



🚲 BICYCLE & PEDESTRIAN ADVISORY COMMITTEE 🚲

Meeting Agenda

Thursday, 27 February 2025, 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 Webinar ID: 851-8302-8012

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of Thursday 27 February 2025 Agenda
4. Approval of 30 January 2025 Meeting Minutes (p. 2-4)
5. Staff/Working Group/Chair Report (p. 5-7)
6. Public Comment Period
7. Old Business
 - a. Bicycle Friendly Community Application (p. 8-32)
 - Status Update, Schedule and Recommendations, Collaborations
 - b. Bicycle & Pedestrian Advisory Committee Name Change (**Action Item**) (p. 33)
 - Seeking to change the name of this committee for a stronger inclusion of various, alternative modes.
8. New Business
 - a. Bike Friendly FBX Planning & Updates (p. 34)
 - Free Bike Valet & passing the torch
 - b. Metropolitan Transportation Plan Update (p. 35-40)
9. Informational Items
10. Other Issues
11. Committee Member Comments
12. Adjournment

Next Scheduled Meeting: Thursday, 27 March 2025 | 5:00 – 7:00 P.M.



🚦 BICYCLE & PEDESTRIAN/ADVISORY COMMITTEE 🚦

Meeting Minutes

January 30, 2025 • 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: 884-7145-8290

1. Call to Order

Kim Streeter, Chair, called the meeting to order at 5:02 p.m.

2. Introduction of Members and Attendees

- 🚦 *Susan Bissell
- 🚦 *Ron Davis
- 🚦 **Corey DiRutigliano
- 🚦 **Jackson Fox (absent)
- 🚦 *Matt Layral (absent)
- 🚦 **Olivia Lunsford, Vice Chair
- 🚦 *Travis Naibert
- 🚦 *Jim Richardson (absent)
- 🚦 *Kim Streeter, Chair
- 🚦 **Deborah Todd
- 🚦 *Larry Zervos
- 🚦 Jack Barnwell-Fairbanks News-Miner
- 🚦 Stephanie W.

*BPAC Representative, **FAST Planning Staff

3. Approval of the January 30, 2025, Agenda

Motion: To approve the January 30, 2025, Agenda. (Zervos/Davis).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the November 21, 2024 Meeting Minutes

Motion: To approve the November 21, 2024, Meeting Minutes. (Bissell/Zervos).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

a. Staff Report

🚦 At the December 4th meeting, the Technical Committee:

- ❏ Recommended the Policy Board adopt the final, revised Fairbanks and North Pole Electric Vehicle Infrastructure Implementation Plan.
- ❏ Recommended the Policy Board support the State's adopted Safety Performance Targets for 2025.
- ❏ Recommended the Policy Board table the proposed revisions to the Intergovernmental Operating Agreement indefinitely.
- ❏ At the December 18, 2024 meeting, the Policy Board:
 - ❏ Approved the final, revised Fairbanks and North Pole Electric Vehicle Infrastructure Implementation Plan.
 - ❏ Accepted the State Safety Performance Measure Targets for 2025.
- ❏ At the January 8, 2025 meeting, the Technical Committee:
 - ❏ Postponed the release of Transportation Improvement Program (TIP) Amendment #1 for 30-day public comment until the Interagency Consultation is completed with our Federal partners with the amendment that the Policy Board consider, (1) not going out to bid on the Pearl Creek project before final action is decided by the School Board on if that school will remain open, (2) accelerating the start of the Barnette Street Reconstruction Phase II project and consider putting the utilities underground as part of the Cowles Street Reconstruction Phase II project with concurrence of the City of Fairbanks, and (3) adding in all four of the HSIP projects as proposed by DOT but to recommend changing the scope of the Nordale/Peede Roundabout project to the Nordale/Peede Improvements project to consider all possible alternatives.
 - ❏ Approved the Letter of Support for the NOAA application for Chena Slough, Cripple Creek, and Chena Hot Springs Culvert replacements for fish passage.
- ❏ A letter was received from the Alaska Railroad regarding the status of The Chena Riverwalk project permit.
- ❏ The Borough Assembly approved a Resolution adding the planning, design, and construction of a bicycle/pedestrian path connecting North Pole to Eielson Air Force Base and adding the project to the FAST Planning long-range Metropolitan Transportation Plan.

6. Public Comment Period (Non-Action Items)

- ❏ No public comment

7. Old Business

a. Automated Enforcement

- ❏ A review of BPAC Member Jim Richardson's Local Level Research & Applying Knowledge from Recent News

Mr. Richardson provided information that he had received regarding automated enforcement. Ms. Lunsford provided information she had compiled and the response she received from Ron Dupee, the Chief of Police for the City of Fairbanks who pointed out that it was unconstitutional in the State of Alaska. The information was included in the

meeting packet for members to review and discuss. Ms. Bissell pointed out that everywhere this was implemented required an actual human to monitor and enforce it which would cost money.

b. Bicycle Friendly Community Application

☞ Schedule and Recommendations, Partnerships

Ms. Lunsford explained the timeline and summation of the pertinent items in the application highlighting the specific questions that needed to be discussed and collaborated on by BPAC members.

8. New Business

a. FAST Planning Community Grant Program

The hope is to have FAST Planning administer a grant similar to the Goodcents Program that is sponsored by Golden Valley Electric Association (GVEA).

b. Bicycle & Pedestrian Advisory Committee Name Change (Action Item)

Members discussed ways to rename BPAC to encompass all forms of transportation.

Motion: To table the discussion to the February meeting. (Zervos/Davis).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

c. Election of Chair and Vice Chair

Motion: To nominate Kim Streeter as Chair and Olivia Lunsford as Vice Chair (Naibert/Zervos)

Vote on Motion: None opposed. Approved.

d. Literature Review Pilot

☞ When Driving is Not an Option

Mr. DiRutigliano explained the idea and purpose behind the literature review. A list of the first books and authors that would be reviewed was provided. The first book reviewed and discussed was entitled; "When Driving is not an Option" by Anna Ziverts.

9. Informational Items

☞ No informational items.

10. Other Issues

☞ No other issues.

11. Committee Member Comments

☞ No committee member comments.

12. Adjournment

The meeting was adjourned at 7:03 p.m. The next meeting is scheduled for Thursday, February 27, 2025.

