



🚲 BICYCLE & PEDESTRIAN ADVISORY COMMITTEE 🚲

Meeting Agenda

Thursday, June 27th, 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: 810 8822 2936

1. Call to Order
2. Introduction of Members and Attendees
3. Moment of Silence
4. Approval of Thursday, June 27th, 2024 Agenda
5. Approval of Thursday, April 25th, 2024 Meeting Minutes (p. 2-5)
6. Staff/Working Group/Chair Report (P. 6-11)
7. Public Comment Period
8. Old Business
 - a. Complete Streets Policy Update & Prioritization Plan (P. 12-19)
 - b. Bike Friendly FBX
 - 🚲 Free Bike Valet
 - 🚲 Helmets, Vests
 - 🚲 Bike Rack Procurement, Installation (P. 20-25)
9. New Business
 - a. June 1, 2024 Child Bicyclist Fatality (P. 26 & 27)
 - b. Annual Bike & Ped Count Data Revision (P. 28-33)
10. Informational Items
11. Other Issues
12. Committee Member Comments
13. Adjournment

Next Scheduled BPAC Meeting: Thursday, July 25th, 2024 | 5:00 – 7:00 P.M.



🚲 BICYCLE & PEDESTRIAN/ADVISORY COMMITTEE 🚲

Meeting Minutes

April 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: 860-2284-4106

1. Call to Order

Olivia Lunsford, Vice Chair, sitting in for 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
- 🚲 *Matt Layral
- 🚲 **Olivia Lunsford, Vice Chair
- 🚲 *Travis Naibert
- 🚲 *Jim Richardson
- 🚲 *Kim Streeter, Chair (absent)
- 🚲 **Deborah Todd
- 🚲 *Larry Zervos
- 🚲 Don Galligan
- 🚲 Pam Golden, DOT&PF
- 🚲 Ethan Graetz, DOT&PF
- 🚲 Nathan Steven, DOT&PF
- 🚲 Stan Justice
- 🚲 Eeve Rynish
- 🚲 Amanda Young
- 🚲 David Watts
- 🚲 Rebecca Eagle
- 🚲 John Hasterly

*BPAC Representative, **FAST Planning Staff

3. Approval of the April 25, 2024, Agenda

Motion: To approve the April 25, 2024, Agenda. (Richardson/Davis).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the March 28, 2024, Meeting Minutes

Motion: To approve the March 28, 2024, Meeting Minutes as edited. (Layral/Bissell).

Discussion: Mr. Layral commented that he wanted to add in the minutes that he felt like an outlier in the meeting but not as far as the residents in his neighborhood.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

a. Staff Report

☞ At the April 3, 2024 Meeting, the Technical Committee:

☞ Recommended approval of a Letter of Support for the Alaska DOT&PF Prioritization Process Pilot Program (PPPP).

☞ Recommended approval of the comment letter to the Alaska DOT&PF for the Vulnerable Road User Safety Assessment.

☞ At the April 17, 2024 meeting, the Policy Board:

☞ Approved the Letter of Support for the Alaska DOT&PF Prioritization Process Pilot Program (PPPP).

☞ Approved the comment letter to the Alaska DOT&PF for the Vulnerable Road User Safety Assessment with two amendments.

6. Public Comment Period (Non-Action Items)

☞ Stan Justice commented that cracks had opened up on the Farmers Loop bike path across from the Transfer Station Mr. Justice commented that he remembered years ago, someone had taken pictures of all those damaged bike paths, and he thought that something would happen to get those filled in, but it did not. Mr. Justice commented that the cracks keep getting wider and they have not gotten repaired. Most of the time it is really obvious that they are there and people are not likely to drop their bicycle tire into them and crash. There are times when there is an early season snowfall and they get obscured, so someone could drop a tire into one of those cracks down there. They just keep getting wider and wider. It would probably be a simple project to fix that and hopefully some of the other paths.

7. Old Business

a. Vulnerable Road User Assessment Comment Letter Update

☞ Policy Board Determination; Next Steps

Ms. Lunsford explained that a few agencies and organizations were added to the list in the comment letter. Golden Heart Parking, DOT&PF Engineering, City of Fairbanks Engineering Department, and the Fairbanks North Star Borough Planning Department were added. The language on Item #6 was changed from “there are known deficiencies” to there are possible deficiencies. The deficiencies

- in the data were discussed in the Policy Board meeting. The Policy Board approved the letter for signing by the BPAC Chair
- b. Vulnerable Road User Assessment Presentation by DOT&PF Traffic & Safety Engineer, Pam Golden
Ms. Lunsford introduced Pam Golden, DOT&PF Traffic & Safety Engineer, who provided further insight into the concerns listed in the comment letter for the Vulnerable Road User Safety Assessment. Ms. Golden explained that BPAC members can participate in strategic highway safety focus areas to gather data.
 - c. Danby-College Intersection Signal Timing Update
Nathan Stephan of DOT&PF provided an update about the signalization change in the Danby/College intersection.
Ms. Lunsford read a public comment letter from Tom McGrane into the record regarding the walk button at the intersection of Farmers Loop at Ballaine Road.
Ethan Graetz explained that DOT&PF was implementing corrections and upgrades to signals at various intersections, and this is one of them.
 - d. Annual Bicycle & Pedestrian Count – Additional Intersections, Volunteer Sign-Ups
The Annual Bicycle and Pedestrian Counts will be held May 21-23, 2024. To volunteer, go to the FAST Planning website at www.fastplanning.us. Fill out a volunteer form to pick the intersections, dates, and times you would like to count. Ms. Lunsford discussed adding additional times and/or intersections to be counted. Ms. Lunsford asked BPAC members if they knew of anywhere she could table to get volunteers and also if anyone might want to volunteer to count intersections in the North Pole area.
8. New Business
- a. Infrastructure Bicycle Rack Design
Ms. Lunsford introduced Corey DiRutigliano to provide a brief update on the bike rack infrastructure designs that were researched by the Project Enhancement Committee. The two design features that were looked at were a Golden Heart heart-themed design and the Bike Friendly FBX circle design. The pros and cons of each design were discussed. The idea would be to have the racks fabricated locally. FAST Planning is hoping to get some of the racks installed this summer. Several bike-friendly businesses have expressed interest in having racks installed at their locations. BPAC members were encouraged to download the app, look for bike racks, and note their location in the app so they can be added to the Bikeways Map.
9. Informational Items
- a. Chena Small Tracts Roundabout

Mr. DiRutigliano discussed the roundabout design presented by Ethan Graetz of DOT&PF at the Project Enhancement Committee meeting. One of the questions asked was why it was asymmetrical and did not have more north-south connectors. The reason for that is that the Interior Alaska Land Trust owns the land on the Old Chena Ridge side of Chena Pump/Chena Small Tracts. They are willing to give them the land for that, but there is a process they would have to go through.

b. Shared Use Path Condition: Loftus/Steelhead Connector

Ms. Lunsford presented the photos taken of standing water on the sidewalk off Loftus Road near the overpass by the Riverwalk Condominiums due to snowmelt runoff.

