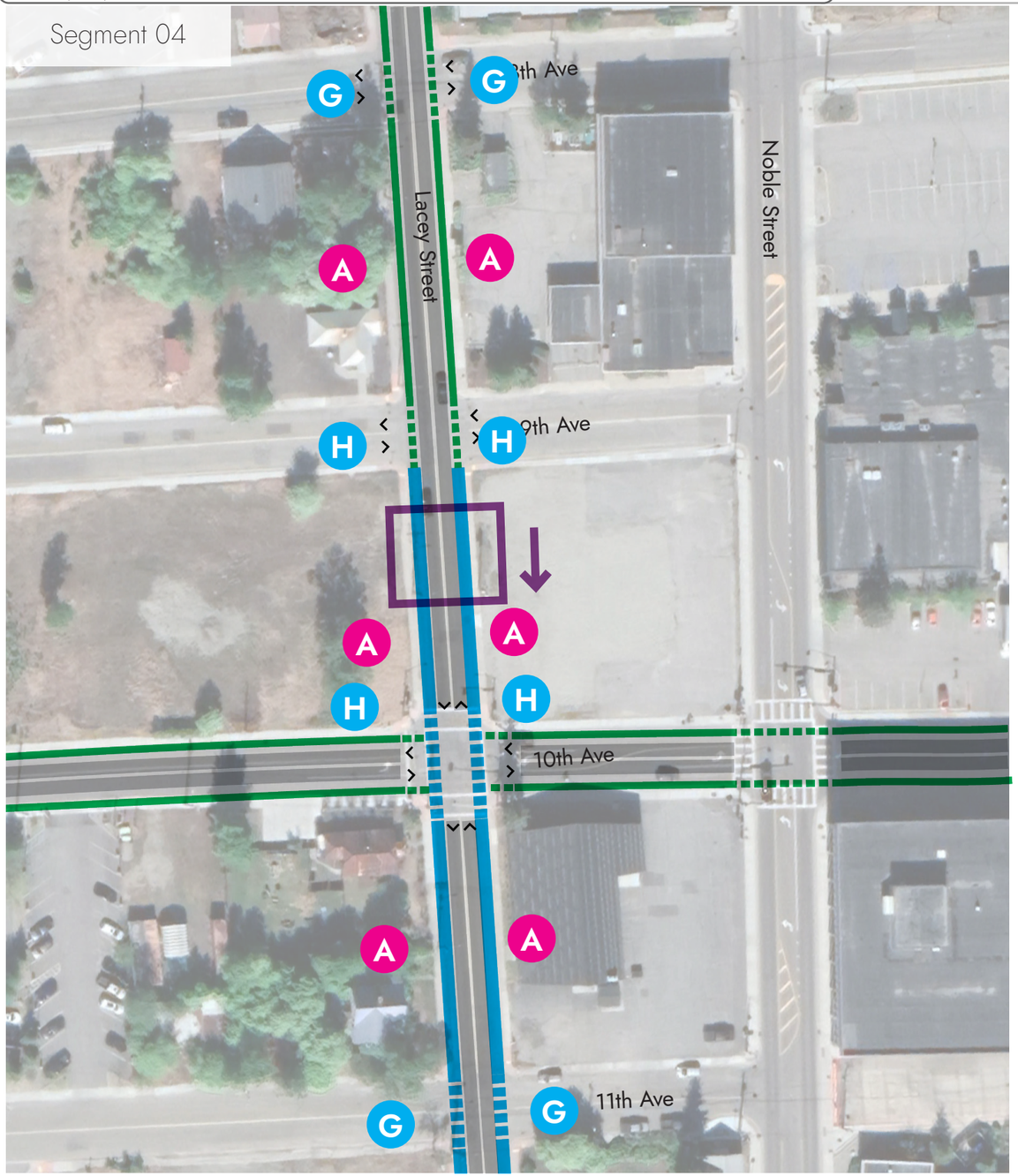
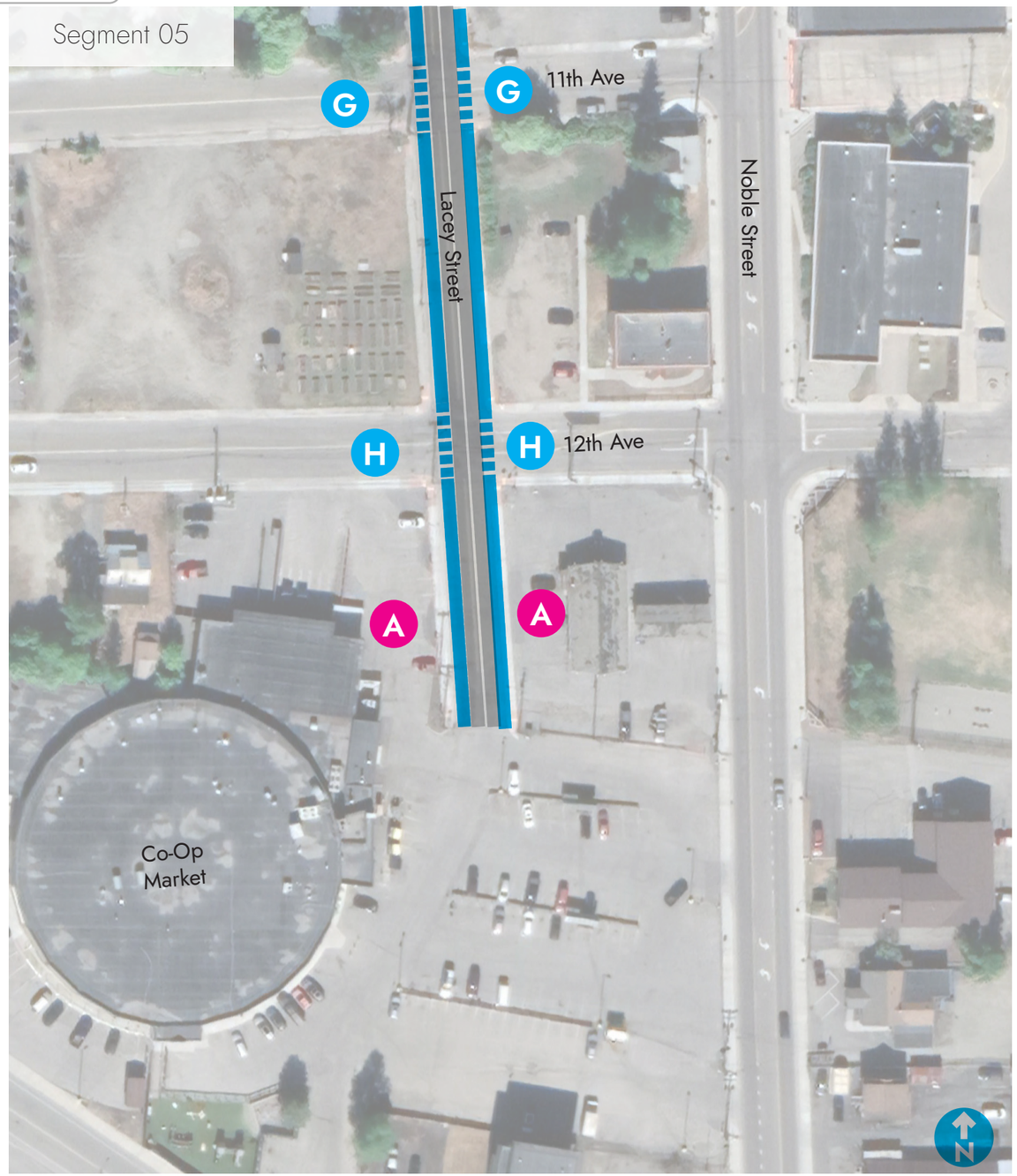
Preferred Solution