Approved: _____ Date: _____

Kim Streeter, Chair
FAST Planning BPAC



TECHNICAL COMMITTEE

Action Items

02.05.2025

Motion: To recommend to the Policy Board to split out the minor changes and major changes in the TIP and separately issue an Administrative Modification and Amendment to the TIP and release the Amendment for a 30-day public comment period following Interagency Consultation for air quality conformity. (Netardus/Pristash).

Amendment: To recommend to the Policy Board to cancel the construction of the Pearl Creek Elementary School Access Improvements project due to the School District's decision on February 4th to close the school, and have FAST Planning staff bring back a proposal to utilize this funding for other, existing scored and prioritized projects in the CMAQ/CRP Program. (Spillman/Denton). None opposed. Approved.

Amendment: To recommend to the Policy Board to add \$130k to the Advanced Project Definition project for contaminated soils investigation, utilities research, and field survey to help better define the scope and costs for Barnette Street Reconstruction prior to consideration of project start. (Pristash/Spillman). None opposed. Approved.

Amendment: To recommend to the Policy Board to add to the scope of the Cowles Street Reconstruction – Phase II project, 1st Avenue to Airport Way, the undergrounding of overhead utilities and provide additional design funding in the amount of \$1.2 million for this effort in FFY2026. (Pristash/Theurich). None opposed. Approved.

Amendment: To recommend to the Policy Board to add the non-motorized contingency projects, Davis Road Path and Farmers Loop Path spot repairs, to the FAST Improvement Program FFY2025 construction utilizing unprogrammed CMAQ funding. (Netardus/Nelson). None opposed. Approved.

Amendment: To recommend to the Policy Board to change the title of the Peede/Nordale Roundabout project to the Peede/Nordale Improvements project, with the clear understanding that the scope can change during the design to include alternatives that are not a roundabout. (Spillman/Denton). Eight in favor. (Czarnecki, Denton, Nelson, Ringstad, Rogers, Spillman, Stumpf, Theurich). Three opposed. (Netardus, Bredlie, Pristash). One abstention. (Duber). One absent for roll call. (Greene). Approved.


Amendment: To recommend to the Policy Board to add \$200k in TAP funding to the construction phase of the Bike Lane Signing & Striping project. (Pristash/Netardus). None opposed. Approved.

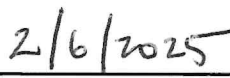
Amendment: To recommend to the Policy Board to add the Island Homes Reconstruction to the Discretionary Grant Projects table in the TIP. (Pristash/Rogers). None opposed. Approved.

Vote on Main Motion, as Amended: None opposed. Approved.

Amended Motion: To recommend to the Policy Board to split out the minor changes and major changes in the TIP and separately issue an Administrative Modification and Amendment to the TIP and release the Amendment for a 30-day public comment period following Interagency Consultation for air quality conformity, and:

- cancel the construction of the Pearl Creek Elementary School Access Improvements project due to the School District's decision on February 4th to close the school, and have FAST Planning staff bring back a proposal to utilize this funding for other, existing scored and prioritized projects in the CMAQ/CRP Program;
- add \$130k to the Advanced Project Definition project for contaminated soils investigation, utilities research, and field survey to help better define the scope and costs for Barnette Street Reconstruction prior to consideration of project start;
- add to the scope of the Cowles Street Reconstruction – Phase II project, 1st Avenue to Airport Way, the undergrounding of overhead utilities and provide additional design funding in the amount of \$1.2 million for this effort in FFY2026;
- add the non-motorized contingency projects, Davis Road Path and Farmers Loop Path spot repairs, to the FAST Improvement Program FFY2025 construction utilizing unprogrammed CMAQ funding;
- change the title of the Peede/Nordale Roundabout project to the Peede/Nordale Improvements project, with the clear understanding that the scope can change during the design to include alternatives that are not a roundabout;
- add \$200k in TAP funding to the construction phase of the Bike Lane Signing & Striping project; and
- add the Island Homes Reconstruction to the Discretionary Grant Projects table in the TIP.


 Jackson C. Fox
 Chair, Technical Committee


 Date



❖ POLICY BOARD ❖

Action Items

02.19.2025

Motion: To table this item [Proposed Revisions to the Intergovernmental Operating Agreement]. (Crass/Hopkins). Four in favor. (Hopkins, Terch, Crass, Cleworth). Two opposed. (Keith, Olds). Approved.

Motion: To accept the Technical Committee recommendations for the TIP from their January 8th and February 5th meetings, except for the Pearl Creek Elementary Access Improvements and Barnette Street Reconstruction projects, and approve TIP Administrative Modification #5 and release TIP Amendment #1 for a 30-day public comment period following Interagency Consultation for air quality conformity, and accept the change for TIP Reference NFHWY00570 for the Chena Pump/Chena Ridge repaving project to go from \$12.5M to \$24.5M in Phase 4 construction in FFY2025. (Hopkins/Crass). None opposed. Approved.

Motion: To postpone to the next meeting [Letter of Support for House Bill No. 26 relating to Statewide Public & Community Transit Plans]. (Hopkins/Terch). Four in favor. (Hopkins, Terch, Crass, Cleworth). Two abstentions. (Keith, Olds). Approved.



Jerry Cleworth, Chair
FAST Planning Policy Board

 2-20-25
 Date

Section	Collaborators (estimate)	Timeline		
Community Profile pt. 1	Olivia	Week of January 27 - 31	✓	
Community Profile pt. 2	Olivia	Week of February 10 - 14	✓	
Engineering	CP, CoF Eng, FAST Planning, DOT, MACS Transit	Week of February 24 - 27		
Education	FAST Planning, Volunteers in Policing, FBX Cycle Club, Commuter Coffee/Evee Rynish	Week of March 10 - 14		Susan 4
Encouragement	CP, FAST Planning, Volunteers in Policing, FBX Cycle Club, Commuter Coffee/Evee Rynish, UAF, BTBS	Week of March 24 - 28		Susan 1
Evaluation & Planning	FAST Planning, Kittleson	Week of April 7 - 11		Susan 3
Equity & Accessibility	Olivia	Week of April 21 - 25		Susan 2
Final Overview	Olivia	Week of May 5 - 9		
Supplementary Materials	Olivia, All Collaborators	Week of May 19 - 23		
Funding Resources	Jackson	Week of June 9 - 13		
Review	BPAC, FAST Planning, TC?	Following Weeks		
Hit Submit!		June 25, 2025		
	Letters of Support			
	bike friendly businesses			
	fairbanks cycle club			
	bike anchorage			



2025 BFC APPLICATION FOR REVIEW ONLY.

Only applications submitted through the online form at apply.bikeleague.org will be considered for designation.