10. Other Issues

No other issues.

11. Committee Member Comments

👉 Matt Layral commented about the data collection theme that was brought up earlier. Mr. Layral explained that his wife was hit and run on Friday at Peger and Phillips Field near the Holiday Station by a vehicle that was turning left into Doyon Estates and tried to beat the yellow light and then took off. Mr. Layral commented that his wife was okay, but it could have been a lot worse. Mr. Layral commented that there is no good reporting mechanism for a vehicle to pedestrian interaction that does not end up in the hospital. Mr. Layral commented that he did not know if that was something they could push for, like Ms. Golden was saying with grant money, or not. His wife did not want to report it because of the hassle of trying to report it. They went to the Police Station and spent twenty minutes there trying to get a report filed. When the Officer came out the attitude was, "Why are you reporting this when there is no injury or property damage?" Mr. Layral commented that he just wanted to make everyone aware of just how difficult it is to report stuff like that.

👉 Travis Naibert shared an article from the News-Miner by Craig Madrid in the chat box. The article was about Matt Glover who was hit and killed by a vehicle near Badger Road about two years ago. Mr. Naibert commented that it was a frustrating news article and really speaks to the lack of care and importance that is given to incidents like that.

👉 Mr. Davis commented that something that might work for collecting data is that if you go to the hospital and you suspect that you have been bitten by a dog, they have you fill out a survey before they even touch you. That might work with pedestrian/vehicle accidents as well.

👉 Dave Watts commented that they could count the intersection near the Wendell Street Bridge and the Old Steese Highway. Mr. Watts added that another good location would be somewhere within the downtown area.

- ☰ Olivia Lunsford commented that they have Eco Counters that they could deploy there during the summer.
- ☰ Travis Naibert commented that it would be a good idea to count the intersections where the Bike Lane Signing and Striping Pilot Project routes are going to be located so they have good data for before and after.

12. Adjournment

Motion to Adjourn: (Zervos/Layral). The meeting was adjourned at 7:00 p.m. The next meeting is scheduled for Thursday, May 23, 2024.

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



TECHNICAL COMMITTEE

Action Items

05.01.2024

Motion: To recommend to the Policy Board to release the Draft UPWP [Unified Planning Work Program] for a 30-day public comment period. (Spillman/Nelson). None opposed. One abstention. (Weinberger). Approved.

Motion: To recommend to the Policy Board to approve Transportation Improvement Program [TIP] Administrative Modification #3. (Netardus/McKinley). None opposed. Approved.



Jackson C. Fox
Chair, Technical Committee



Date



❖ POLICY BOARD ❖

Action Items

05.15.2024

Motion: To release the Draft FFY2025-26 Unified Planning Work Program for a 30-day public comment period. (Welch/Crass). None opposed. Approved.

Motion: To adopt FFY2023-27 Transportation Improvement Program Administrative Modification #3. (Cleworth/Kemp). None opposed. Approved.

Bryce J Ward
Bryce J Ward (May 16, 2024 13:47 AKDT)
Bryce Ward, FNSB Mayor
Chair, Policy Board

May 16, 2024
Date



TECHNICAL COMMITTEE

Action Items

06.05.2024

Motion: To recommend to the Policy Board to approve the two letters of support for the Fairbanks North Star Borough grant applications to the U.S. DOT Active Transportation Infrastructure Investment Program. (Wallace/Theurich). None opposed. Approved.

Motion: To recommend to the Policy Board support the two bus shelter projects that have been presented [by contributing up to \$30,000 from FAST Planning's undesignated fund balance for bus shelters on Santa Claus Lane and St. Nicholas Drive]. (Wallace/Theurich).

Amendment: To amend the main motion regarding the stop on St. Nicholas Drive to be pending a maintenance understanding with the City of North Pole and Santa Clause House if the structure is placed on private property. (Spillman/Pristash). None opposed. Approved.

Amended Motion: To recommend to the Policy Board support the two bus shelter projects that have been presented [by contributing up to \$30,000 from FAST Planning's undesignated fund balance for bus shelters on Santa Claus Lane and St. Nicholas Drive], and regarding the stop on St. Nicholas Drive to be pending a maintenance understanding with the City of North Pole and Santa Clause House if the structure is placed on private property. None opposed. Approved.

Motion: To recommend to the Policy Board to support the Draft Alaska DOT&PF Policy & Procedure on MPO [Metropolitan Planning Organization] Coordination during development of the STIP [Statewide Transportation Improvement Program]. (Spillman/Hoke).

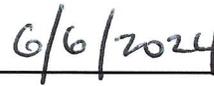
Amendment: To recommend amendments to the document expressly identifying when MPO is supposed to be the MPO Policy Board compared to MPO staff where appropriate. (Spillman/Hoke). None opposed. Approved.

Amendment: To add more detail on who is responsible for doing what with expected timelines, particularly to the 'Draft STIP Preparation' section. (Spillman/Hoke). None opposed. Approved.

Amended Motion: To recommend to the Policy Board to support the Draft Alaska DOT&PF Policy & procedure on MPO Coordination during development of the STIP; recommend amendments to the document expressly identifying when MPO is supposed to be the MPO Policy Board compared to MPO staff where appropriate; and add more detail on who is responsible for doing what with expected timelines, particularly to the 'Draft STIP Preparation' section. None opposed. Approved.