Lacey Street
Project Maps





Bike and Pedestrian Advisory Committee
FAST Planning

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Map Key

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October 16, 2023
(rev 2) Sheet 05-03

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Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
Concept System Recommendations

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Preferred Solution

Lacey Street
Project Maps

Segment 06

Bike and Pedestrian Advisory Committee
FAST Planning

Bike System Design Key

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October 16, 2023
(rev 2) Sheet 05-04

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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

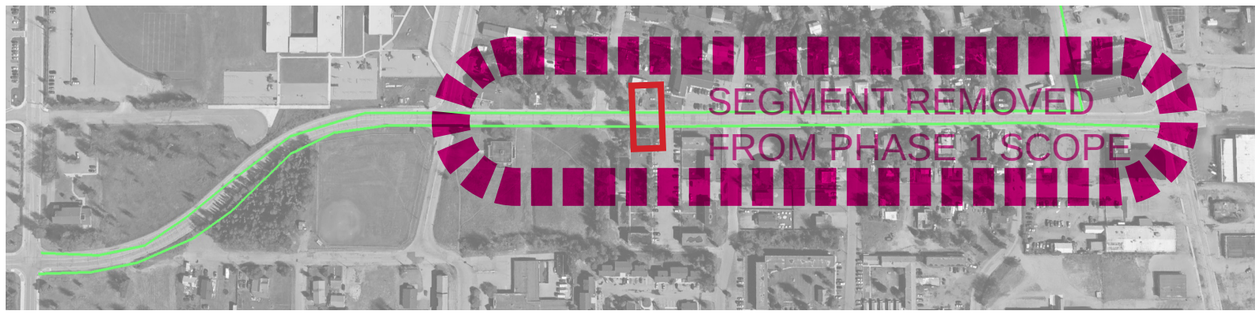
17th Avenue

Challenges

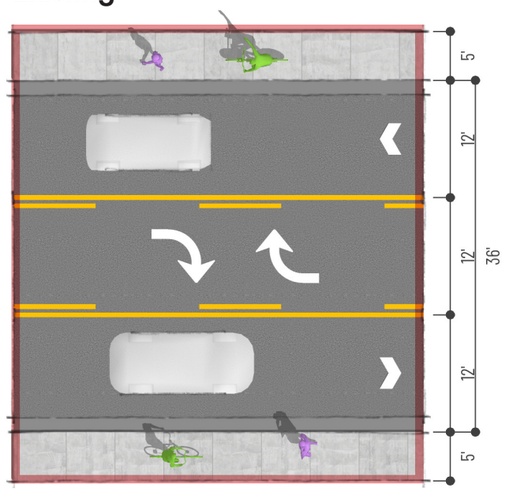
- Medium volume road
- Center turn lane
- Commercial businesses and driveways
- School and medical campus transitions
- Inlaid methyl methacrylate road markings

Goals

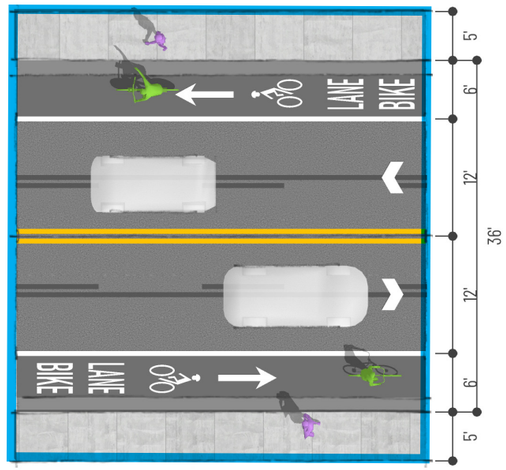
- Provide safe separation for bikes from vehicles
- Promote safe travel speeds for all users
- Safe transitions at intersections
- Balance flow of non-motorized and vehicular users

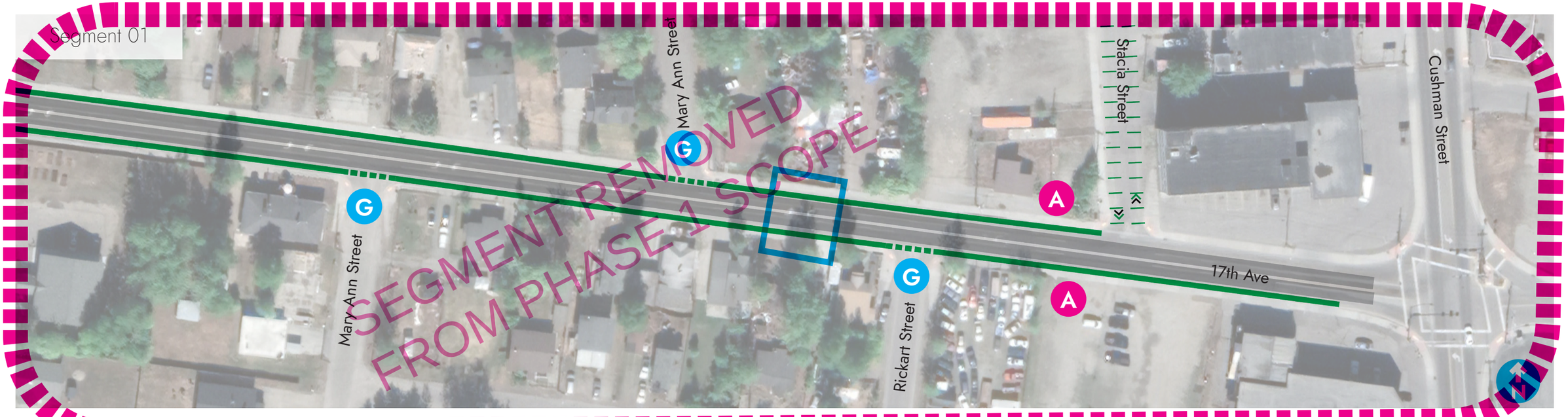


Existing



Recommended Concept





Bike and Pedestrian Advisory Committee
FAST Planning

Bike System Design Key

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Map Key

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Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2

