



## 🚲 BICYCLE & PEDESTRIAN ADVISORY COMMITTEE 🚲

### Meeting Agenda

Thursday, April 25, 2024, 5:00 – 7:00 PM

100 Cushman Street, Suite 215 (Key Bank Building)

To join the Zoom Meeting via computer, go to: [www.fastplanning.us/keepup/zoom](http://www.fastplanning.us/keepup/zoom)

Zoom Meeting Phone Number: 1 (253) 215-8782, enter Meeting ID: 860 2284 4106

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of Thursday, April 25, 2024 Meeting Agenda
4. Approval of Thursday, March 28, 2024 Meeting Minutes (p. 2 – 5)
5. Staff/Working Group/Chair Report
6. Public Comment Period
7. Old Business
  - a. Vulnerable Road User Assessment Comment Letter Update (p. 6 - 10)
  - b. Presentation: Vulnerable Road User Assessment, AK DOT&PF State Traffic & Safety Engineer (Pam Golden)
  - c. Danby-College Intersection Signal Timing Update (p. 11 – 14)
  - d. Annual Bicycle & Pedestrian Count – additional intersections, volunteer sign-ups (p. 15; web tabs)
8. New Business
  - a. Infrastructure: Bicycle Rack Design (p. 16 – 19)
9. Informational Items
  - a. Chena Small Tracts Roundabout (p. 20)
  - b. Shared-Use Path Condition: Loftus/Steelhead Connector (
10. Other Issues
11. Committee Member Comments
12. Adjournment

Next Scheduled BPAC Meeting: Thursday, May 23, 2024 | 5:00 – 7:00 P.M.



## 🚲 BICYCLE & PEDESTRIAN/ADVISORY COMMITTEE 🚲

### Meeting Minutes

March 28, 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: 821-1201-4085

#### 1. Call to Order

Kim Streeter, Chair, called the meeting to order at 5:05 p.m.

#### 2. Introduction of Members and Attendees

- 🚲 \*Susan Bissell
- 🚲 \*Ron Davis
- 🚲 \*\*Corey DiRutigliano
- 🚲 \*\*Jackson Fox
- 🚲 \*Matt Layral
- 🚲 \*\*Olivia Lunsford, **Vice Chair (absent)**
- 🚲 \*Travis Naibert
- 🚲 \*Jim Richardson
- 🚲 \*Kim Streeter, **Chair**
- 🚲 \*\*Deborah Todd (**absent**)
- 🚲 \*Larry Zervos (**absent**)
- 🚲 Don Galligan
- 🚲 Richard Shank
- 🚲 Matt McDaniel
- 🚲 John Talland

**\*BPAC Representative, \*\*FAST Planning Staff**

#### 3. Approval of the March 28, 2024 Agenda

**Motion:** To approve the March 28, 2024 Agenda. (Richardson/Naibert).

**Discussion:** No discussion.

**Vote on Motion:** None opposed. Approved.

#### 4. Approval of the February 29, 2024 Meeting Minutes

**Motion:** To approve the February 29, 2024 Meeting Minutes. (Layral/Davis).

**Discussion:** No discussion.

**Vote on Motion:** None opposed. Approved.

## 5. Staff/Working Group/Chair Report

### a. Staff Report

- ☞ At the March 6, 2024 Meeting, the Technical Committee:
  - ☞ Recommended approval of the Bicycle & Pedestrian Advisory Committee (BPAC) comment letter to the DOT&PF regarding the Vulnerable Road User Safety Assessment with the amendment to add a comment about wanting to see a list of infrastructure projects also incorporated.
- ☞ At the March 27, 2024 meeting, the Policy Board:
  - ☞ Voted to postpone action on the BPAC comment letter to DOT&PF regarding the Vulnerable Road User Safety Assessment to the April meeting.
- ☞ Ms. Lunsford encouraged the BPAC to listen to the Borough Planning Commission Work Session held Tuesday, March 26, 2024, regarding the Downtown Plan which will soon go before the Planning Commission and Borough Assembly. The audio and video file are available on the Borough Planning Commission website. Ms. Lunsford wanted to BPAC note that the section related to bicycling in the downtown core has largely been removed from the Downtown Plan at the request of the City of Fairbanks including the maps in the maps section of the Plan. If you would like to provide public testimony on that you will have that opportunity.
  - ☞
- ☞ The Bike Lane Signing and Striping Program that FAST Planning is funding for this summer has been stripped down to just two streets now. There is a list of streets that were removed for consideration. Due to the timeline that the City of Fairbanks is on, the project will not get constructed this summer. The project has been added to the agenda for the upcoming Technical Committee Meeting to have DOT&PF provide an update on that project.

## 6. Public Comment Period (Non-Action Items)

- ☞ No public comment.

## 7. Old Business

### a. Vulnerable Road User Assessment Comment Letter Update

Mr. Fox explained Comment #5 that was added to the BPAC comment letter to DOT&PF which requested that a specific list of infrastructure projects be added so there is a list of projects that are ready to go to construction.

### b. Transit Plan(s) Update

Mr. Fox explained that this item was postponed from the February meeting and introduced Mr. DiRutigliano to provide an update.