Jackson C. Fox
Chair, Technical Committee



Date



❖ POLICY BOARD ❖

Action Items

06.19.2024

Motion: To approve the emissions budgets [Motor Vehicle Emission Budgets for PM2.5 Serious Non-Attainment Area State Implementation Plan 2024 Amendment] as proposed. (Cleworth/Clack). None opposed. Approved.

Motion: To approve [the \$30,000 funding contribution for the North Pole Bus Shelters project from FAST Planning's undesignated fund balance]. (Cleworth/Crass).

Amendment: This contribution is contingent upon completion of a Maintenance Agreement. (Cleworth/Pruhs). None opposed. Approved.

Amended Motion: To approve [the \$30,000 funding contribution for the North Pole Bus Shelters project from FAST Planning's undesignated fund balance], and this contribution is contingent upon completion of a Maintenance Agreement. None opposed. Approved.

Motion: To approve as soon as possible [the \$20,000 funding contribution for the Turner Street Improvements project from FAST Planning's undesignated fund balance]. (Clack/Crass).

Amendment: This contribution is contingent upon a Maintenance Agreement with the City. (Cleworth/Clack). Five in favor. One opposed. (Pruhs). Approved.

Amended Motion: To approve as soon as possible [the \$20,000 funding contribution for the Turner Street Improvements project from FAST Planning's undesignated fund balance], and this contribution is contingent upon a Maintenance Agreement with the City. None opposed. Approved.



Motion: To approve the Alaska DOT&PF Policy & Procedure on MPO [Metropolitan Planning Organization] Coordination during development of the STIP [Statewide Transportation Improvement Program]. (Pruhs/Kemp).

Amendment: To include the comments from the Technical Committee that they made in the amended motion on June 5, 2024. (Cleworth/Crass). None opposed. Approved.

Referenced Technical Committee Motion: To recommend to the Policy Board to support the Draft Alaska DOT&PF Policy & procedure on MPO Coordination during development of the STIP; recommend amendments to the document expressly identifying when MPO is supposed to be the MPO Policy Board compared to MPO staff where appropriate; and add more detail on who is responsible for doing what with expected timelines, particularly to the 'Draft STIP Preparation' section.

Amended Motion: To support the Alaska DOT&PF Policy & Procedure on MPO Coordination during development of the STIP, and include the comments from the Technical Committee that they made in the amended motion on June 5, 2024. None opposed. Approved.

Bryce J. Ward
Bryce J. Ward (Jun 20, 2024 19:48 AKDT)

Bryce Ward, FNSB Mayor
Chair, Policy Board

Jun 20, 2024

Date

H. R. 3684—96

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—

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(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

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

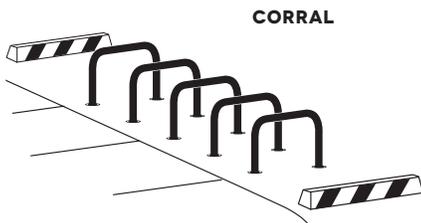
Short-term bike parking should be visible from and close to the entrance it serves—50’ or less is a good benchmark. Weather-protected parking makes bicycle transportation more viable for daily and year-round use, and it can reduce the motivation for users to bring wet bicycles into buildings. Area lighting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

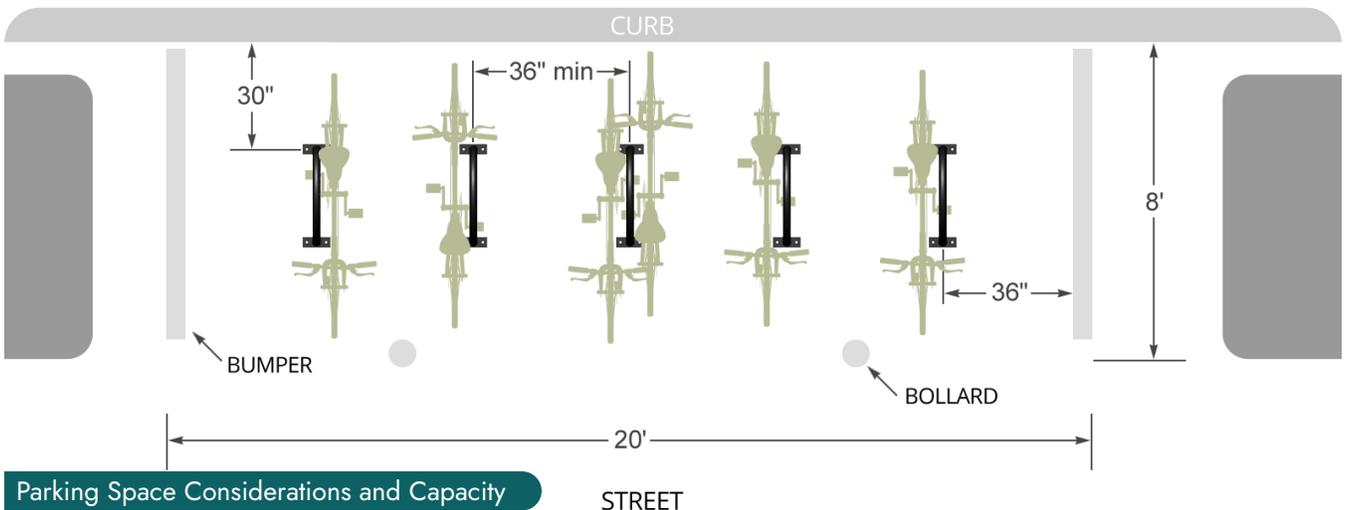
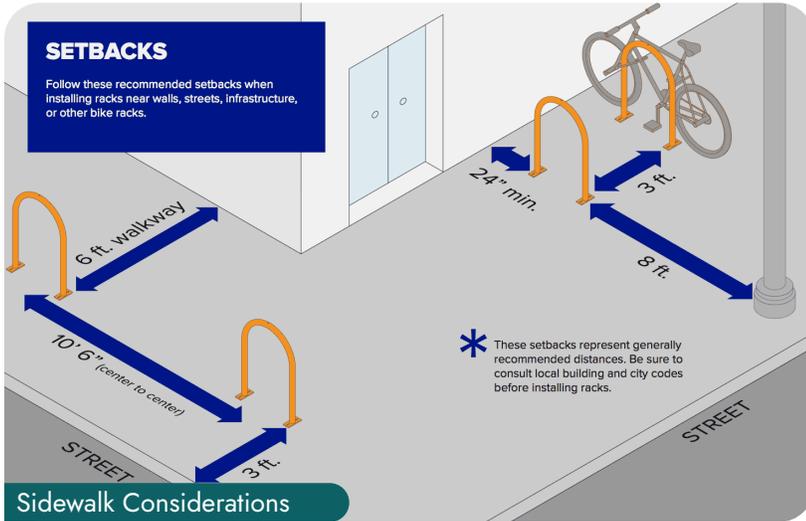
Fabrication + Initial Installation

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.