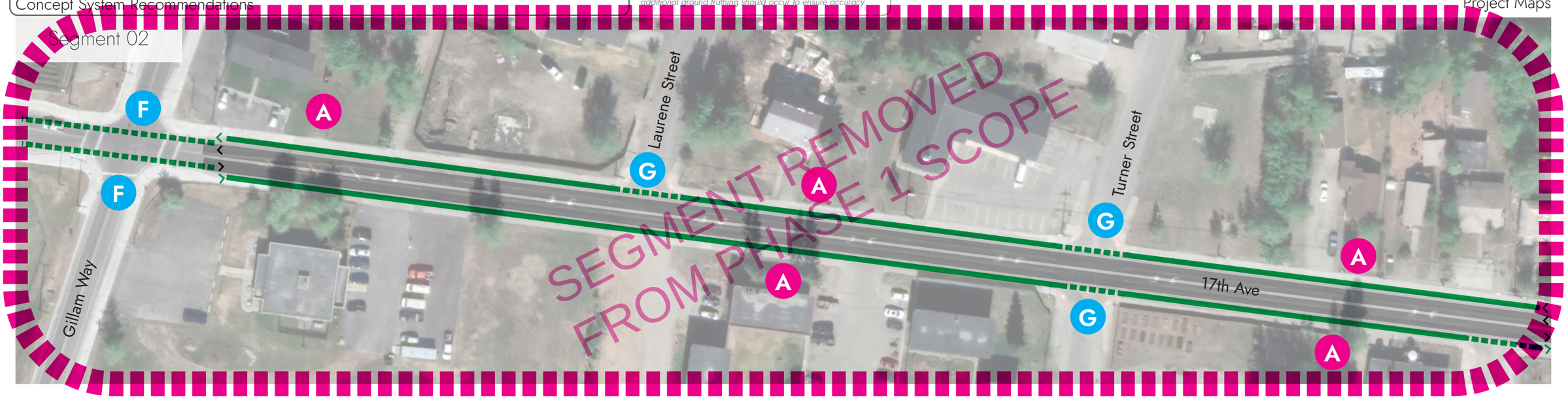
Concept System Recommendations

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

17th Avenue

Project Maps

Segment 02



Segment 03

Bike and Pedestrian Advisory Committee

FAST Planning

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Map Key

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- Direction of Travel
- Bicycle Lane interacting with motor vehicle traffic

October 16, 2023

(rev 2) Sheet 07-02

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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

Cowles Street
Project Maps

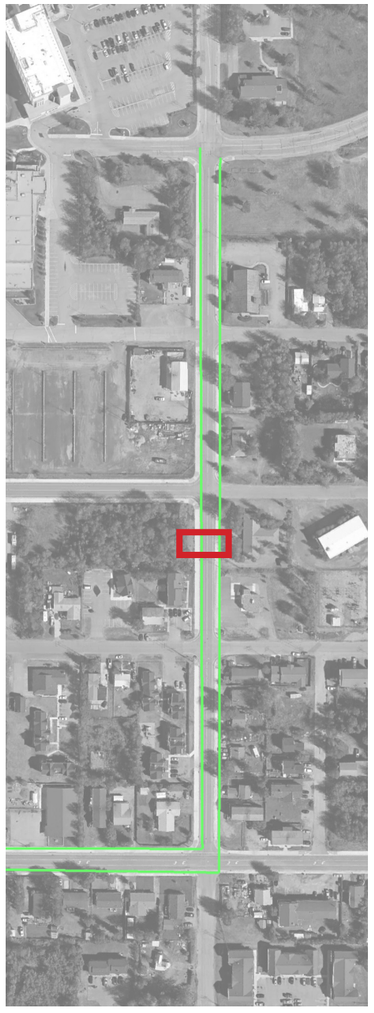
Cowles Street - South of Airport

Challenges

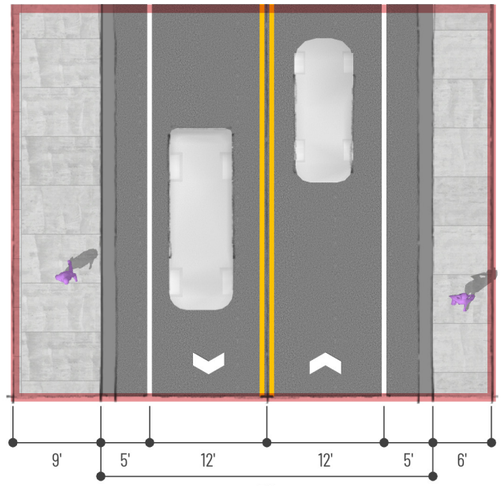
- Medium volume road
- Relatively narrow roadbed
- Commercial businesses and driveways
- School and medical campus transitions

Goals

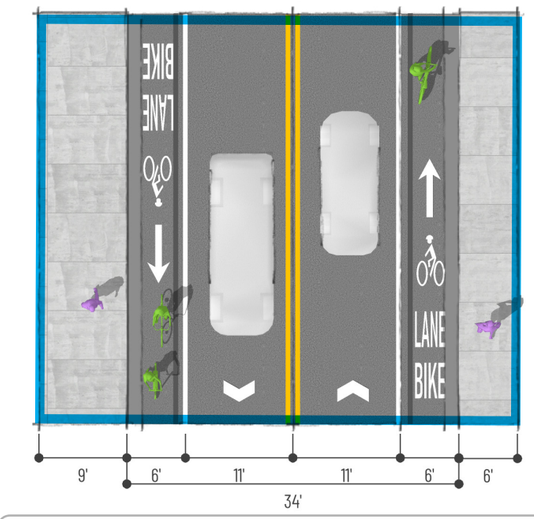
- Create consistency in bike lane treatment
- Provide safe separation for bikes from vehicles
- Promote safe travel speeds for all users
- Safe transitions at intersections
- Balance flow of non-motorized and vehicular users