B33. Describe any *other* policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists. (500 word limit)

Use this space to expand on answers checked above, or to describe additional facilities or physical amenities provided that have not yet been covered.

B34. If this is a renewing application, please summarize the most significant changes to your community's Engineering efforts or investments since your last BFC application. (250 word limit)

EDUCATION

Youth Bicycle Education

C1. Do any public or private elementary schools offer regular bicycle education to students?

- Yes*
- No
- N/A - No elementary schools

Skip ahead to C2 if "No" or "N/A" is selected. (Note fields C1a-C1d will be hidden in online application until corresponding answer above is selected.)

***C1a. What percentage of your public and private elementary schools offer bicycle education?**

- 1-25%
- 26-50%
- 51-75%
- 75-99%
- 100%

***C1b. What kinds of bike education/curriculum is offered in elementary schools? Check all that apply.**

- Learn to ride
- ABC Quick Check
- Bike handling skills
- Traffic safety/rules of the road
- STEM or other project-based bike-related curriculum



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- Adaptive cycling education
- Other**

****C1b1. If other, please describe.**

***C1c. Are there any on-bike learning opportunities for students at these middle schools?**

- Yes*
- No

***C1c1. What type of on-bike cycling education is offered?**

- Mandatory on-bike education
- Optional on-bike education
- Other*

***C1c1a. If other, please describe.**

***C1c2. Approximately how many elementary school students receive on-bike education annually?** *(If annual amount varies, please provide annual average over last 5 most recent years that on-bike instruction was offered).*

***C1c3. Are bicycles provided to elementary school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

- Yes, bicycles are provided to all students**
- Yes, a limited number of bicycles are available for students in need**
- No, bicycles are not provided

****C1c3a. If yes, does the fleet include adaptive bikes for elementary school students with physical and/or cognitive disabilities?**

- Yes*
- No

***C1c3a. If yes, please describe**

***C1d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all elementary school students?** (e.g. language translation services, adaptive cycles can be provided upon request, schools with Title 1 status are prioritized, etc.)



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C2. Do any public or private middle schools offer regular bicycle education to students?

- Yes*
- No
- N/A - No middle schools

Skip ahead to C3 if “No” or “N/A” is selected. (Note fields C2a-C2c will be hidden in online application until corresponding answer above is selected.)

***C2a. What percentage of your public and private middle schools offer regular bicycle education?**

- 1-25%
- 26-50%
- 51-75%
- 75-99%
- 100%

***C2b. What kinds of bike education/curriculum is offered in middle schools?**

Check all that apply.

- Learn to ride
- ABC Quick Check
- Bike handling skills
- Traffic safety/rules of the road
- STEM or other project-based bike-related curriculum
- Adaptive cycling education
- Bicycle maintenance
- Multi-modal/Mobility education
- Other**

****C2b1. If other, please describe.**

***C2c. Are there any on-bike learning opportunities for students at these middle schools?**

- Yes*
- No



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C2c1. What type of on-bike cycling education is offered?

- Mandatory on-bike education
- Optional on-bike education
- Other*

***C2c1a. If other, please describe.**

***C2c2. Approximately how many middle school students receive on-bike education annually?** *(If annual amount varies, please provide annual average over last 5 most recent years that on-bike instruction was offered).*

***C2c3. Are bicycles provided to middle school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

- Yes, bicycles are provided to all students
- Yes, a limited number of bicycles are available for students in need
- No, bicycles are not provided

****C2c3a. If yes, does the fleet include adaptive bikes for middle school students with physical and/or cognitive disabilities?**

- Yes*
- No

***C2c3a. If yes, please describe**

***C2d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all middle school students?** (e.g. language translation services, adaptive cycles can be provided upon request, schools with Title 1 status are prioritized, etc.)

C3. Do any public or private high schools offer regular bicycle education to students?

- Yes*
- No
- N/A - No high schools

Skip ahead to C4 if “No” or “N/A” is selected. *(Note fields C3a-C3c will be hidden in online application until corresponding answer above is selected.)*



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*C3a. What percentage of your public and private high schools offer regular bicycle education?

- 1-25%
- 26-50%
- 51-75%
- 75-99%
- 100%

*C3b. What kinds of bike education/curriculum is offered in high schools?

Check all that apply.

- Learn to ride
- ABC Quick Check
- Bike handling skills
- Traffic safety/rules of the road
- STEM or other project-based bike-related curriculum (e.g. [Project Bike Tech](#))
- Adaptive cycling education
- Bicycle maintenance
- Multi-modal/Mobility education
- Bicycle Friendly Driver education or similar
- Other**

**C3b1. If other, please describe.

*C3c. Are there any on-bike learning opportunities for students at these high schools?

- Yes*
- No

*C3c1. What type of on-bike cycling education is offered?

- Mandatory on-bike education
- Optional on-bike education
- Other*

*C3c1a. If other, please describe.

***C3c2. Approximately how many high school students receive on-bike education annually?** *(If annual amount varies, please provide annual average over last 5 most recent years that on-bike instruction was offered).*



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***C3c3. Are bicycles provided to high school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

- Yes, bicycles are provided to all students**
- Yes, a limited number of bicycles are available for students in need**
- No, bicycles are not provided

****C3c3a. If yes, does the fleet include adaptive bikes for high school students with physical and/or cognitive disabilities?**

- Yes*
- No

***C3c3a. If yes, please describe**

***C3d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all high school students?** (e.g. language translation services, adaptive cycles can be provided upon request, schools with Title 1 status are prioritized, etc.)

C4. Outside of schools, how are children and youth taught safe cycling skills, at least annually or regularly throughout the year?

Check all that apply.