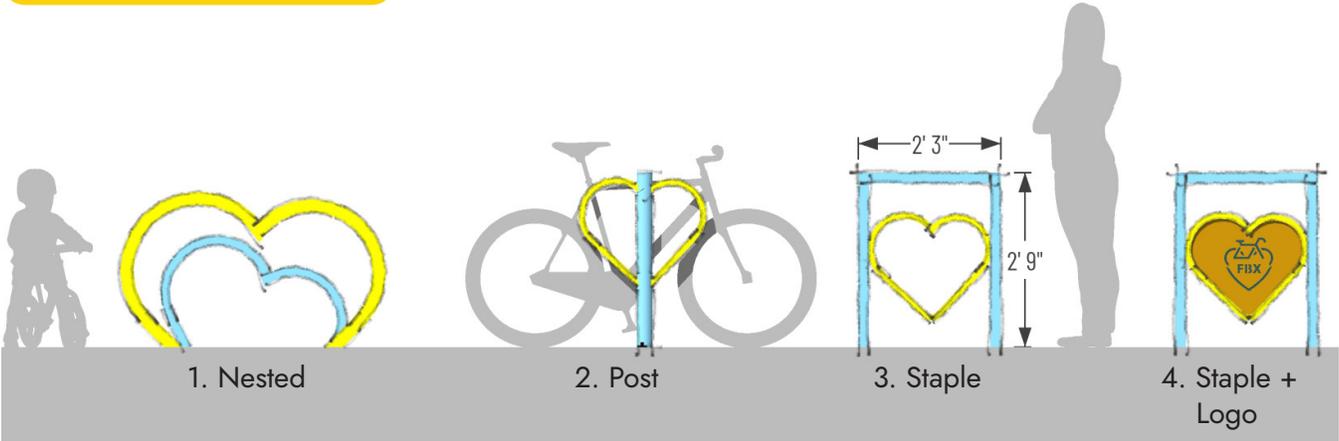


Bike Rack Design

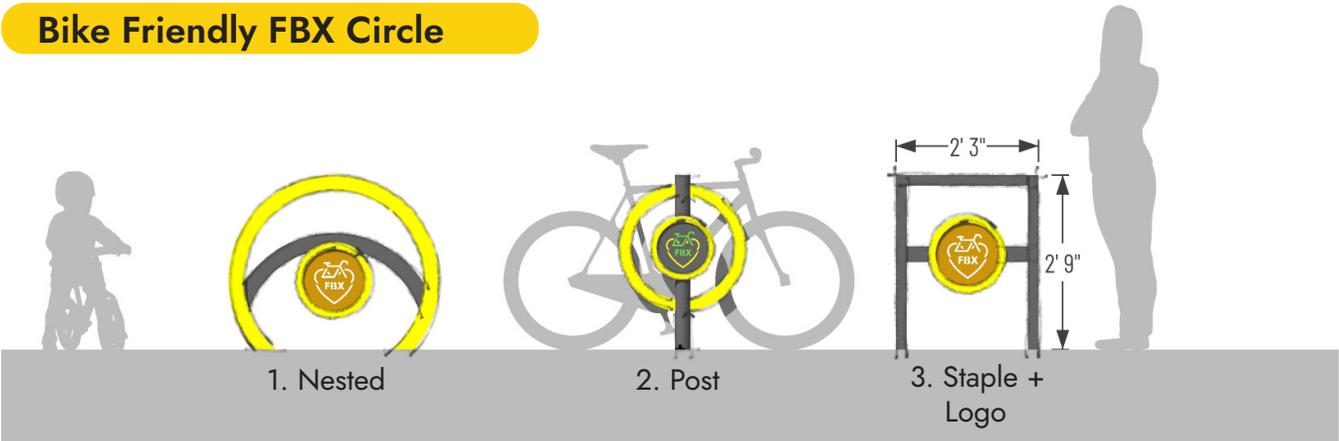
Fairbanks Bicycle Infrastructure

Concepts

Golden Heart



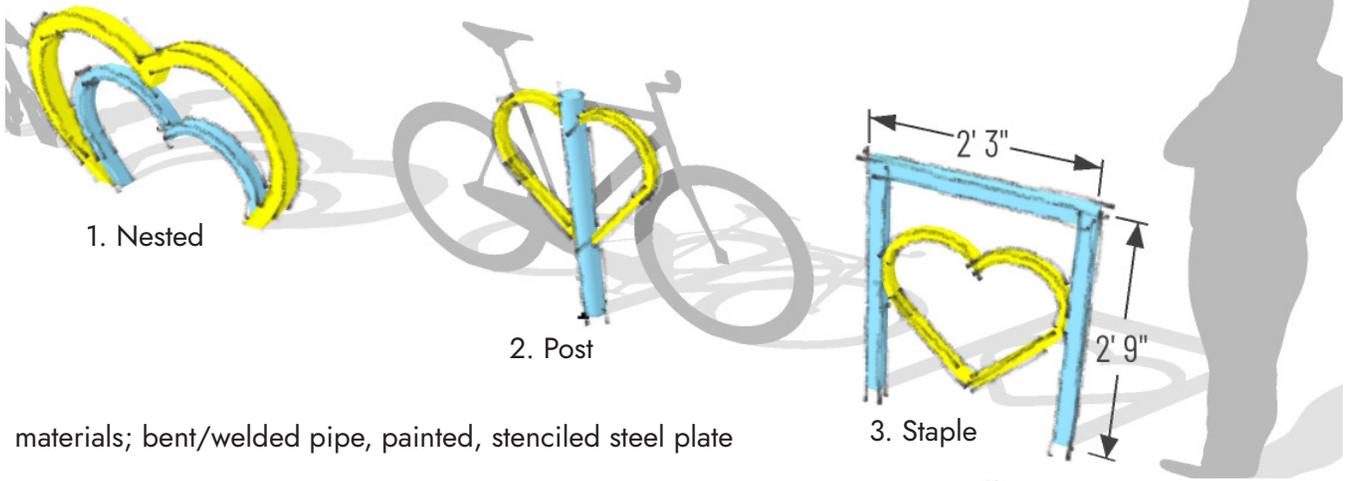
Bike Friendly FBX Circle



Bike Rack Design