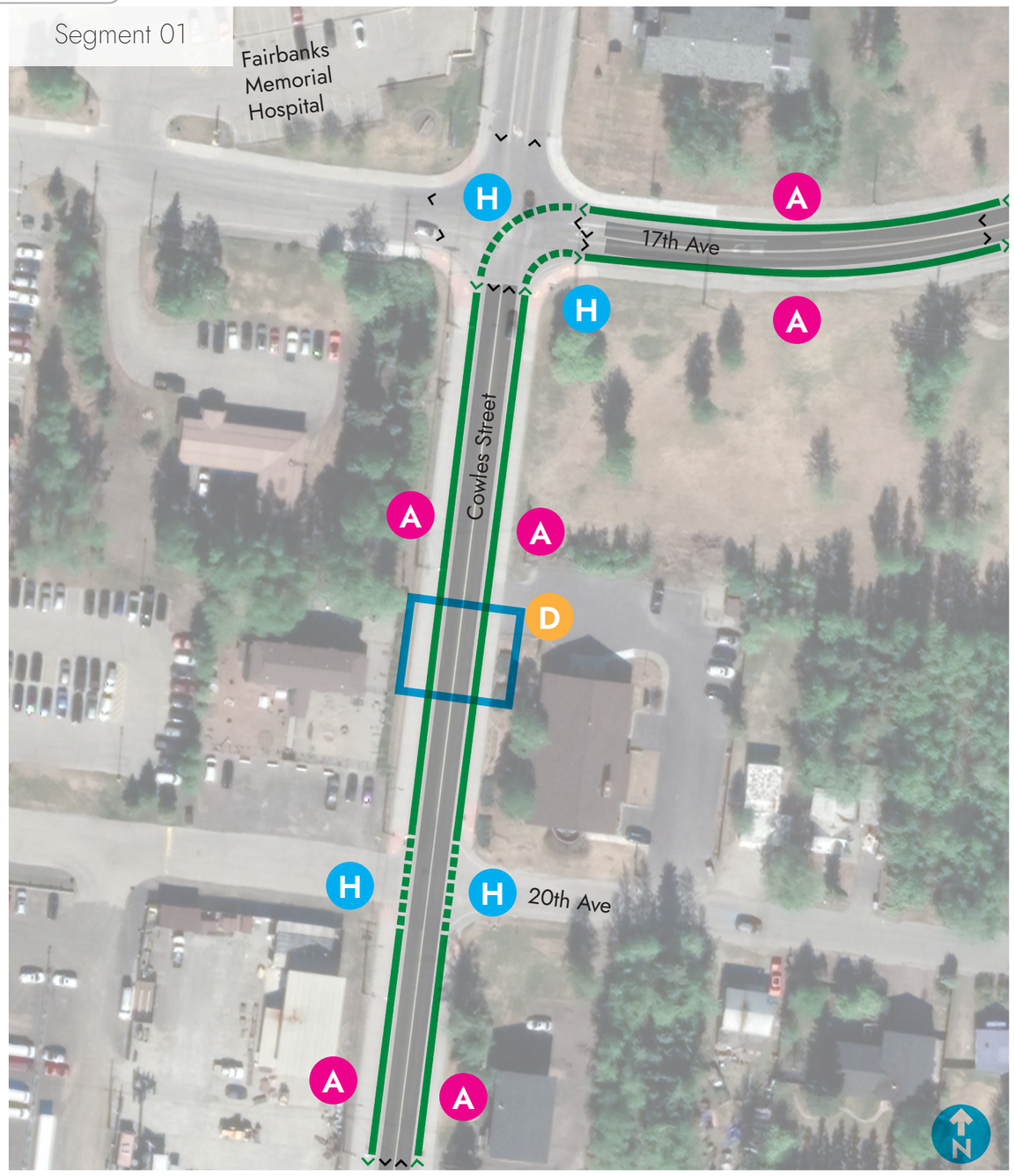


Existing



Recommended Concept





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Map Key

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- Shared Use Path
- Direction of Travel
- Bicycle Lane interacting with motor vehicle traffic

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Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
Concept System Recommendations

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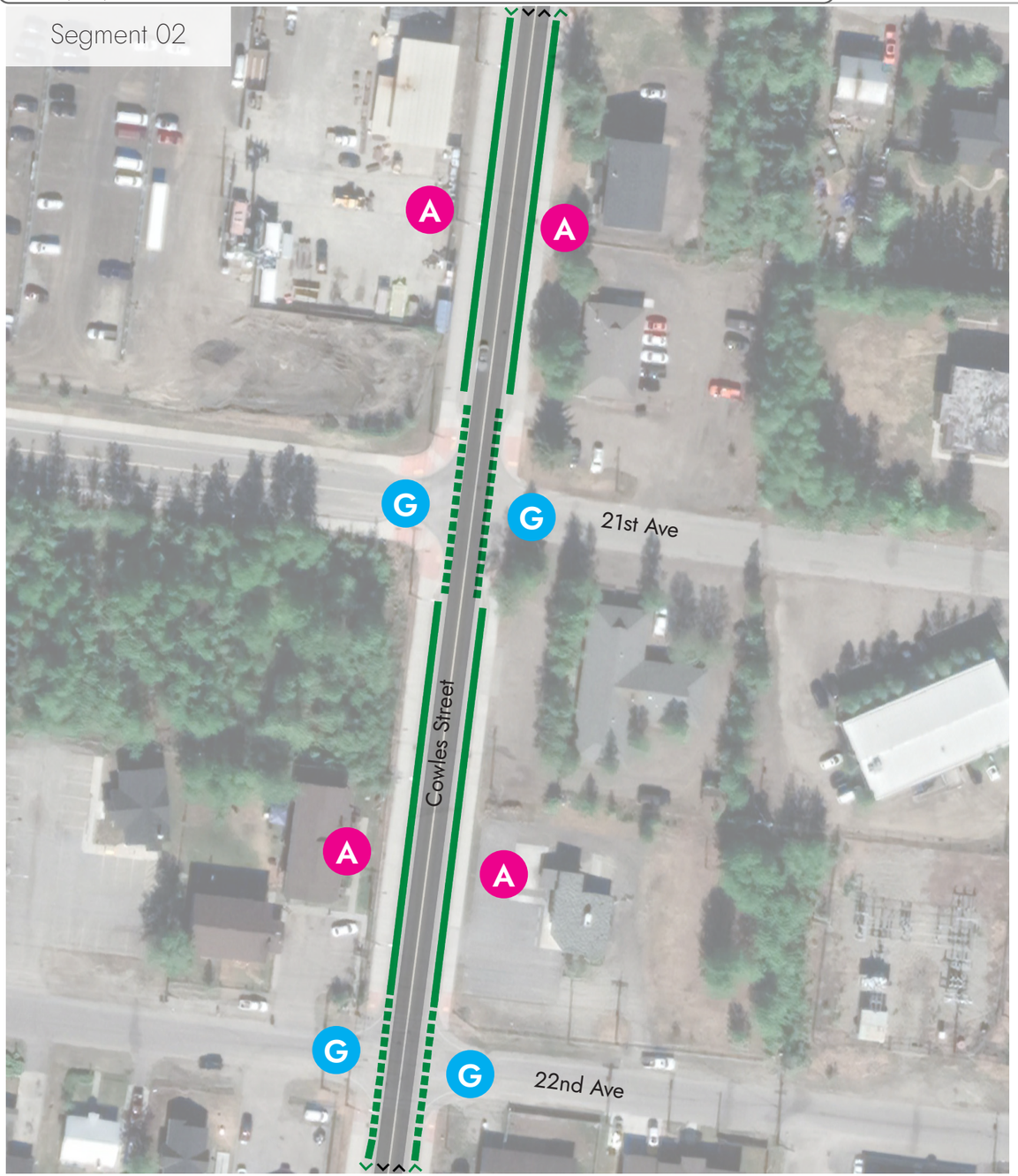
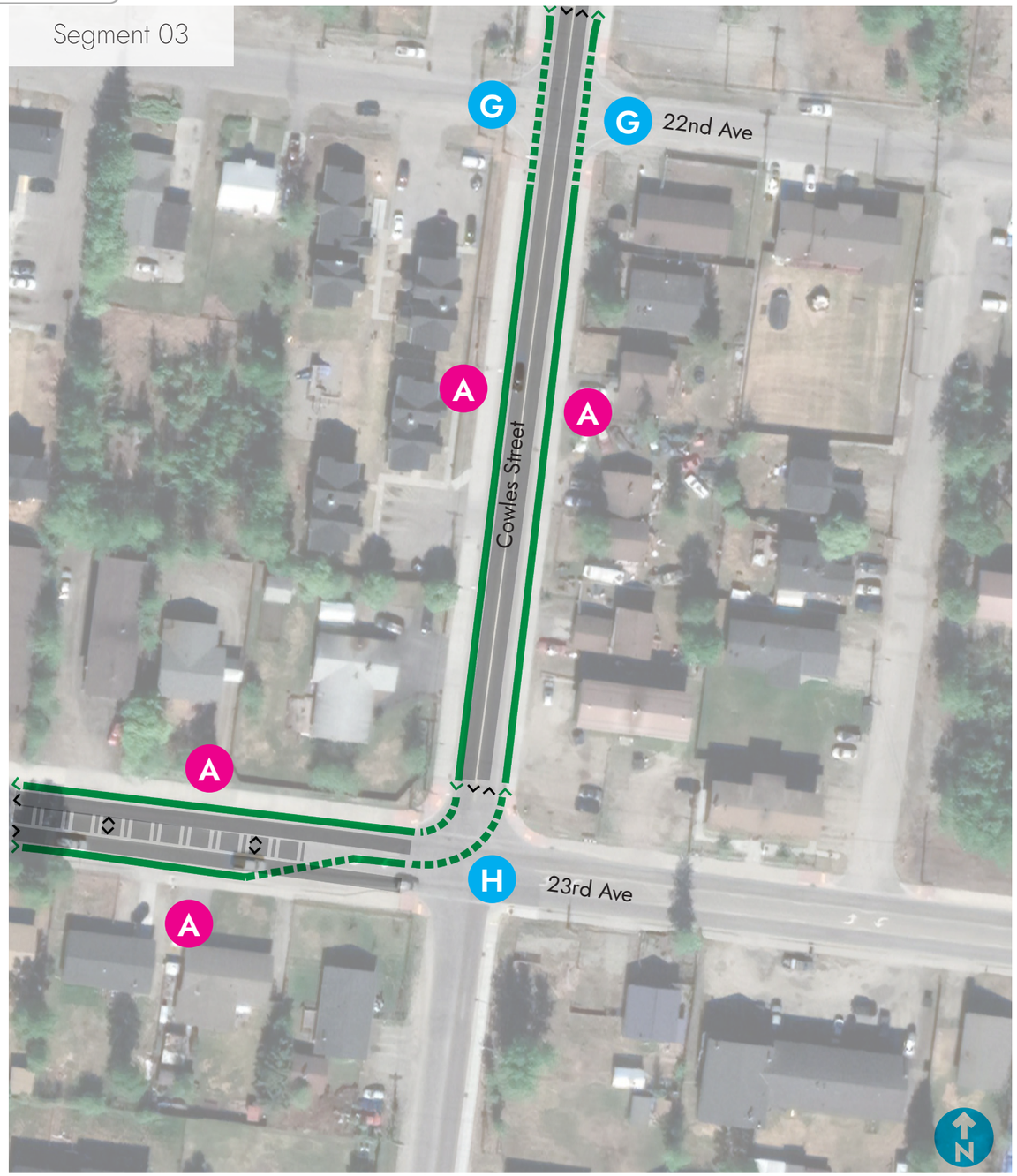
Preferred Solution