- Learn to ride classes
- Bike clinics or rodeos
- ABCs of Family Biking, family bike show-and-tell, or similar program focused on families with toddlers and young children
- Youth development bike clubs or teams (including road, cross racing, BMX, mountain biking, or other recreational youth cycling clubs or teams that include educational component)
- Temporary safety towns or traffic gardens
- Recreational classes (e.g. trail riding classes, mountain biking clinics, etc.)
- Bike maintenance classes
- Cycling classes or programs geared toward children or youth with disabilities
- Scouts bicycle training or similar
- Helmet fit seminars
- Summer camps
- Bicycle-related after school programming
- Bicycle safety is taught as part of driver education curriculum
- Other*
- None of the above



2025 BFC APPLICATION FOR REVIEW ONLY.

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***C4a. If other, please describe.**

C4b. Please estimate how many total children and youth are reached annually in your community through these out-of-school efforts? (Approximate estimates of average annual counts are acceptable.)

Adult Bicycle Education

C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?

- Yes*
- No

Skip ahead to C6 if “No” is selected. (Note fields C5a-C5g will be hidden in online application until corresponding answer above is selected.)

***C5a. What type of classes are available for adults? Check all that apply.**

- Classes that include on-bike instruction
- Classroom-only based classes
- Information sessions/workshops
- Online live/virtual classes
- Online self-directed learning
- Other**

****C5a1. If other, please describe.**

***C5b. What topics are covered in these classes? Check all that apply.**

- Introduction to bicycling/Learn to ride/Bike handling basics
- Safe riding skills/habits
- Bicycle maintenance
- Sharing the road, trail, or path with vehicles or pedestrians
- Bike commuting basics
- Other**

****C5b1. If other, please describe.**

***C5c. Who teaches these classes? Check all that apply.**

- League Cycling Instructor



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- Other credentialed bike safety instructor**
- Local bike shop employee
- Local bicycle advocate
- Local law enforcement officer
- Municipal employee (non-law enforcement)
- Other***

****C5c1. Please list the other credentials of your community's bike safety instructors.**

*****C5c2. If other, please describe.**

***C5d. On average, how often are these classes offered?**

- Monthly or more frequently
- Quarterly or more frequently
- Semi-annually or more frequently
- Annually or more frequently
- Less than annually
- On demand

***C5e. Are bicycles provided to adults by the community, non-profit, or other entity to allow every resident to participate in on-bike instruction?**

- Yes**
- No

****C5e1. Does the fleet include adaptive bikes for adult students with disabilities?**

- Yes***
- No

*****C5e1a. If yes, please describe**

***C5f. Please estimate how many total adults are reached annually in your community through these classes? (Approximate estimates of annual average counts are acceptable)**

***C5g. How has the community made adult bike safety classes and other similar learning opportunities more inclusive and accessible for all members of the community? Check all that apply.**

- Classes are hosted by or offered for certain affinity/identity groups (e.g. Women's-only, BIPOC-only, etc.)
- Classes are free or subsidized for low-income residents



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- Classes are regularly offered in historically underserved neighborhoods
- Classes are available specifically for cyclists with disabilities
- Accommodations are made for cyclists with disabilities to participate in all local classes upon request
- Instructors are compensated directly by the community or another local entity so that classes can be offered free-of-charge or below-cost to all residents
- Incentives are available for attending local classes
- Classes are regularly taught in languages other than English
- Translation services are available for classes upon request
- Sign language interpretation is offered or available upon request for all classes
- Children are welcome at adult-focused bike safety classes to give parents and caregivers the opportunity to learn about riding with their children
- Childcare is regularly offered for students who are parents or caregivers
- Other**
- None of the above

****C5g1. Please describe any other efforts in place to prioritize equity and accessibility in the community's adult bicycling classes.**

C6. Which of the following communications methods are used to share bicycle information with adults in your community, at least annually?

Check all that apply.

- Community-wide public education campaign*^{C6a}
- Community-wide Bicycle Ambassador program
- Educational group rides
- Videos on community website/TV channel/social media
- Bike-specific website or social media accounts for community**^{C6b}
- Neighborhood listserves
- Community newsletter (print or digital)
- Community maps (print or digital)
- Handouts or brochures
- Welcome packet for new residents
- Permanent signage, displays, or information kiosks
- Table or booth at community events
- Ticket diversion program for bicyclists
- Other***^{C6c}



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- None of the above

***C6a. If checked, please describe and provide an example file or link of your community's public bike education campaign.**

****C6b. If checked, please provide up to 3 links to your community's bike-specific website and/or social media account(s).**

*****C6c. If other, please describe.**

C7. Which of the following information is shared using the methods checked above?

Check all that apply.

- Introduction to bicycling/Learn to ride/Bike handling basics
- Safe riding skills/habits
- Bicycle maintenance
- Traffic Skills/Rules of the Road/Sharing the road with vehicles
- Sharing trail or path or pedestrians (e.g. path or trail etiquette)
- Route planning
- Commuting tips and resources
- Tips and guidance for utilitarian bike trips (e.g. carrying groceries on a bike)
- Traffic laws/ rules of the road
- Bicycle purchase and fitting guidance
- Equipment, gear, and accessories
- Theft prevention
- Riding in inclement weather
- Family biking/riding with children
- Multi-modal/combining bikes and transit
- Other*
- None of the above

***C7a. If other, please describe.**

Motorist Education

C8. In what ways are motorists in your community educated on sharing the road safely with bicyclists, at least annually? *Check all that apply.*



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- Bicycle Friendly Driver classes offered by a local League Cycling Instructor
- Public service announcements
- Community-wide public education campaign
- Share the Road educational videos on community website/TV channel/social media
- Dedicated Share the Road website or social media sites
- Tabling Events, Pop-up events, or similar
- Neighborhood listserves
- Community newsletter/magazine article/blog
- Community maps (print or digital)
- Information in new resident packet
- Information for students and parents from the school system
- Utility bill insert
- Flyer/handout
- Info sessions/lunch seminars
- Billboards
- Bicycle-related traffic signs installed (e.g. Share the Road, Bicycles May Use Full Lane, etc.)
- Bicycle Friendly Driver or similar information included in driver's education and/or license testing
- Motorist ticket diversion program with Bicycle Friendly Driver or similar training included
- Other*
- None of the above

*C8a. If other, please describe.

C9. Which of the following groups of professional drivers in your community routinely receive Bicycle Friendly Driver training or similar? Check all that apply.

- Local government staff
- Taxi/Ride Share drivers
- Transit operators
- School bus operators
- Delivery/Commercial drivers
- Law enforcement officers
- Emergency vehicle drivers
- Other*



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- None of the above

***C9a. If other, please describe.**

Bicycle Safety Education Resources

C10. Are any of the following educational materials provided to community residents and/or businesses?