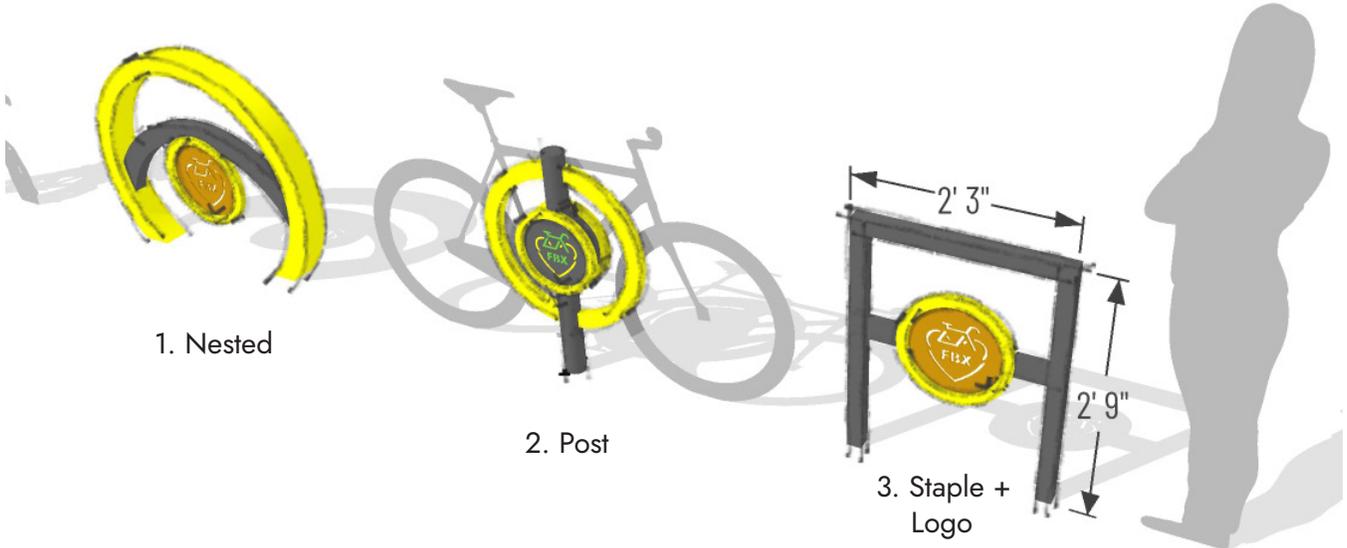
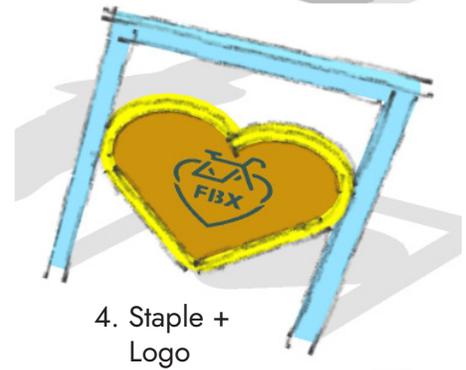
Fairbanks Bicycle Infrastructure

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)

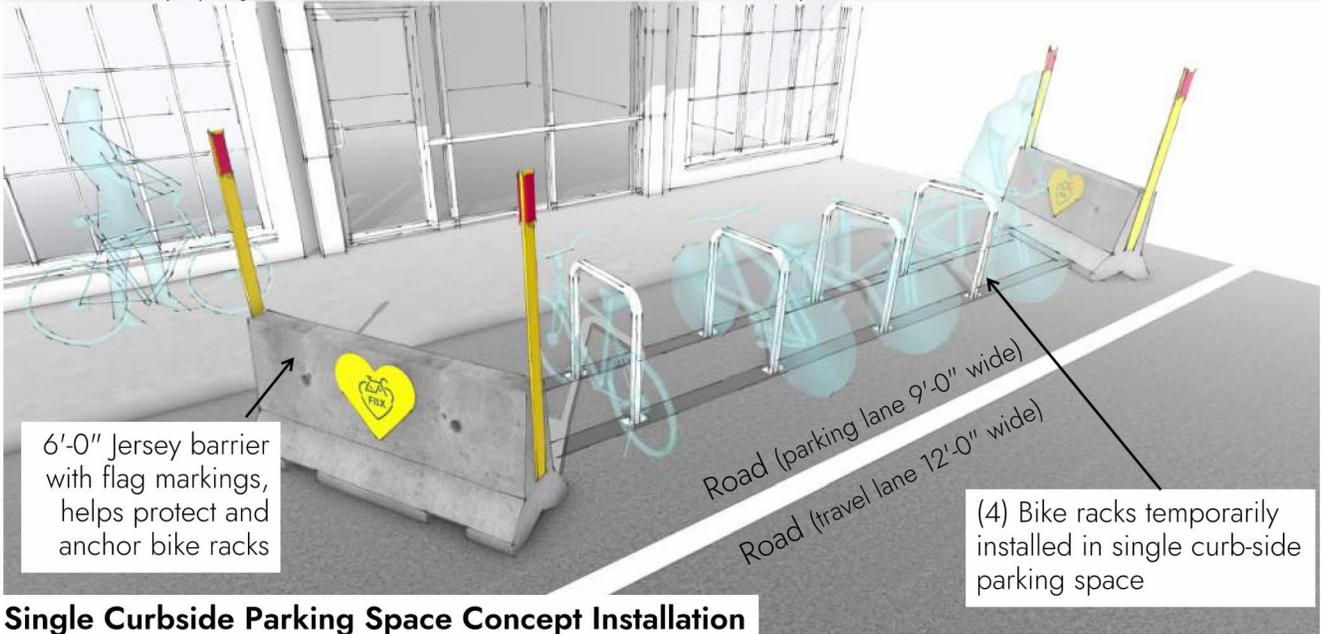
Bike Parking - Temporary Installation Concept