### c. Complete Streets Policy Update & Prioritization Plan

Mr. Fox explained that one of the requirements of the latest Transportation Bill was that MPOs across the country were supposed to adopt a Complete Streets Policy for

their MPO. FAST Planning already has a Complete Streets Policy in place that was adopted in 2015 that it is outdated and not utilized. FAST Planning plans to revise their Complete Streets Policy and develop a Complete Streets Prioritization Plan to look at a list of specific streets to produce concepts for how those roadways could be modified to become a complete street. Mr. DiRutigliano will be heading up the Plan development.

## **8. New Business**

### **a. Bike Friendly FBX Program – Tiered Sponsorships, Dates, Etc.**

Mr. DiRutigliano explained that we seek sponsorships so that we can print more bikeways maps as the printing of those maps is not federally funded. This year's sponsorship is tiered. Tier 1 Sponsorship is \$250 and consists of ten sponsors who will be listed on the 2024 Bike Friendly Business legend of the map with their address and business hours. Tier 1 Sponsors will also receive a window decal highlighting their level of sponsorship. They will be tagged and thanked on 3+ social media posts regarding the Bike Friendly FBX Program, their logo will go on all promotional materials, and listed on the "Thank you to our Print Sponsors" banner that is linked to their website. The Tier 2 Sponsorship is \$125 and will include listing with their logo on the bike maps, social media network recognition, printed maps, custom bikeways map holder, etc. The Tier 3 Sponsorship Level is \$75 and includes printed maps, a recognition decal, Bike Friendly FBX stickers, a custom map holder, online map presence, and more. If you would like to host a repair kit at your business, FAST Planning will be advertising the program and Repair Kit Hosts throughout the year in-person and online. The maps are small and portable and will fit in your pocket.

### **b. Richardson Highway MP 346 Bridge Replacements, Bicycle/Pedestrian Accommodations**

Ms. Lunsford included this on the BPAC Agenda to bring attention to it. This project went before the Borough Planning Commission on Tuesday, March 26, 2024, and they recommended denial of Local Planning Approval. At that meeting, there was quite a bit of dialogue on how the new bridge design did not accommodate bicyclists and pedestrians. The goals and objectives for the project are to provide multi-modal transportation and it does not provide that. The Borough Assembly will be discussing those findings of fact even though the Planning Commission did not provide those findings to them. It is not required but you are welcome to comment on that. The Governor has the power to override that decision.

## **9. Informational Items**

- a. Mr. Fox reminded the BPAC members that the annual Bike and Pedestrian Counts will be held in May. If anyone wants to add more intersections to the existing list of 36 that are already counted, please send them to Olivia Lunsford. Mr. Fox noted that they should be distinguishing e-bikes on the counts to determine how many e-bikes we

have. Mr. Richardson asked about adding scooters to the count. Mr. Fox explained that people usually notate those on their count forms. Last year Olivia Lunsford loaded a video on the FAST Planning website to show how to count at the intersections.

**10. Other Issues**

No other issues.

**11. Committee Member Comments**

- ☰ **Mr. Richardson** commented that when they held the Open House at the Recycling Center, he went down Peger and then down the north side of the Johansen over to Aurora Drive. The whole thing has not been plowed. He could understand not plowing on the north side. The Johansen bridge over the railroad was just impossible because they plowed the road and left piles of snow there. He thought that the BPAC should write a letter to ask that they put more priority on clearing that in the winter.
- ☰ **Mr. Davis** explained that the path is a Priority 5 for maintenance, and they physically cannot plow snow on the bike path, so it is just snow that is blown under the fence by traffic onto the path.
- ☰ **Mr. Davis** commented that he spoke with Stan Justice about Ballaine/Skarland Trail and is going to meet with him in June or July to mark the path, so the operators know that is a trailhead. He talked to the foreman about doing a better job of keeping that open and not creating a berm in that area.
- ☰ **Mr. Layral** commented that he completed two days of Complete Streets Training that was very eye opening. At the meeting he was called an “outlier” and was not sure what that meant. Mr. Layral commented that he thinks there is a disconnect between the engineers who design them and the people who use the streets. They walked Barnette Street as one of the projects and it is very clear that as designed, it creates a division between the neighborhood to the west side and downtown. The engineers were very resistant, citing design guidelines saying certain things cannot be done in certain areas but there are examples of exceptions to those guidelines in Fairbanks.

**12. Adjournment**

**Motion to Adjourn:** (Naibert/Layral). The meeting was adjourned at **6:16 p.m.** The next meeting is scheduled for **Thursday, April 25, 2024.**

**Approved:** \_\_\_\_\_ **Date:** \_\_\_\_\_  
**Kim Streeter, Chair**  
**FAST Planning BPAC**



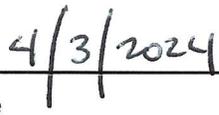
**TECHNICAL COMMITTEE**

**Action Items**

**04.03.2024**

**Motion:** To recommend to the Policy Board to approve the Letter of Support for the Alaska DOT&PF Grant Application [for Prioritization Process Pilot Program]. (McKinley/Spillman).  
None opposed. Approved.