Check all that apply.

- [Smart Cycling Quick Guide in English](#)
- Smart Cycling Quick Guide in language(s) other than English
- Smart Cycling Student Manual
- [Smart Cycling Education videos](#)
- Smart Cycling electronic tips & resources
- Online learning (learn.bikeleague.org)
- Other local, statewide, or national bike safety resource*
- None of the above

***C10a. If other, please list or describe. Provide links, if applicable.**

C11. How many [League Cycling Instructors](#) (LCIs) are active (have taught a class in the last year) in your community? (# only)

C12. When was the last time your community hosted a LCI seminar to bring on new instructors?

- In the last 2 years
- In the last 5 years
- In the last 10 years
- More than 10 years ago
- Never
- Unknown

C13. Are there any professional development opportunities, requirements, or incentives, for city agency staff to pursue bicycling safety education? *Check all that apply.*

- Public school teachers receive continuing education credits for taking cycling education classes



2025 BFC APPLICATION FOR REVIEW ONLY.

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- Municipal planners and engineers are regularly offered Smart Cycling courses that include on-bike instruction and in-traffic cycling
- Traffic law enforcement officials are regularly offered Smart Cycling courses that include on-bike instruction and in-traffic cycling
- Elected officials or local decision makers are regularly offered Smart Cycling courses that include on-bike instruction and in-traffic cycling
- Traffic law enforcement officials regularly receive training on roadway safety and rules of the road as they relate to cyclists
- Traffic law enforcement officials and emergency responders regularly receive training on crash reporting for cyclists and other vulnerable roadway users
- Emergency response drivers, EMS, and/or EMT staff regularly receive training on crash response best practices for cyclists and other micro-mobility roadway users (e.g. protocols for damaged bicycles, etc.)
- Smart Cycling classes or other bike safety education learning opportunities are subsidized or incentivized for any public employees
- Other*
- None of the above

***C13a. If other, please describe.**

Inclusive Education

C14. Do any of the above educational classes, resources, or programs for adults specifically focus on reaching any of the following historically-underrepresented groups? Check all that apply.

- Women*
- People of Color*
- Seniors*
- Non-English speakers*
- Low-income populations *
- College/University students*
- LGBTQIA+ community*
- People with disabilities*
- Neurodivergent people*
- Homeless/unhoused people*
- None of the above



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***C14a-i. For each option checked, please provide an example or describe how educational efforts have focused on reaching that group.**

C15. Is any demographic or socioeconomic data collected about the participants/students and/or instructors/providers of any of the above learning opportunities offered in the community?

- Yes, participants/students only*^{C15a}
- Yes, instructors/providers only*^{C15b}
- Yes, for both participants and instructors*^{C15c}
- No

***C15a-c. If yes, please describe the data collection methodology and findings.**

C16. What, if any, efforts has your community made to increase the diversity and representation of LCIs or other credentialed bike safety instructors in your community in the last 5 years? (e.g. provided scholarships, subsidies, or compensation for individuals with diverse backgrounds to attend LCI seminars, etc.) (open ended)

C17. Do any of your community's LCIs or other bike safety instructors have any of the following additional trainings or certifications?

Check all that apply.

- Cultural competency or anti-bias training
- Training or certification about teaching or working with neurodiverse (e.g. autistic, ADHD, etc.) students (youth or adults)
- Training or certification about teaching or working with people with cognitive disabilities (youth or adults)
- Training or certification about teaching or working with people with physical disabilities or limited mobility (youth or adults)
- Training or certification about teaching or working with sensory impaired students (e.g. Deaf, Blind, Deaf and Blind) youth or adults
- Other*
- N/A – There are no LCIs or other bike safety instructors in the community
- None of the above

***C17a. If other, please describe.**

C18. How else is the community working to make bike education more equitable, accessible, and inclusive to all members of the community?

Check all that apply.



2025 BFC APPLICATION FOR REVIEW ONLY.

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- Learning opportunities and resources are available in language(s) other than English
- Educational videos are captioned and/or include ASL interpreters
- Partnerships with local community groups or other government agencies to reach new audiences (see question F4 under Equity & Accessibility to provide more details)
- Intentional efforts to ensure that imagery, photos, and videos used in educational resources reflect the diversity of the community
- Intentional efforts to represent a variety of cycle and trip types (e.g. commuters, families on cargo bikes, adaptive cycles, etc.) in educational materials
- Other*
- None of the above

***C18a. Please describe any other efforts that have not already been described above that are in place to prioritize equity and accessibility in the community's bicycle education resources and programming.**

Education Bonus Points

C19. Describe any other education efforts in your community that promote safe cycling. (500 word limit)

Use this space to expand on answers checked above, or to describe additional educational programs or services that have not yet been covered.

C20. If this is a renewing application, please summarize the most significant changes to your community's bicycle Education efforts or investments since your last BFC application. (250 word limit)

ENCOURAGEMENT

Encouragement Policies, Programs and Partnerships

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community? Check all that apply. Regional or statewide initiatives that are actively used by the community may be included.

- Trip reduction ordinance or incentive program*
- Transportation Demand Management program*
- Guaranteed Ride Home program*
- Bicycle or e-bike Incentive, Subsidy, or Rebate program
- Bicycle, cargo bike, or e-bike "try-a-bike" lending program for residents



2025 BFC APPLICATION FOR REVIEW ONLY.

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- Local business incentive program that rewards customers arriving by bicycle (e.g. [Bicycle Benefits](#))*
- Local recognition program for businesses that are bicycle-friendly for their employees and/or customers*
- Locally-designated Bicycle Friendly Business District*
- Other**
- None of the above

***D1a. Please provide links for each program checked above:**

****D1b. If other, please describe.**

D2. What other (non-bike specific) groups, agencies, or institutions actively promote and encourage bicycling in the community? Check all that apply.

Please note this question was updated in 2024 to clarify that we are looking for groups beyond bicycling and transportation-specific clubs, organizations, or agencies that independently or collaboratively promote bicycling to their respective members, partners, or stakeholders.