Cowles Street
Project Maps





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
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Map Key

- 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 08-02

**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

23rd Avenue

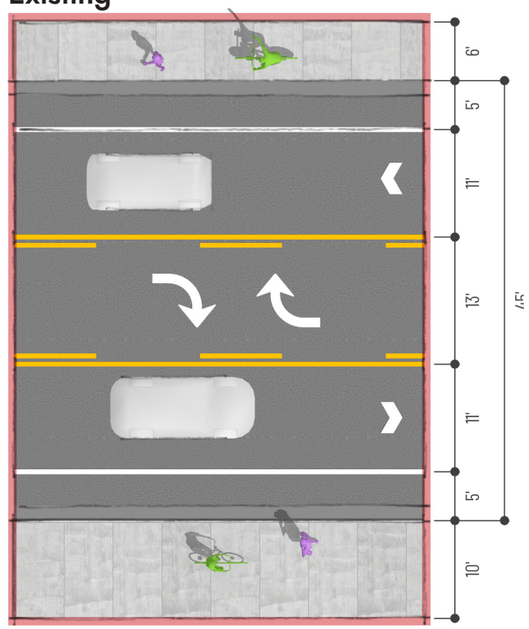
Challenges

- Medium volume road
- Center Turn lane
- Commercial businesses and driveways
- School and medical campus transitions
- Road markings are inlaid meth

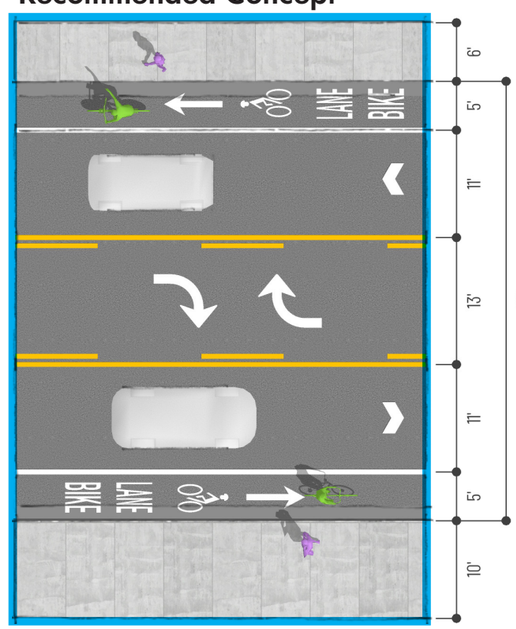
Goals

- Create consistency in bike lane treatment
- Provide safe separation for bikes from vehicles
- Promote safe travel speeds for all users
- Safe transitions at intersections
- Balance flow of non-motorized and vehicular users

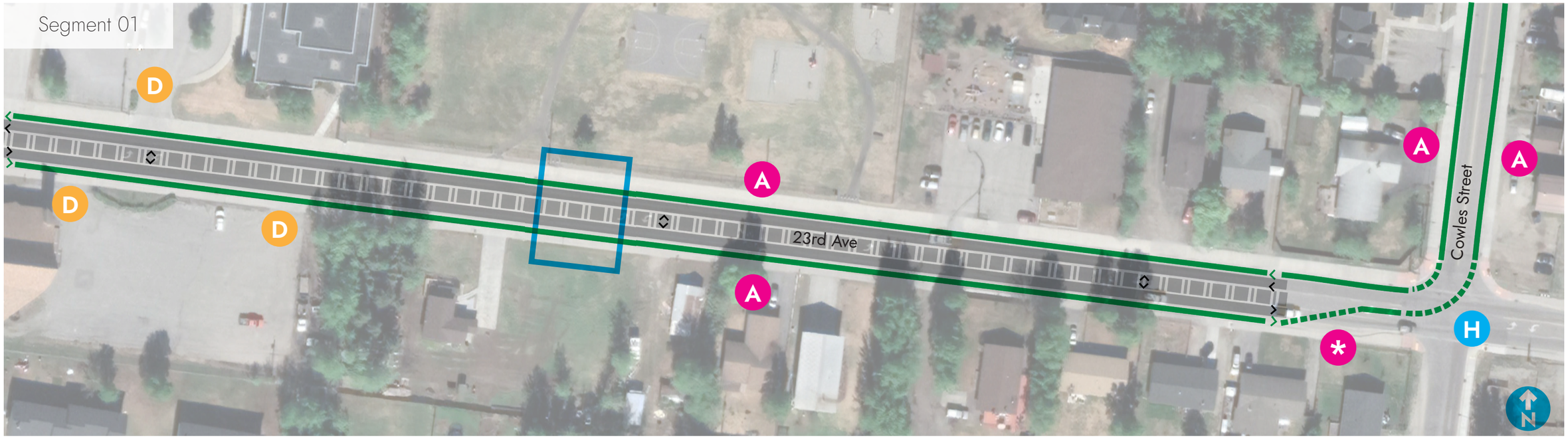
Existing



Recommended Concept



Segment 01



Bike and Pedestrian Advisory Committee
FAST Planning

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October 16, 2023
(rev 2) Sheet 09-01