  
\_\_\_\_\_  
**Jackson C. Fox**  
Chair, Technical Committee

  
\_\_\_\_\_  
Date



## ❖ POLICY BOARD ❖

### Action Items

**04.17.2024**

**Motion:** To adopt the comment letter to the Alaska DOT&PF for the Vulnerable Road Safety User Assessment. (Crass/Welch).

**Amendment:** If they are not already in the Addendum, to add Golden Heart Parking, Borough Planning, DOT&PF Engineering, and City of Fairbanks Engineering. (Cleworth/Welch). None opposed. Approved.

**Amendment:** To change “known deficiencies” to “possible deficiencies” [on Page 2 of letter, Comment #6]. (Cleworth/Welch). None opposed. Approved.

**Amended Motion:** To adopt the comment letter to the Alaska DOT&PF for the Vulnerable Road Safety User Assessment; If they are not already in the Addendum, to add Golden Heart Parking, Borough Planning, DOT&PF Engineering, and City of Fairbanks Engineering; and change “known deficiencies” to “possible deficiencies” [on Page 2 of letter, Comment #6]. None opposed. Approved.

**Motion:** To forward the letter of support for the Alaska DOT&PF Grant Application for the PPPP [Prioritization Process Pilot Program]. (Welch/Crass). None opposed. Approved.

*Bryce J. Ward*  
Bryce J. Ward (Apr 19, 2024 17:28 AKDT)

**Bryce Ward, FNSB Mayor**  
**Chair, Policy Board**

Apr 19, 2024

Date



Date: April 17, 2024

To: Pam Golden, 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

Ms. Golden –

We are members of the Fairbanks Area Surface Transportation (FAST) Planning's Bicycle and Pedestrian Advisory Committee (BPAC). We have reviewed and discussed the Vulnerable 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 the following concerns:

- 1) Coordination with the FAST Planning BPAC did not occur. This committee is the most-involved with bicycle and pedestrian planning and infrastructure within the Metropolitan Planning Area (MPA).
- 2) There are several other organizations and agencies missing from your list of contacts who should have been approached for feedback, including (but not limited to):
  - a. Fairbanks Cycle Club
  - b. Running Club North
  - c. FNSB Parks and Recreation
  - d. FNSB Community Planning Department
  - e. City of Fairbanks Police Department
  - f. Fairbanks Downtown Association
  - g. Access Alaska
  - h. Wallbusters
  - i. Golden Heart Parking Services
  - j. City of Fairbanks Engineering

- 3) The Assessment highlights trends and major problem locations but does not comprehensively examine bicycle and pedestrian events in which drugs and alcohol were involved – a growing concern in our community.
- 4) Alaska DOT&PF recently demolished the State-owned pedestrian overpass on Geist Road in Fairbanks on August 16, 2023, due to a truss member failure. As per FAST Planning’s STIP Comment Letter, dated September 13, 2023 (See Attachment), we recommend Alaska DOT&PF explore using a portion of their mandatory 15% set aside of Highway Safety Improvement Program (HSIP) funds for Vulnerable Road Users to cover the cost of a replacement pedestrian crossing facility. The BPAC has heard substantial public comment about students jaywalking across the road.
- 5) In addition to the list of strategies provided in the Assessment to reduce safety risk to vulnerable road users, we strongly recommend a ‘program of projects’ be included (per October 2022 Guidance from the Federal Highway Administration). The program of projects would serve as the basis for expenditure of the mandatory 15% set aside of HSIP funds noted above.
- 6) There are possible deficiencies in the presented data since the coding of the data is primarily geared toward documenting crashes involving motorized vehicles. 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.
- 7) The crash data presented in the existing Assessment significantly misreports the severity of accidents involving bicycles and pedestrians. We recommend considering other data sources such as the Alaska Trauma Registry, as mentioned in the Strategic Highway Safety Plan, to provide information on injuries for vulnerable road users.
- 8) The Fairbanks Area is not clearly defined in the Assessment. Does the “Fairbanks Area” include the City of North Pole, other communities within the FNSB, or the Metropolitan Planning Area?
- 9) E-Bikes 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.
- 10) Alaska DOT&PF did not release the Draft Assessment for public comment.

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](mailto:jackson.fox@fastplanning.us) or (907) 590-1618.

Sincerely,

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Kimberly Streeter  
Chair, Bicycle & Pedestrian Advisory Committee  
FAST Planning

## Olivia Lunsford

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**From:** Olivia Lunsford  
**Sent:** Monday, April 15, 2024 3:54 PM  
**To:** Rebecca Siegel; Stephan, Nathan J (DOT)  
**Cc:** Jackson Fox; Corey DiRutigliano  
**Subject:** RE: Danby-College Intersection, Signal Timing

Rebecca & Nathan -

Hey Rebecca –

Thanks for providing additional information and context to this concern.

Provides a nice segue for us to check in with DOT on this.

@Stephan, Nathan J (DOT), do you have any new information for us?

I would love to provide our BPAC with an update at their meeting next Thursday, 4/25/2024.

We will be submitting our agenda for ads and online public notices on Thursday of this week, so please get back to me on this if you can.