Downtown Fairbanks Alaska

2nd Avenue
Curbside Concept

Project Scope

The goal of this project is to provide safe, secure parking for downtown business staff and patrons, in a location that is central and has high level of utility; ideal location in this segment of 2nd avenue downtown is a single curbside parking space. The scope is the temporary installation of (4) bicycle parking racks, to remain until September 30, 2024. See below information for proposed layout and possible locations. FAST Planning would provide, install, maintain and ultimately remove, the bike racks, relevant signing, and any additional materials required to make this installation safe and successful. Ideally, this would be a partnership with the city, providing branding for project and city owner on the infrastructure. The goal is to monitor the utility of the installation and its utilization rates. As the city continues to advocate for bike inclusivity, projects like this reinforce a commitment to equitable accommodations.



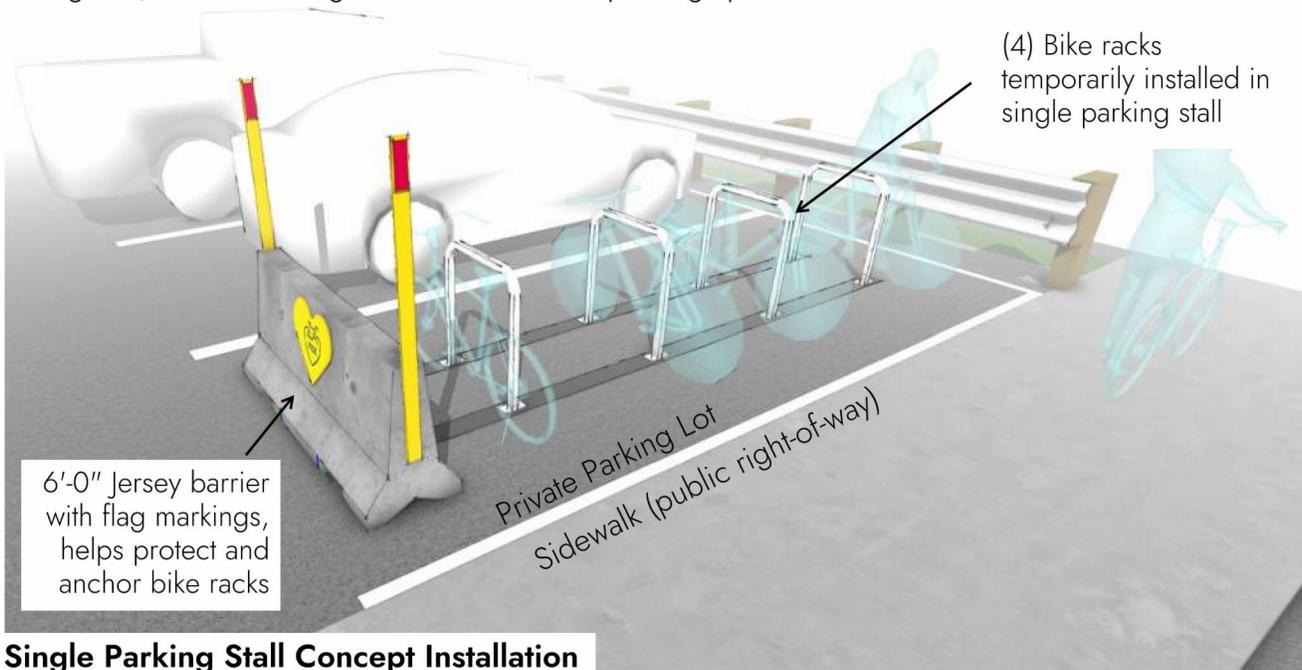
Bike Parking - Temporary Installation Concept

Downtown Fairbanks Alaska

2nd Avenue
Parking Lot Concept

Project Scope

The goal of this project is to provide safe, secure parking for downtown business staff and patrons, in a location that is central and has high level of utility; ideal location in this segment of 2nd avenue downtown is a single parking space on private lot. The scope is the temporary installation of (4) bicycle parking racks, to remain until September 30, 2024. See below information for proposed layout and possible stalls. FAST Planning would provide, install, maintain and ultimately remove, the bike racks, relevant signing, and any additional materials required to make this installation safe and successful. Ideally, this would be a partnership with the owner for free or a reduced rate, providing branding for the owner on the infrastructure, but barring that, FAST Planning could also rent the parking space.



Single Parking Stall Concept Installation



Potential Stall Location Options (only one required)

Child dead after fatal accident

Haley Lehman

Jun 4, 2024



A six-year-old died Saturday afternoon after he was struck by a car in North Pole.

The investigation revealed that the six-year-old boy “turned abruptly to cross Badger Road and into the eastbound lane of travel, where the sedan collided with him.”

Troopers reported that alcohol and drugs do not appear to be a factor in the collision.

Contact Haley Lehman at 907-459-7575 or by email at hlehman@newsminer.com.