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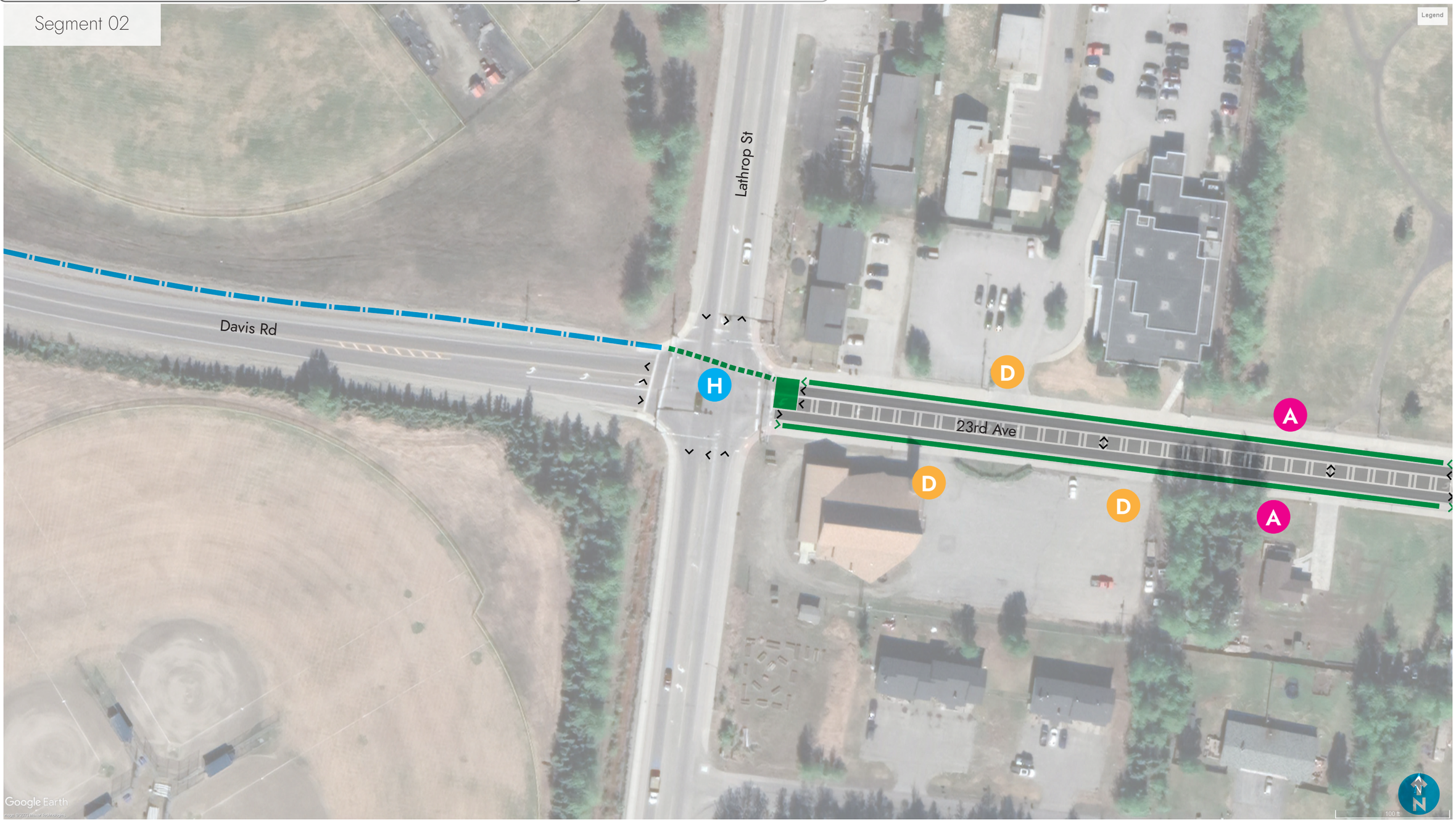
Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
Concept System Recommendations

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

23rd Avenue
Project Maps

Segment 02



Bike and Pedestrian Advisory Committee
FAST Planning

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October 16, 2023
(rev 2) Sheet 09-02

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14th Avenue *Revision 1 Additional Segment*

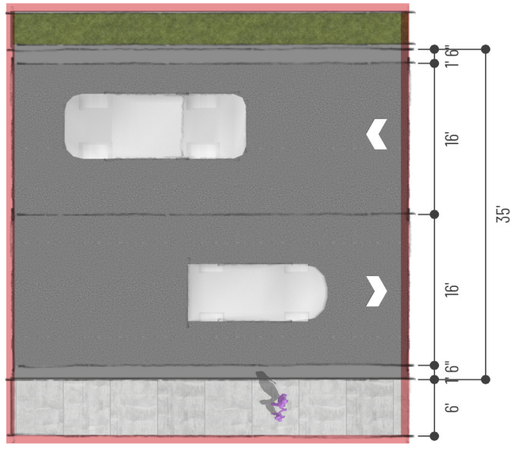
Challenges

- Medium volume road
- Short corridor
- Wide roadbed

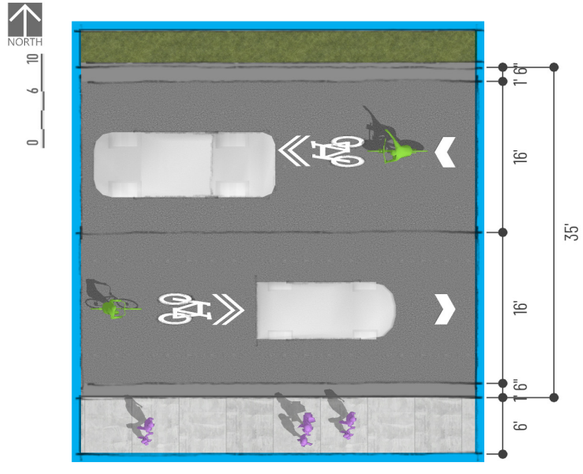
Goals

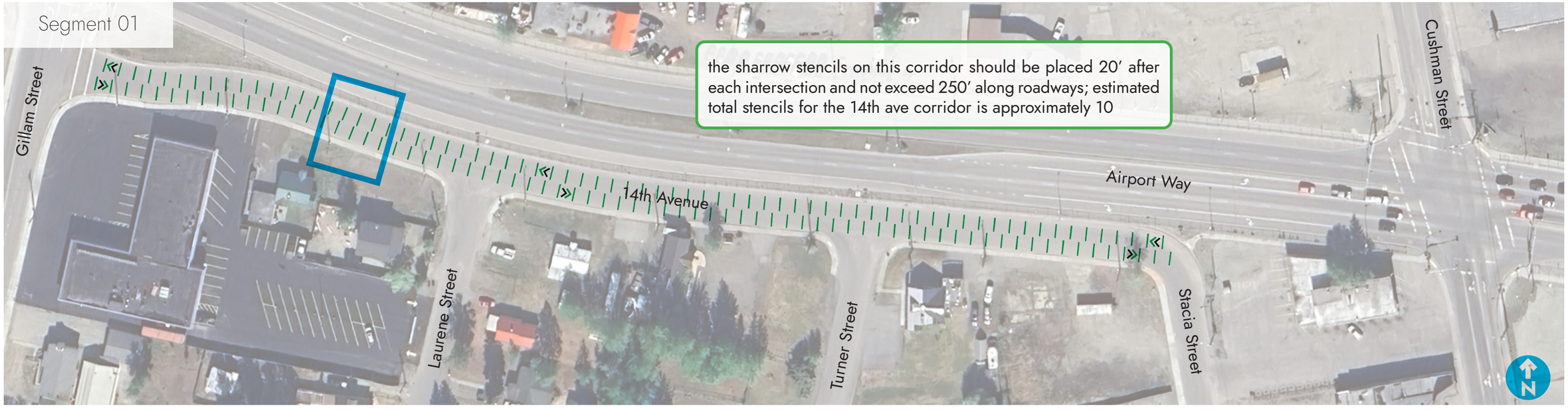
- Create consistency in bike lane treatment
- Promote safe travel speeds for all users
- Connect the Cushman corridor with Barnette/Gillam