Cheers,

Olivia K. Lunsford (she/her/hers)  
 Transportation Planner  
 FAST Planning  
 call/text (907) 251-7248

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**From:** Rebecca Siegel <rebecca.s.siegel@gmail.com>  
**Sent:** Tuesday, March 19, 2024 6:15 PM  
**To:** Olivia Lunsford <olivia.lunsford@fastplanning.us>  
**Cc:** Stephan, Nathan J (DOT) <nathan.stephan@alaska.gov>; Jackson Fox <jackson.fox@fastplanning.us>; Corey DiRutigliano <corey.diru@fastplanning.us>  
**Subject:** Re: Danby-College Intersection, Signal Timing

Hi Olivia,

Thanks for keeping me in the loop on this. I spoke recently to some parents who work at the ADF&G office at 1300 College Road and have children who currently or formerly attended Anne Wien Elementary School and/ or Randy Smith Middle School on Danby Rd. They are also very concerned about the intersection, and described picking up their middle school-aged children by car to bring them to the ADF&G office after school, because they felt that it was too dangerous for their kids to cross at that intersection.

Thanks for all your work on this!

Rebecca

On Tue, Feb 27, 2024 at 1:11 PM Olivia Lunsford <[olivia.lunsford@fastplanning.us](mailto:olivia.lunsford@fastplanning.us)> wrote:

In addition to these connections that were made between Rebecca and DOT Staff, Ron Davis sits on our Bike & Ped Committee now, and at the January meeting, he also made the recommendation to get in touch with you directly.

Rebecca – feel free to chime in with any additional details here about the intersection if I missed any key points.

Thank you all!

Olivia K. Lunsford (she/her/hers)

Transportation Planner

FAST Planning

call/text (907) 251-7248

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**From:** Rebecca Siegel <[rebecca.s.siegel@gmail.com](mailto:rebecca.s.siegel@gmail.com)>

**Sent:** Tuesday, February 27, 2024 12:25 PM

**To:** Stephan, Nathan J (DOT) <[nathan.stephan@alaska.gov](mailto:nathan.stephan@alaska.gov)>

**Cc:** Olivia Lunsford <[olivia.lunsford@fastplanning.us](mailto:olivia.lunsford@fastplanning.us)>; Jackson Fox <[jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us)>; Corey DiRutigliano <[corey.diru@fastplanning.us](mailto:corey.diru@fastplanning.us)>

**Subject:** Re: Danby-College Intersection, Signal Timing

Dear Olivia and Nathan,

Thank you so much for looking into this. To answer your question, Nathan, I am not sure who I spoke to at DOT- I didn't think to ask for a name. The first time, I called the Fairbanks Department of Public Works and they transferred me over to DOT. The other two times I spoke to someone, I called the (907) 451-2200 phone number listed at <https://dot.alaska.gov/nreg>, and spoke to the person who answered the phone.

Cheers,

Rebecca Siegel

On Mon, Feb 26, 2024 at 5:03 PM Stephan, Nathan J (DOT) <[nathan.stephan@alaska.gov](mailto:nathan.stephan@alaska.gov)> wrote:

| Hi Olivia,

Do you, or Rebecca, know who you talked with at DOT? This is the first I've heard of it being brought up so I apologize.

Interesting concept! Let me look into this...I'll start with asking our signal technicians to pull the timing plans, then go out and wheel-walk the sites to confirm we've got the correct timing in place.

I don't believe we have any LPIs within the State as of yet, I know the Municipality of Anchorage was considering this as an option.

Fortunately for us, this intersection does has some turning movement counts (from 2019) that we may be able to use to model this site.

Let me know if you come up with the names of the DOT people that were contacted in November of 2023, and I'll get back with you once I can get more info on this intersection.

Thanks,

Nathan

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**From:** Olivia Lunsford <[olivia.lunsford@fastplanning.us](mailto:olivia.lunsford@fastplanning.us)>

**Sent:** Monday, February 26, 2024 3:28 PM

**To:** Stephan, Nathan J (DOT) <[nathan.stephan@alaska.gov](mailto:nathan.stephan@alaska.gov)>

**Cc:** Jackson Fox <[jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us)>; Rebecca Siegel <[rebecca.s.siegel@gmail.com](mailto:rebecca.s.siegel@gmail.com)>; Corey DiRutigliano <[corey.diru@fastplanning.us](mailto:corey.diru@fastplanning.us)>

**Subject:** Danby-College Intersection, Signal Timing

You don't often get email from [olivia.lunsford@fastplanning.us](mailto:olivia.lunsford@fastplanning.us). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, Nathan –

I hear you're the new Northern Region Traffic & Safety Engineer – congrats!

I'm writing in the hopes to solve a timing issue that a member of the public brought forward to our Bicycle and Pedestrian Advisory Committee (BPAC) last month (Rebecca Siegel – cc'd here). Rebecca has concerns about the pedestrian signal at College Road and Danby Street. In sum, when the light turns green, the pedestrian signal also illuminates, and this area is popular for westbound lefthand turns. As a result of this flow/timing of the lights, vehicles are rarely looking for, or seeing, pedestrians. After some discussion at the BPAC Meeting last month, we all wondered if the implementation of a Leading Pedestrian Interval would be enough to correct this issue, or at least provide greater visibility to the pedestrians who are trying to cross College Road.