- Chamber of Commerce
- Downtown Business Association/Business District
- Tourism Board
- Civic association(s) (e.g. Rotary, Lion's Club, Kiwanis, etc.)
- Local AARP office or similar
- [Center for Independent Living](#)
- Public Health Agency
- Law Enforcement or Public Safety Agency
- Public School District(s)
- Major local employer(s)
- Other public agency such as housing, employment services, etc.
- Other non-biking group, agency, or institution(s) (please describe below)
- None of the above

D2a. For EACH category checked in D2, please provide an example of how this group, agency, or institution promotes or encourages bicycling in the community.

D3. Does your community actively promote the League of American Bicyclists' [Bicycle](#)



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Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?

- Yes*
- No

***D3a. If yes, please describe.**

Route-Finding Support

D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.

- Web-based route finding service*
- Local or Regional mobile app*
- Printed/digital bicycle network map
- Printed/digital mountain bike trails map
- Printed/digital greenways and trails map
- Printed/digital Safe Routes to Schools map(s)
- None of the above

***D4a. Provide URL for web-based route finding service:**

****D4b. Provide URL for local or regional mobile app:**

Bicycle Culture and Promotion

D5. How is bicycling typically promoted in your community at least annually or regularly throughout the year? Check all that apply.

- Celebrate National Bike Month (and/or a state-specific Bike Month)*D5a
- Bike to Work Day(s)
- Bike To School Day(s)
- Bike to Campus Day(s) in partnership with local university/college(s)
- Bike Anywhere Day(s) or Week(s)
- Winter Bike to Work/School Day(s)
- Bicycle-themed festivals/parades/shows
- Mayor-led/Council-led rides
- [Open Streets](#)/Ciclovía/Sunday Parkways
- Affinity or identity-based group rides or cycling events
- Mentoring/Bike Buddy program for new riders



2025 BFC APPLICATION FOR REVIEW ONLY.

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- Family-friendly group rides or events (e.g. riding with young children)
- Bike commuter events
- Commuter Challenges
- Challenges aimed at students biking to school
- Non-commuting related (i.e. errand-running) challenges and programs
- Charity rides
- Promotion of [national](#) or statewide bike challenge or “drive less” challenge
- Local or community-specific bike or “drive less” challenge**D5b
- Car-free days
- Local business program that provides discounts for customers arriving by bicycle
- Trail construction or maintenance days
- Non-competitive, no-drop group rides
- Triathlons and bicycle races
- Publish a guide or calendar of community bicycle events
- Bike valet parking at events
- Public education campaign(s) related to the benefits of cycling (e.g. with a focus on public health, climate)
 - Community celebration/ride each time a major bicycle project is completed or other similar milestones
 - Videos on bicycling on community website/TV channel
 - Public Service Announcements
 - Publicly visible bike counter display(s)
 - Other***D5c
 - None of the above

***D5a. Provide a link to your community’s Bike Month or Bike to Work Day website:**

****D5b. Provide a link to your community’s bike or “drive less” challenge website:**

*****D5c. If other, please describe.**

D6. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.

- Organize event(s)
- Fund event(s)
- Contribute in-kind funding (i.e. police presence, closing roads, etc.)



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- Assist in promoting event(s)
- Other*
- None of the above
- N/A - No bicycle events

*D6a. If other, please describe

D7. Do any of the above events or encouragement efforts specifically focus on reaching any of the following historically-underrepresented groups?

Check all that apply.

- Women*
- People of Color*
- Seniors*
- Non-English speakers*
- Low-income populations *
- College/University students*
- LGBTQIA+ community*
- People with disabilities*
- Neurodivergent people*
- Homeless/unhoused people*
- None of the above

*D7a-j. For each option checked, please provide an example or describe how encouragement efforts have focused on reaching that group.

D8. How else is the community working to make bike encouragement efforts more equitable, accessible, and inclusive to all members of the community?

Check all that apply.

- Promotional information, maps, calendars, and other resources are available in language(s) other than English
- Cycling promotional or informational videos are captioned and/or include ASL interpreters
- Partnerships with local community groups or other government agencies to reach new audiences (Please see question F4 under Equity & Accessibility to provide more details)
- Intentional efforts to ensure that imagery, photos, and videos used in promotional resources reflect the diversity of the community
- Intentional efforts to “normalize” cycling and to represent a variety of cycle and trip types (e.g. commuters, families on cargo bikes, adaptive cycles, etc.) in encouragement materials



2025 BFC APPLICATION FOR REVIEW ONLY.

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- Other*
- None of the above

***D8a. If other, please describe.**

D9. Are there any organized social or recreational cycling clubs or groups for adults in your community?

This may include social or recreational clubs that are based elsewhere in your region but are active in your communities (rides begin or end in community, large number of members are community residents, etc.)

- Yes*
- No

***D9a. If yes, please provide the following information for up to 10 clubs, groups, or teams that are active in your community.**

Club or Group Name:

Website:

Which of the following option(s) best describe this club or group?

Check all that apply.

- Recreational bike club
- Mountain bike club
- Off-Road or gravel riding club or group
- Cyclocross club
- Friends of the Trail group or similar
- National Mountain Bike Patrol
- Racing club or team
- Kidical Mass, Family Bike Party, or other family-oriented group
- People of Color/BIPOC bike club or ride group
- Women/Trans/Femme bike club or ride group
- Seniors bike club or ride group
- Disabled cyclist bike club or ride group
- LGBTQIA+ bike club or ride group
- College or university student bike club or ride group
- [Bike polo club](#) or group
- Slow ride group
- Touring or bike travel group or club
- Bike advocacy or activist group
- Other*

***If other, please describe:**



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Primary Contact First Name:
Primary Contact Last Name:
Contact Email:

Was anyone from this club or group involved in completing this BFC application?

- Yes*
 No

D9b. Is there anything else you would like to share about the social or recreational cycling clubs or groups that are active in your community?

D10. Does your community have any of the following youth programs centered on encouraging cycling for children and youth? Check all that apply.

- Safe Routes to School program
 Youth cycling club(s)
 Youth mountain biking club/team
 Youth cycling mentor or buddy program
 Trips for Kids chapter
 Earn-a-Bike program or similar
 Create a Commuter program or similar
 NICA (National Interscholastic Cycling Association) or similar youth racing team(s)
 Bicycling-related summer camp
 Bike giveaway program for children or youth
 Organized 'bike bus' group rides are regularly held for one or more schools in the community
 Family or youth-oriented organized group rides happen regularly throughout the year
 Other*
 None of the above

***D10a. If other, please describe.**

Access to Bicycle Equipment and Repair Services

D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?