Existing



Recommended Concept





Bike and Pedestrian Advisory Committee
FAST Planning

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October 16, 2023
(rev 2) Sheet 10-01

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Preferred Solution

Gillam Street Revision 1 Additional Segment
Project Maps

Gillam Street - South of Airport *Revision 1 Additional Segment*

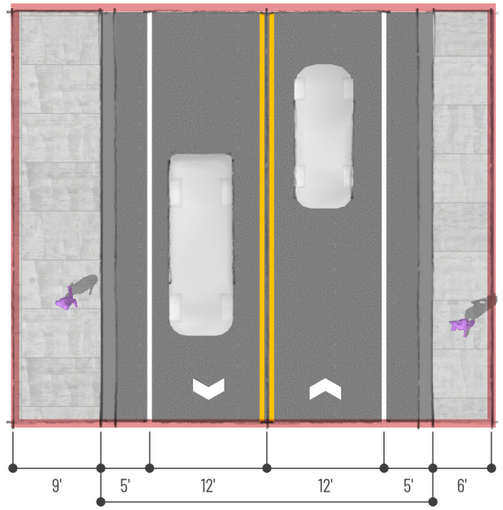
Challenges

- Medium volume road
- Relatively narrow roadbed
- Commercial businesses and driveways
- School areas

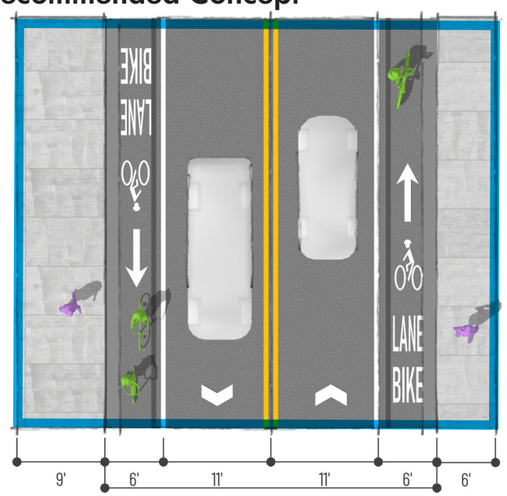
Goals

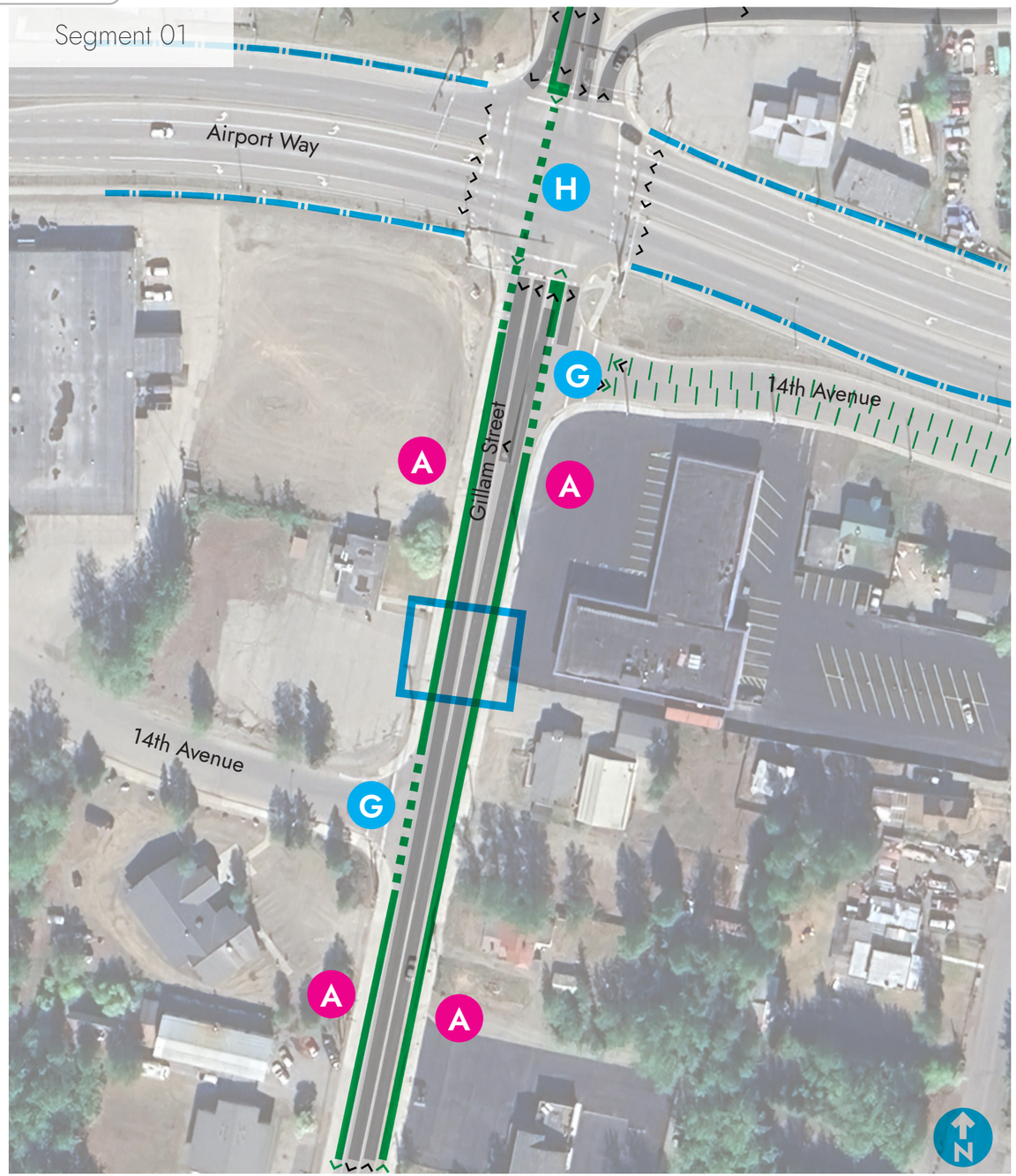
- Create consistency in bike lane treatment
- Provide clear interactions between bikes and vehicles
- Promote safe travel speeds for all users
- Safe transitions at intersections
- Balance flow of non-motorized and vehicular users

Existing



Recommended Concept





Bike and Pedestrian Advisory Committee
FAST Planning

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Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
Concept System Recommendations