Haley Lehman

BIKE DATA

		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Badger Road	Old Richardson Hwy	1			0	0	4	2	1		4			
Badger Road	Hurst Road	21	32	27	11	7	13	17	13	15	18			
Barnette Street	Airport Way	69	67	31		49	26	25	32	44	39	29		
Chena Pump Road	Chena Ridge Road	64		37	17	38	45	26	44	29		47		
Chena Pump Road	Chena Small Tracts							22	11	17	32	16	25	26
Chena Pump Road	Roland Road													
College Road	Margaret/Antoinette													
College Road	Farmers Market/Caribou Way				33	55	26	30	51	28	34	51	34	48
College Road	Johansen Expressway	127	131	58	28	13	78	13	58	64	62		33	85
College Road	Old Steese													
Cowles Street-West	Cowles Street-East													
Cowles Street-East	Cowles Street-West													
Cowles Street	Airport Way	71	105	15	15	53	36	72	51	55	58	119	23	29
Cushman Street	Airport Way	76	96	26	33	22	26	59		59	51	43		
Cushman Street	1st Avenue	72	95	16	28	34	29	37	25	50	50	46		50
Dawson Road	Plack Road	3	4			6	0	1	0		1		4	
F Street	Trainor Gate Road				30			12	9			19		11
Fairbanks Street	Geist Road				52	26	37	65		53	50	50		47
Farmers Loop Road	Ballaine Road	94	94	42	55	83	15	39	25		51	60	40	44
Geist Road	Parks Highway	76		51			21	59		23		35	42	
Goldhill Road	Sheep Creek Rd Ext	32	32	30	32	26	3	14	18	16	16			22
Illinois Street	Minnie Street	63		12	58	62	48	73	30	61	106	18		65
Lathrop Street	23rd Ave/Davis Rd	6			5	15	1	11	25	20		17	11	22
Loftus/Morris Thompson	Geist													
Murpy Dome	Goldstream/Sheep Creek Rd													
Nordale Road	Badger Road	22			3	5	8	7		3	2			
Old Richardson Hwy	5th Avenue (NP)				11	24	6	18					8	11
Old Steese Hwy	Farmers Loop Road													
Old Steese Hwy	Trainor Gate Road	94	93	61	44	53	25	36		39	21	15	18	23
Old Steese Hwy	Johansen Expy	39	39	8		23	12	6			13		13	
Parks Hwy	Goldhill Road													
Parks Hwy	Old Nenana													
Peger Road	Airport Way	110	92	72	50	83	120	66	58	58	48	97		55
Peger Road	Phillips Field Road	63	68	64	46	62	57	31		60	53	32	62	77
Peger Road	Johansen Expressway	37		23		18	22	42	43		36	21		
Peger Road	Mitchell Expy							7		4	6	6		19
Sheep Creek Road	Ester Dome													
Sheep Creek Road	Parks Highway	38	38	38	34	31	9	16				26	13	
Sheep Creek Road	Tanana Drive West													
Richardson/Steese Expressway	Airport Way/Gaffney		8	8	13	4	7	15			10	13		
Steese Expressway	Farmers Loop/Fairhill Rd	3	9	7	3	29	21	0				6	3	6
Steese Expressway	Johansen Expy/City Lights Blvd	25			6	0	13	12			20	2	14	
Steese Expressway	College Road	33		29	12	40	21	10			38		4	
Steese Expressway	3rd Street	34	47	21	36	47	35	32		39	25			40
University/Farmers Lp	College Rd/Alumni Dr	62		62	37	41	75	74	67	101	69	85	62	100

University Avenue
 University Avenue
 Yankovich

Airport Way
 Geist Rd/Johansen Expy
 LARS

111	115	63	57	72	98	97	35	57	49	27	36	44
			24	0	39	95	22	64	94	54	54	77
						4	2	2	3	15	13	8
1446	1165	801	773	1021	976	1145	620	961	1059	949	512	909
27	18	23	28	31	32	36	21	24	29	26	20	22
53.6	64.7	34.8	27.6	32.9	30.5	31.8	29.5	40.0	36.5	36.5	41.3	41.3

**Indicates count not performed at this location in given year*

PED DATA

		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Badger Road	Old Richardson Hwy	3			1	1	0	1	3		5			
Badger Road	Hurst Road	25	20	10	1	31	12	9	7	8	3			
Barnette Street	Airport Way	48	43	33		45	36	37	63	56	21	16		
Chena Pump Road	Chena Ridge Road	13		22	14	23	7	5	0	10		14		
Chena Pump Road	Chena Small Tracts							10	2	6	15	21	10	7
Chena Pump Road	Roland Road													
College Road	Margaret/Antoinette													
College Road	Caribou Way/Farmers Market				9	7	10	6	4	4	21	23	13	10
College Road	Johansen Expressway	38	70	15	12	15	31	11	36	44	23		18	22
College Road	Old Steese													
Cowles Street-East	Cowles Street-West													
Cowles Street-West	Cowles Street-East													
Cowles Street	Airport Way	41	57	42	28	25	8	51	79	35	28	83	35	38
Cushman Street	Airport Way	92	117	71	69	108	145	74		87	28	23		
Cushman Street	1st Avenue	112	117	157	133	124	98	141	131	150	35	95		117
Dawson Road	Plack Road	1	0			0	0	0	0	0	0		1	
F Street	Trainor Gate Road				16			5	4			7		8
Fairbanks Street	Geist Road				16	34	25	23		41	22	12		20
Farmers Loop Road	Ballaine Road	20	17	10	15	10	7	8	7		9	4	4	10
Geist Road	Parks Highway	39		33			6	21		14		18	10	
Goldhill Road	Sheep Creek Rd Ext	1	0	11	7	3	4	5	0	0	11			8
Illinois Street	Minnie Street	12		14	20	11	15	30	24	25	94	22		22
Lathrop Street	23rd Ave/Davis Rd	1			13	6	5	17	18	15		8	14	12
Loftus/Morris Thompson	Geist Road													
Murphy Dome Road	Goldstream Rd/Sheep Creek Rd													
Nordale Road	Badger Road	14			3	2	0	1		6	4			
Old Richardson Hwy	5th Avenue (NP)				14	7	11	3					15	7
Old Steese Hwy	Farmers Loop													
Old Steese Hwy	Trainor Gate Road	44	32	20	29	30	17	16		33	24	13	22	22
Old Steese Hwy	Johansen Expy	1	6	0		3	2	12			8		4	
Parks Hwy	Goldhill Road													
Parks Hwy	Old Nenana													
Peger Road	Airport Way	46	29	29	17	27	25	23	23	30	24	51		14
Peger Road	Phillips Field Road	6	7	6	5	7	3	3		4	30	2	1	14
Peger Road	Johansen Expressway	4		5		4	3	6	7		7	5		
Peger Road	Mitchell Expy							0		6	2	3		0
Sheep Creek Road	Ester Dome													
Sheep Creek Road	Parks Highway	11	6	3	3	6	5	3				2	6	
Sheep Creek Road	Tanana Drive West													
Richardson/Steese Expressway	Airport Way/Gaffney		16	5	5	5	12	7			4	4		
Steese Expressway	Farmers Loop/Fairhill Rd	1	1	3	3	4	4	0				0	0	0
Steese Expressway	Johansen Expy/City Lights Blvd	6			5	2	3	0			3	37	6	
Steese Expressway	College Road	26		24	18	22	12	24			10		7	
Steese Expressway	3rd Street	25	38	15	28	34	31	34		12	15			17
University/Farmers Lp	College Rd/Alumni Dr	90		171	70	93	39	58	59	51	34	42	42	42