Check all that apply.

- Helmet giveaways or subsidy program
 Bike light giveaways or subsidy program



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FOR REVIEW ONLY.**

Only applications submitted through the online form at apply.bikeleague.org will be considered for designation.

- Reflector giveaways or subsidy program
- Lock giveaways or subsidy program
- Bicycle giveaways or subsidy program
- E-bike giveaways or subsidy program
- Low-cost or no-cost bicycle tune-up/maintenance program
- Mobile bike repair services are available in the community
- Other bicycle-related giveaway or subsidy programs*
- None of the above

***D11a. If other, please describe.**

D12. What programs or services does your community use to reduce the risk of bicycle theft, beyond providing secure bike parking? Check all that apply.

- Free, voluntary bicycle registration system (e.g. local registration system, Bike Index, Project 529)
- Security cameras near public bike parking
- Bike racks in well-lit, visible locations
- Local or regional bicycle registration system
- Promotion of national or global bike registration system (e.g. Bike Index, Project 529)
- Bait Bike enforcement program or similar
- Stolen bike recovery system
- Other*
- None of the above

***D12a. If other, please describe.**

D13. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?

- 1 shop for every 1 -15,000 residents
- 1 shop for every 15,001-30,000 residents
- 1 shop for every 30,001-50,000 residents
- 1 shop for more than 50,001 residents
- There are no specialty bicycle retailers located within the community's boundaries, but there is at least one shop close by.
- There are no specialty bicycle retailers located within or near the community's boundaries.*



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If there are no specialty retailers in or near your community:

***D13a. Are there any “big box” stores or other options to purchase a bike locally in your community? If so, do these stores have bike parking and are they accessible by bike? Have there been any efforts to encourage these locations to become more bicycle-friendly?**

D14. Are there any bike co-ops or non-profit community bike shops within the community’s boundaries?

- Yes*
- No

***D14a. Please provide the name and contact information for each co-op/non-profit community bike shop in your community: (maximum 3)**

Name of co-op/non-profit community bike shop:

Co-op Website

Co-op Primary Contact First Name:

Co-op Primary Contact Last Name:

Co-op Primary Contact Email:

Is there any additional information about how the local government supports or partners with this co-op/community bike shop?

***D14b. Does the local government provide any of the following types of support for the bike co-op/non-profit community bike shop(s).**

Check all that apply.

- Grants
- Free or subsidized property/space for a duration of at least 5 years
- Contracts for services, e.g. bicycle skills or maintenance education, event support, etc.
- Free bicycle safety accessories for distribution, e.g. helmets or lights
- Provision of abandoned or impounded bicycles for resale
- Free PSA or advertising space
- Other*
- None of the above

***D14b1. If other, please describe.**

Reducing Work-Related/Fleet VMT

D15. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?



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- Applicant Community has applied for [Bicycle Friendly Business](#) status as an employer (e.g. for City Hall or the primary administrative building, or for a specific department or agency, etc.)
- Cargo bikes are used in place of auto fleet (including golf carts or similar) to transport materials or goods
- Public or departmental bike share available for employees free-of-charge for work-related trips
- There are dedicated on-bike service/response units (e.g. EMT, police, fire, maintenance, etc.)
- Telecommuting policy
- Other*
- None of the above

***D15a. If other, please describe.**

Encouragement Bonus Points

D16. Describe any other events, programs or policies your community has to encourage and promote bicycling. (500 word limit)

Use this space to expand on answers checked above, or to describe additional encouragement efforts that have not yet been covered.

D17. If this is a renewing application, please summarize the most significant changes to your community's bicycle Encouragement efforts or investments since your last BFC application. (250 word limit)

EVALUATION & PLANNING

Staffing and Committees

E1. Is there a paid bike program manager position or similar primary point of contact for bicycling issues at your local government?

- Yes, a full-time, paid position
- Yes, a part-time, paid position (this can include a full-time employee whose job responsibilities include bicycling projects, such as an Active Transportation Manager who works on walking, biking, and transit issues.)

FAST Planning

Bicycle & Pedestrian Advisory Committee

Proposed Name Change Options

After some recent continued education in our field of transportation planning, we have been inspired to shift our Bicycle & Pedestrian Advisory Committee name to something that is more inclusive of the “non-driver” community without further contributing to the binary divide of a driver and non-driver. The following is a list of alternative committee names that could help us include more users of the non-motorized network, as well as the transit system, or other various ways of getting around the community. Please take a look at this list and use it as a guide for brainstorming, or simply identify existing options you like or love (or dislike).

ALT MAC – Alternative Modes Advisory Committee

WRAC – Walk & Ride Advisory Committee

WRAC – Walk & Roll Advisory Committee

MOAC – Mobility Options Advisory Committee

AATAC – Active & Accessible Transportation Advisory Committee

FMAC – Freedom of Mobility Advisory Committee

MMAC – Multi-modal Advisory Committee

CMAC – Choice Mobility Advisory Committee

CTAC – Choice Transportation Advisory Committee

CTAC - Choices in Transportation Advisory Committee

MPAC - Mobilizing People Advisory Committee

CMAC – Connected Mobility Advisory Committee

CTAC – Connected Transportation Advisory Committee

DMAC – Distance Mobility Advisory Committee

OAC – Options Advisory Committee

TOAC – Transportation Options Advisory Committee



Bikeways Map (Potential) Updates

- Bicycle parking
- More repair kits
- FAST Planning Repair Kits
- Bike & Ped Count Data
 - o This area lacks more helmet use than other areas. Swing by FAST Planning for a free helmet if this is you!
- Helmets
- Bike Signing and Striping Pilot Program
- Anything in line with the Bike Friendly Community Application

Sponsorships, Repair kit hosts, etc.

- Upgrades to existing repair kits; replenish patch kits, check lubricant, swap out tool ID page
- Bike racks; distribution; girls who weld program

Free Bike Valet

- Important dates
 - o MSF
 - o Tanana Valley State Fair
 - o What else?