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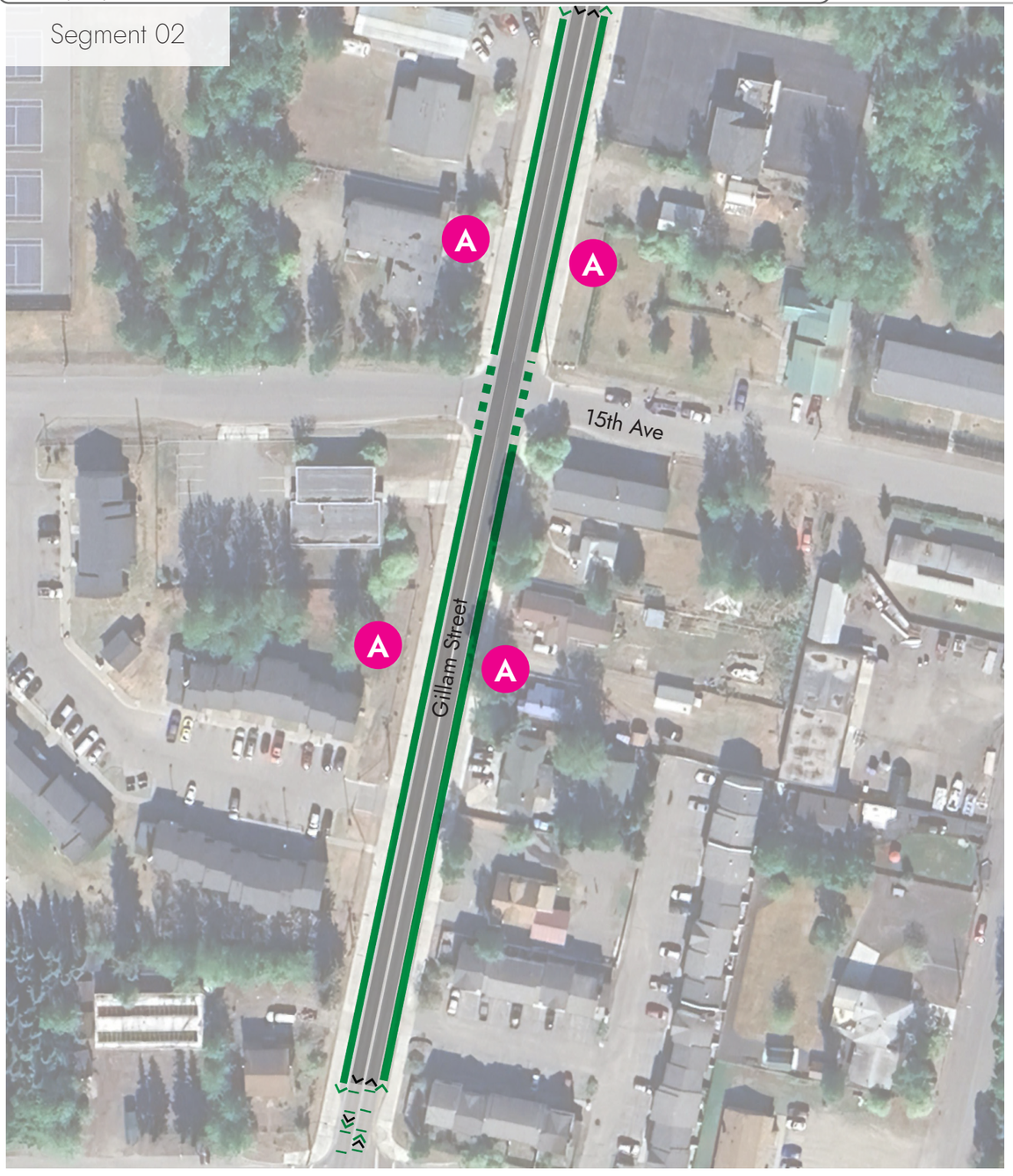
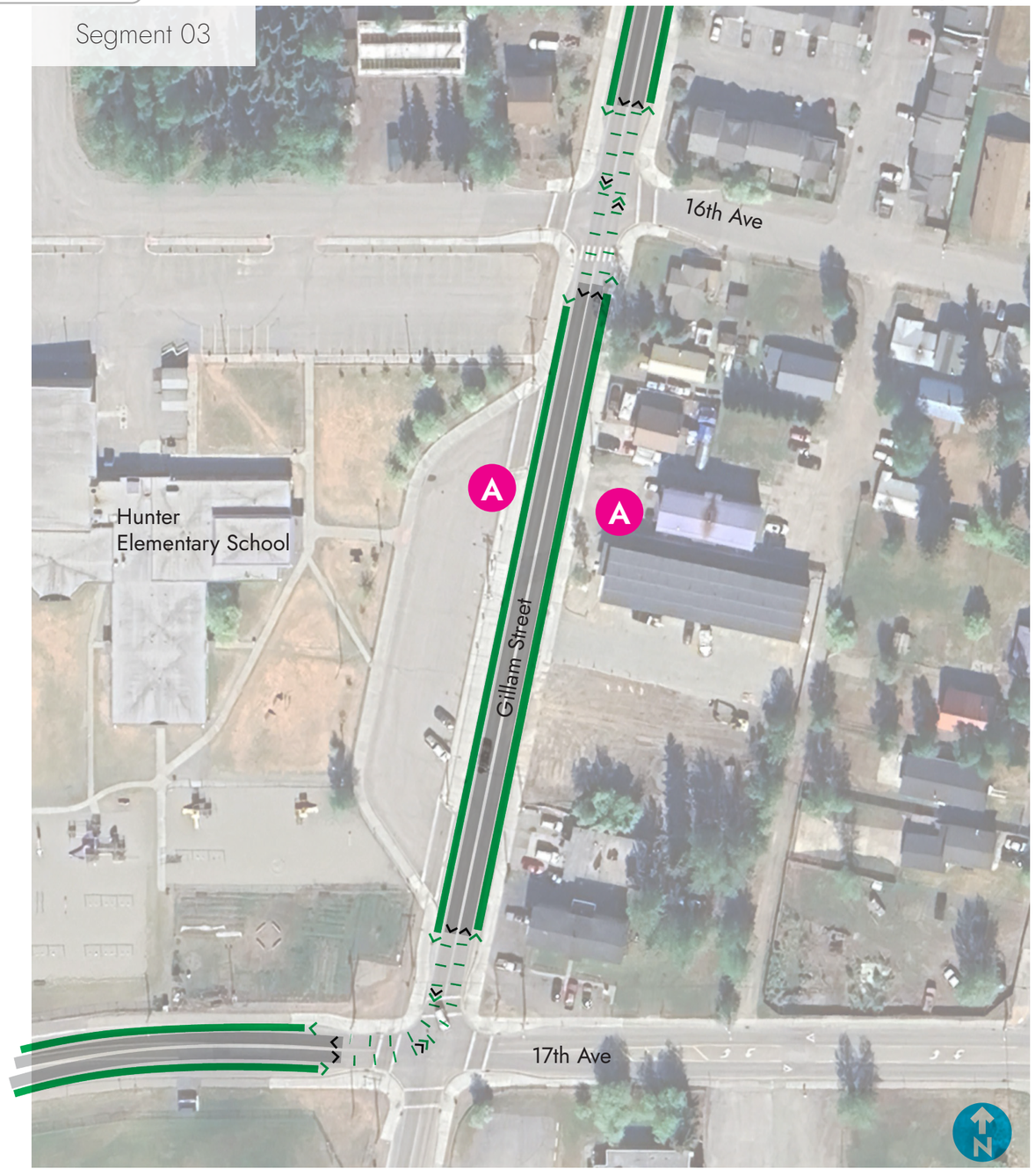
Preferred Solution

Gillam Street
Project Maps

Segment 02



Segment 03



Bike and Pedestrian Advisory Committee
FAST Planning

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