I have attached Rebecca's presentation that accompanied the public comment last month in case you'd like additional visuals.

Please let me know if you think this could work as a solution, or perhaps if there's an alternative solution. It would be great to see something implemented relatively soon, especially if a simple signal timing fix could be the key! A quick win for everyone 😊

Thanks for your help and consideration.

Cheers,

Olivia K. Lunsford (she/her/hers)  
Transportation Planner

### **FAST Planning**

100 Cushman Street, Suite 205

Fairbanks, Alaska 99701

Call/Text (907) 251-7248

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# Bike & Ped Count Locations

Intersections



All items



# Bike Rack Design

## Fairbanks Bicycle Infrastructure

### Overview

Ubiquitous bike infrastructure/branding helps signify sanctioned and supported locations for securing bikes in the community. This accommodating infrastructure encourages increased use of bicycles and signifies a commitment to non-motorized options for travel as a legitimate mobility option.

## SHORT-TERM PARKING

Effective bike parking for short-term users depends on two main factors:  
1) proximity to the destination and  
2) ease of use.

Short-term parking is designed to meet the needs of people visiting businesses and institutions, and others with similar needs—typically lasting up to two hours. Short-term users may be infrequent visitors to a location, so the parking installation needs to be readily visible and self-explanatory.

### SITE PLANNING

#### Location

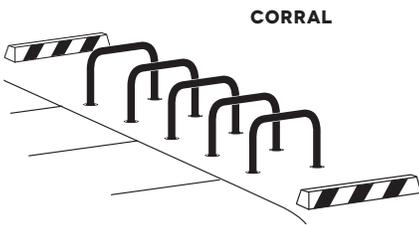
Short-term bike parking should be visible from and close to the entrance it serves—50’ or less is a good benchmark. Weather-protected parking makes bicycle transportation more viable for daily and year-round use, and it can reduce the motivation for users to bring wet bicycles into buildings. Area lighting is important for any location likely to see use outside of daylight hours.

#### Security

All racks must be sturdy and well-anchored, but location determines the security of short-term parking as much as any other factor. Users seek out parking that is visible to the public, and they particularly value racks that can be seen from within the destination. Areas with high incidence of bicycle theft may justify specific security features such as specialty racks, tamper-proof mounting techniques, or active surveillance.

#### Quantity

Many jurisdictions have ordinances governing bike parking quantity. APBP’s full *Bicycle Parking Guidelines* offers complete recommendations for the amount and type of parking required in various contexts. In the absence of requirements, it’s okay to start small—but bear in mind that perceived demand may be lower than the demand that develops once quality parking appears.



### BIKE CORRALS

Some cities with limited sidewalk space and strong bicycle activity place bike parking in on-street “bike corrals” located in the street area adjacent to the curb. Bike corrals can sometimes make use of on-street areas that are unsuitable for auto parking. When replacing a single auto parking space, a corral can generally fit 8 to 12 bicycles. APBP’s full *Bicycle Parking Guidelines* provides details about designing and siting bike corrals. [↪ apbp.org](https://apbp.org)