University Avenue
 University Avenue
 Yankovich

Airport Way
 Geist Rd/Johansen Expy
 LARS

55	42	54	29	32	57	45	32	36	25	22	31	26
			64	19	8	24	46	9	24	11	13	12
						27	5	16	7	6	13	17
775	618	753	647	740	641	740	550	698	536	544	265	445
27	18	23	28	31	32	36	21	24	29	26	20	22
28.7	34.3	32.7	23.1	23.9	20.0	20.6	26.2	29.1	18.5	20.9	13.3	20.2

TOTAL
 intersections counted
 ratio

 *Indicates count not performed at this location in given year

BIKE + PED DATA

		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Badger Road	Old Richardson Hwy	4			1	1	4	3	4		9			
Badger Road	Hurst Road	46	52	37	12	38	25	26	20	23	21			
Barnette Street	Airport Way	117	110	64		94	62	62	95	100	60	45		
Chena Pump Road	Chena Ridge Road	77		59	31	61	52	31	44	39		61		
Chena Pump Road	Chena Small Tracts							32	13	23	47	37	35	33
Chena Pump Road	Roland Road													
College Road	Margaret/Antoinette													
College Road	Caribou Way/Farmers Market				42	62	36	36	55	32	55	74	47	58
College Road	Johansen Expressway	165	201	73	40	28	109	24	94	108	85		51	107
Cowles Street-East	Cowles Street-West													
College Road	Old Steese Highway													
Cowles Street-West	Cowles Street-East													
Cowles Street	Airport Way	112	162	57	43	78	44	123	130	90	86	202	58	67
Cushman Street		168	213	97	102	130	171	133		146	79	66		
Cushman Street	1st Avenue	184	212	173	161	158	127	178	156	200	85	141		167
Dawson Road	Plack Road		4			6	0	1	0		1		5	
F Street	Trainor Gate Road				46			17	13			26		19
Fairbanks Street	Geist Road				68	60	62	88		94	72	62		67
Farmers Loop Road	Ballaine Road	114	111	52	70	93	22	47	32		60	64	44	54
Geist Road	Parks Highway	115		84			27	80		37		53	52	
Goldhill Road	Sheep Creek Rd Ext	33	32	41	39	29	7	19	18	16	27			30
Illinois Street	Minnie Street	75		26	78	73	63	103	54	86	200	40		87
Lathrop Street	23rd Ave/Davis Rd	7			18	21	6	28	43	35		25	25	34
Loftus/Morris Thompson	Geist Road													
Murphy Dome Road	Goldstream Rd/Sheep Creek Rd													
Nordale Road	Badger Road	36			6	7	8	8		9	6			
Old Richardson Hwy	5th Avenue (NP)				25	31	17	21					23	18
Old Steese Hwy	Farmers Loop													
Old Steese Hwy	Trainor Gate Road	138	125	81	73	83	42	52		72	45	28	40	45
Old Steese Hwy	Johansen Expy	40	45	8		26	14	18			21		17	
Parks Hwy	Goldhill Road													
Parks Hwy	Old Nenana													
Peger Road	Airport Way	156	121	101	67	110	145	89	81	88	72	148		69
Peger Road	Phillips Field Road	69	75	70	51	69	60	34		64	83	34	63	91
Peger Road	Johansen Expressway	41		28		22	25	48	50		43	26		
Peger Road	Mitchell Expy							7		10	8	9		19
Sheep Creek Road	Ester Dome													
Sheep Creek Road	Parks Highway	49	44	41	37	37	14	19				28	19	
Sheep Creek Road	Tanana Drive West													
Richardson/Steese Expressway	Airport Way/Gaffney		24	13	18	9	19	22			14	17		
Steese Expressway	Farmers Loop/Fairhill Rd	4	10	10	6	33	25	0				6	3	6
Steese Expressway	Johansen Expy/City Lights Blvd	31			11	2	16	12			23	39	20	
Steese Expressway	College Road	59		53	30	62	33	34			48		11	
Steese Expressway	3rd Street	59	85	36	64	81	66	66		51	40			57
University/Farmers Lp	College Rd/Alumni Dr	152		233	107	134	114	132	126	152	103	127	104	142

University Avenue
 University Avenue
 Yankovich

Airport Way
 Geist Rd/Johansen Expy
 LARS

166	157	117	86	104	155	142	67	93	74	49	67	70
			88	19	47	119	68	73	118	65	67	89
						31	7	18	10	21	26	25
2217	1783	1554	1420	1761	1617	1885	1170	1659	1595	1493	777	1354
26	18	23	28	31	32	36	21	24	29	26	20	22
85.3	99.1	67.6	50.7	56.8	50.5	52.4	55.7	69.1	55.0	57.4	38.9	61.5

**Indicates count not performed at this location in given year*



June 20th, 2024

Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, DC. 20590

RE: Support for Alaska DOT&PF's FY2024 Application for the Strengthening Mobility and Revolutionizing Transportation (SMART) Program

To the Honorable Secretary Buttigieg:

I am writing on behalf of AMATS to express our commitment to working with the Alaska Department of Transportation and Public Facilities (DOT&PF) on the Alaska Data Bike Program: Enhancing Road Condition Monitoring and Safety

This project will fund the implementation of the Alaska Data Bike Program. This innovative program aims to leverage data collection technology on bicycles to monitor active transportation pavement conditions, improve infrastructure maintenance, and enhance safety across Alaska's extensive road network. By adopting this cost-effective and environmentally friendly approach, the Alaska Data Bike Program will ensure timely and accurate road condition assessments, ultimately leading to safer and more efficient transportation for all Alaskans.

To support the project and its partners, AMATS commits to sending a representative to participate on the project team to share information and help coordinate with the MPO, DOT&PF, and MOA.

This commitment is integral to the project, and we look forward to supporting DOT&PF throughout the project.

Respectfully,

Aaron Jongenelen
AMATS Executive Director/MPO Coordinator
(907) 343-8254
Aaron.jongenelen@anchorageak.gov

Electronic Cc:
AMATS Policy Committee