### Timeline

Development

April '24

PEC Review

July '24

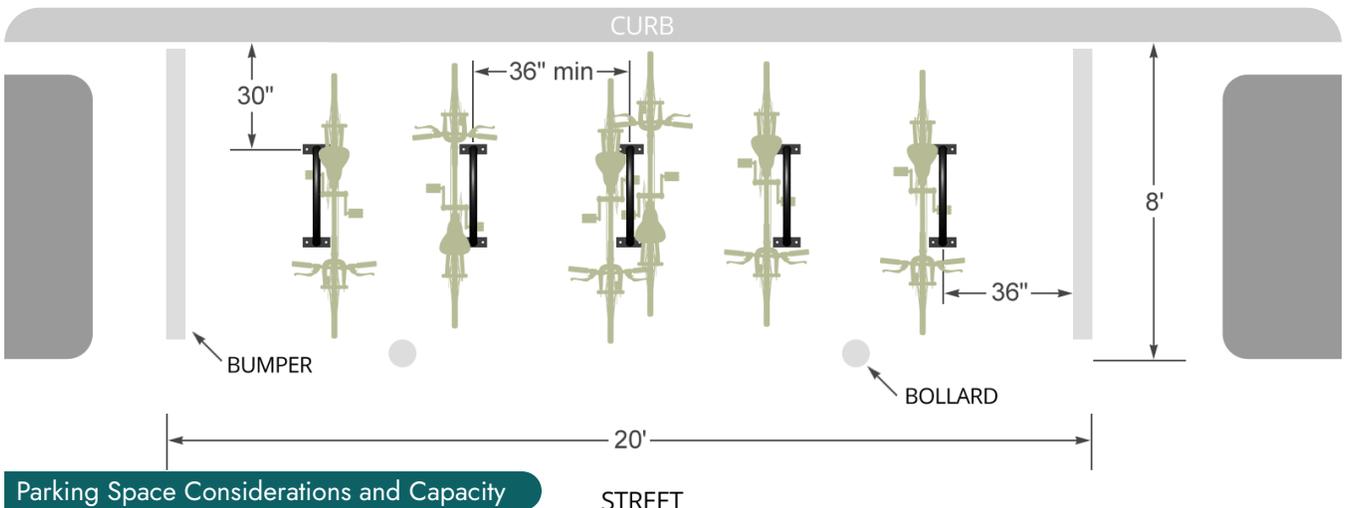
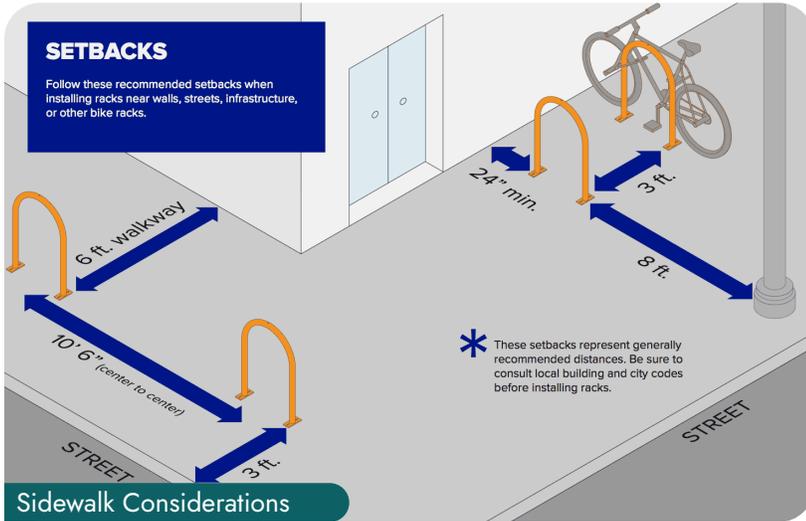
Fabrication + Initial Installation

# Bike Rack Design

## Fairbanks Bicycle Infrastructure

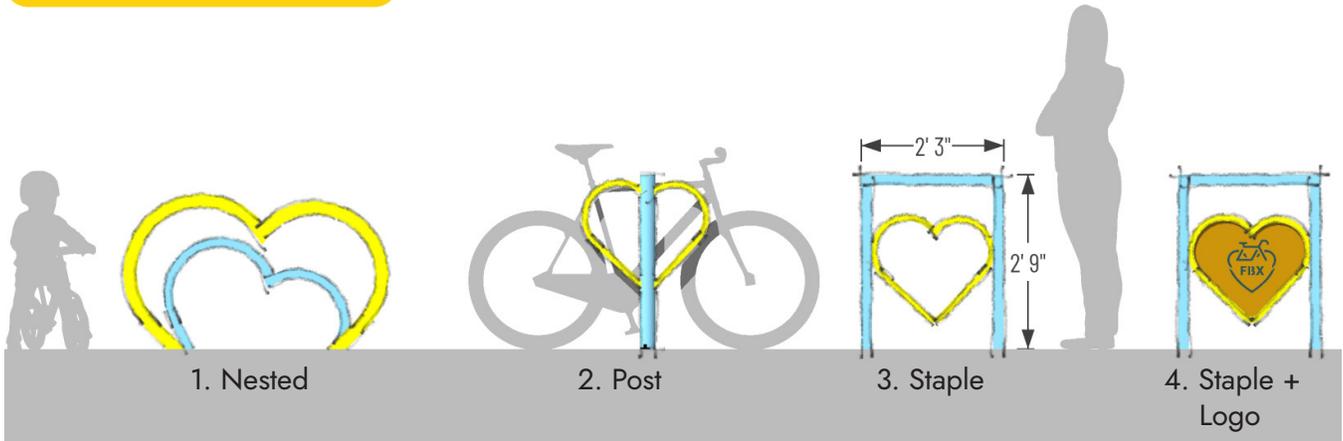
### Placement

Best practices for short term bike parking stipulate that the parking be no more that 50' to the business entrance. Pilot locations, context and placement of bike parking within the downtown core, should be carefully considered. The goal is to provide the highest utility, and make the greatest impact, with minimal modification to existing conditions.

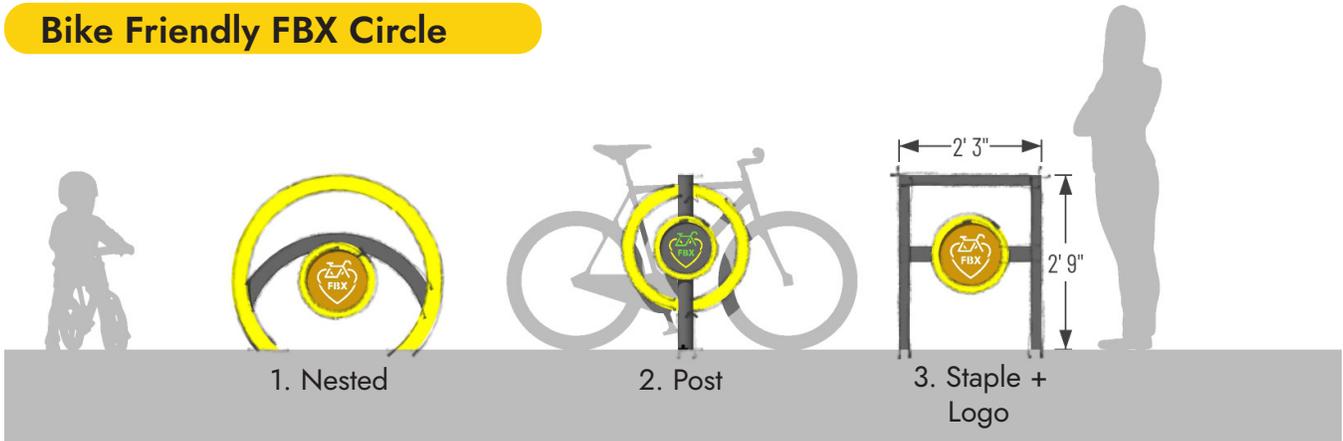


## Concepts

### Golden Heart



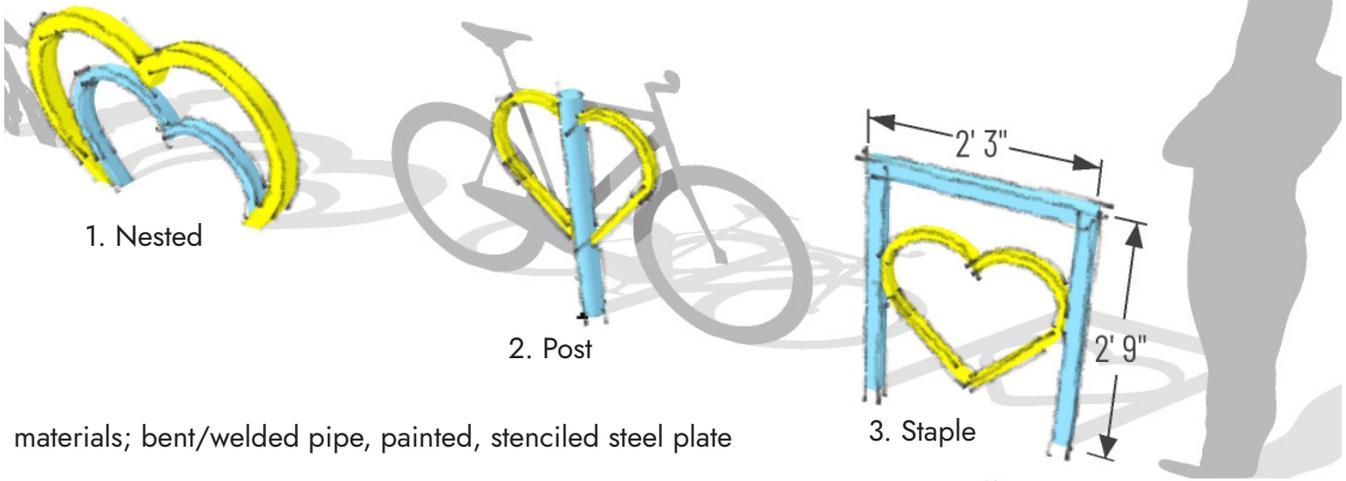
### Bike Friendly FBX Circle



# Bike Rack Design

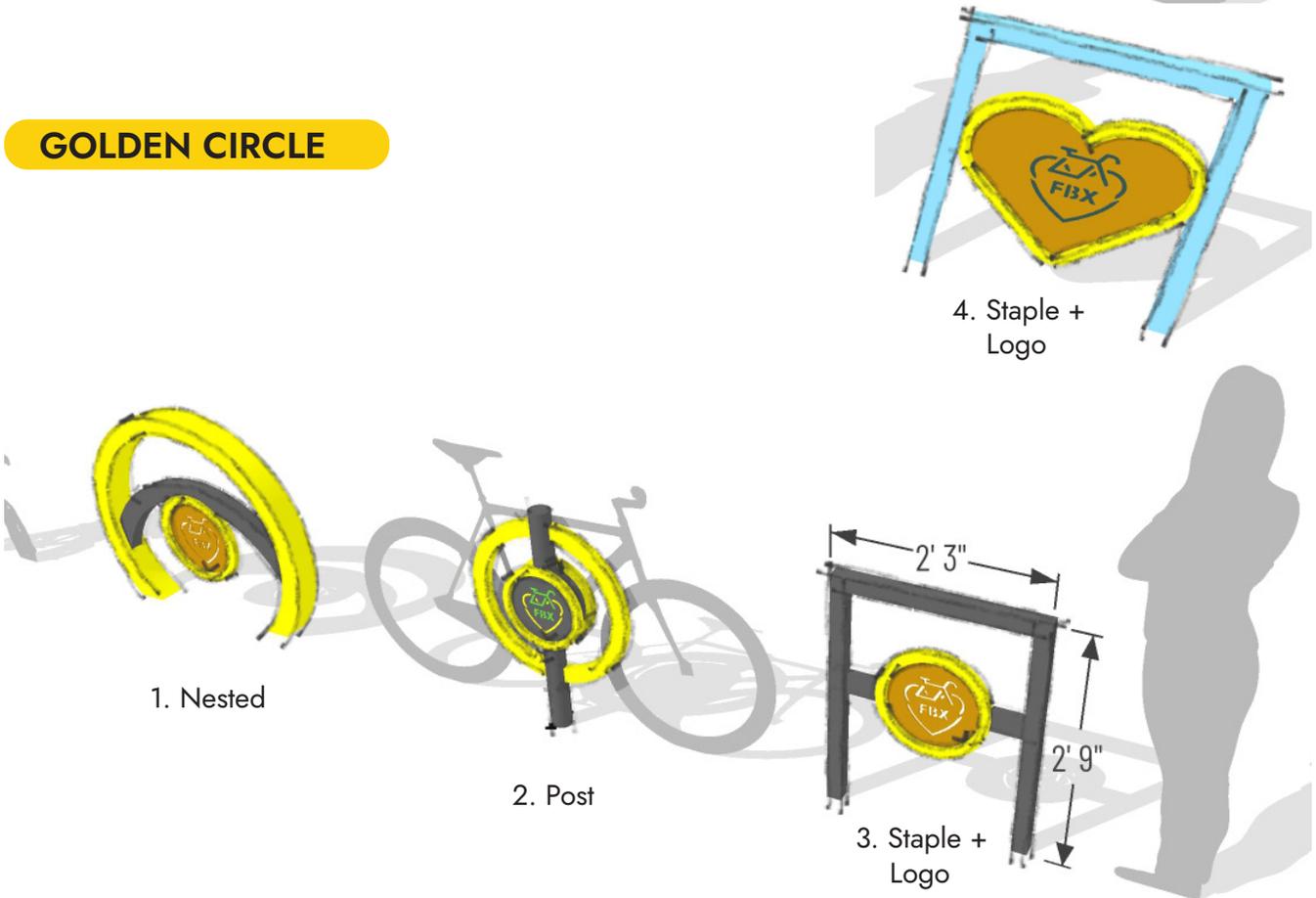
Fairbanks Bicycle Infrastructure

## GOLDEN HEART



materials; bent/welded pipe, painted, stenciled steel plate

## GOLDEN CIRCLE



materials; bent/welded pipe, painted. stenciled or water jet-cut steel plate with Bike Friendly Fairbanks logo (may be a possible source of funding for fabrication)

## Olivia Lunsford

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**From:** Corey DiRutigliano  
**Sent:** Tuesday, April 16, 2024 10:33 AM  
**To:** Graetz, Ethan E (DOT)  
**Cc:** Phoebe Bredlie; Jackson Fox; Olivia Lunsford  
**Subject:** FAST Planning - Chena Small Tracts Follow up

Good morning Ethan and Phoebe,

I wanted to say thank you again for the presentation on April 4 regarding the CST roundabout project. The group really appreciates the time and consideration that is going into this piece of infrastructure and I think it spurred some interesting discussions. I have a couple of follow up items related to this and would like to know the best way to pass them along.

1. Redlines from the group discussion, does a marked-up PDF work?
2. Alaska Land Trust is the property owner at the NW corner of the intersection, and they are very supportive of the project. They would also like to see this roundabout function more symmetrically. Owen Guthrie is the POC with the land trust and is sound like may have reached out in the past; the next best point of contact that I have is Seth Adams with the trust ([seth.d.adams@gmail.com](mailto:seth.d.adams@gmail.com)). The general consensus is that they are slowly developing that parcel into a park and, the more safe access that can be provided, the better; sound like they are on board to provide additional ROW for the roundabout and potentially some space for project staging. Please do get in touch.
  - a. Seth: *"We're building up that park to be an attraction - right now we're installing some bridges (Rolling Barge ped bridges that we got to replace the Bailey Bridge) across the drain and the Creek to help pedestrians move through the park. We think that the park will eventually be very popular, and we're worried about it someday becoming an attractive nuisance that causes kids/people to brave the crossing of Chena Pump. The roundabout will help that. Basically, we'd like our park to be integrated into the design of the roundabout - there is an informal trail that starts straight across from the driveway into the transfer station that will likely become more heavily used as a way to access the park that should be integrated into whatever pedestrian access is built. We also think that a proper ped trail along that NW side of Chena Pump would generally be an improvement, and would increase safety. Since we're an all volunteer organization and we just spend money as it comes in, development of this park will move slowly, but I think it will become a major feature in this part of town"*
3. From Jeff Fisher, RE Green Streets Plan: [https://fastplanning.us/wp-content/uploads/2019/07/fast\\_planning\\_greenstreetsplan\\_6-18-19.pdf](https://fastplanning.us/wp-content/uploads/2019/07/fast_planning_greenstreetsplan_6-18-19.pdf)
  - a. Jeff: *"Given how much work has been put into this resource and the environmental benefits of including green infrastructure into the design could really make this project that much better. I'd be happy to provide any additional help if needed"*

Cheers,

**Corey M. DiRutigliano** (he/they)

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