Metropolitan Transportation Plan Update

Scope of Work – October 10, 2024

The Metropolitan Transportation Plan (MTP) is a long-range planning document that identifies the current and future needs of the multimodal transportation system and establishes policies, programs, and projects to address those needs over a 20-year planning horizon. Metropolitan Planning Organizations (MPOs) are required to develop MTPs for their Metropolitan Planning Areas (MPAs) to be eligible to receive Federal transportation funding. In air quality non-attainment/maintenance areas, such as Fairbanks and North Pole, MTPs are additionally required to be updated every four years (23 CFR 450.324). Fairbanks Area Surface Transportation (FAST) Planning last adopted an update to their MTP in March 2023. Updating an MTP typically involves an intensive 18- to 24-month process to meet the requirements of 23 CFR 450. Based on this timeline, FAST Planning is currently seeking professional services from a Consultant team to prepare the next update to the MTP for adoption by FAST Planning's Policy Board by December 2026. The effort must address the planning requirements of the Infrastructure Investment & Jobs Act (IIJA), preceding Federal transportation bills, and all other requirements described in 23 CFR 450.

Additional considerations for this MTP update will include:

- Utilizing the most recently adopted versions of FAST Planning's Public Participation Plan and Title VI Plan (December 2023)
- Utilizing the new MPA boundary resulting from the 2020 Census (November 2023)
 - Performing targeted outreach and identifying transportation needs and priorities for newly served areas of the community – Farmers Loop, Moose Creek, and Eielson Air Force Base
 - Collaborating with the Alaska Railroad Corporation to identify and address issues at road/rail crossing locations in the newly served areas
- Integrating the recommendations and implementation plans from planning efforts recently completed and currently underway with anticipated adoption dates in the coming months
 - Fairbanks North Star Borough (FNSB) Comprehensive Trails Plan (adopted June 2023)
 - FNSB Comprehensive Roads Plan (adopted April 2024)
 - FNSB Capital Improvement Program FY2023-2032
 - FNSB Eielson Air Force Base Regional Growth Plan
 - Fairbanks Downtown Plan (adopted July 2024)
 - Transit Plan Update (anticipated November 2024)
 - Coordinated Human Services Transportation Plan update (anticipated November 2024)
 - Local Electric Vehicle Infrastructure Deployment Plan (anticipated December 2024)
 - High School Access & Circulation Studies (anticipated summer 2025)
 - Complete Streets Prioritization Plan (anticipated summer 2025)
 - Bike Lane Signing & Striping Pilot Program (anticipated summer 2025)

- Upcoming Road Safety Audits performed by Alaska DOT&PF (pending start)
- Better addressing the relationship between transportation, land use, and economic development in the MTP in coordination with the FNSB Regional Comprehensive Plan update, which will be occurring simultaneously with the MTP update
- Working with and relying on the data provided by the Travel Demand Model update, which will be performed under a separate contract utilizing Replica data for mobility across all modes of transportation, economic activity, demographics, and land use
- Establishing a Steering Committee made up of local and state agency representatives and other relevant stakeholders to have representation for all modes of transportation, economic development, tourism, public safety/emergency services, military, hospitals, schools, housing/real estate, individuals with mobility impairments, seniors, and transportation disadvantaged populations
- Developing more comprehensive Project Screening Criteria that considers:
 - Linking investments with Transportation Performance Measures & Targets for Safety, Pavement & Bridge Condition, Travel Time Reliability, and On-road Mobile Source Emissions
 - Prioritizing investments towards Exempt projects (40 CFR 93.126-128) with the current restrictions in place under the air quality Conformity Freeze and potential risk for future highway sanctions
 - Land use, housing coordination, and economic development
 - Equitable investments for areas of the community that have traditionally underserved populations and transportation stakeholders
 - Climate change and resiliency of the transportation network
 - Needs for all users of the multimodal transportation network
- Participating in the MTP's Air Quality Conformity Analysis and Interagency Consultation process, which will be performed under a separate contract with the State's consultant team working on the PM2.5 Non-Attainment Area implementation plan
- Addressing deficiencies noted by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in January 2023 for the last MTP update to be resolved in the next MTP update
 - Provide a narrative documenting the 3C planning process to tie together all the work outlined in the Technical Memorandums to show how the transportation planning process was coordinated [23 CFR 450.300e(a) and 23 CFR 450.324(a) & (b)]
 - Provide a narrative documenting how projects in the MTP support Transportation Performance Management and Performance Based Planning & Programming [23 CFR 450.324(f)]
 - Provide a narrative documenting the process used during the MTP development for coordination with Federal Land Management Agencies and consultation with Tribal entities [23 CFR 450.450.316 (b) & (c)]
 - Provide a narrative documenting how the MTP considered the new IJA considerations for Housing Coordination and Complete Streets into the project selection process [23 CFR 450.306(b)]
 - Provide a narrative of strategies to support the Environmental Mitigation activities provided in the MTP [23 CFR 450.324(f)(10)]

- Ensure efforts during development of the MTP include outreach to traditionally underserved populations and transportation stakeholders, and provide an analysis to address the identified impacts and benefits to Environmental Justice (EJ) populations in coordination with FAST Planning’s updated Title VI Plan

The draft MTP will be released for a 30- or 45-day public comment period. Once public comments are resolved, and an air quality conformity determination is made, the final MTP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of adoption. Following adoption, the final MTP will be transmitted to FHWA and FTA for approval. Based on the adoption and approval date of the current MTP, it is desired that the updated MTP be adopted and approved by December 2026.

The scope of work for completing the MTP Update includes the following tasks:

Task 1 – Project Management

Project management will be a shared responsibility between FAST Planning’s Executive Director and the Consultant’s Project Manager. These individuals will work closely to provide adequate direction so all aspects of the project are completed in accordance with the scope of work, schedule, budget, and to the satisfaction of FAST Planning. The Alaska Department of Transportation & Public Facilities (DOT&PF) will serve in a contract management role that includes the execution of the contract, and management of amendments, notices to proceed, invoice payments, and compliance with Federal requirements.

Deliverables – Project Management Plan

Task 2 – Public & Agency Involvement

FAST Planning’s Steering Committee will serve as the primary group for the Consultant to present, discuss, and receive input throughout the MTP update process. Regular communications shall also be provided to the Technical Committee and Policy Board at their monthly meetings, including but not limited to review and endorsement of the following:

- a. MTP Vision, Goals, & Objectives
- b. Existing Conditions & System Performance
- c. Policy Assessment
- d. Needs Analysis & Scenario Planning
- e. Alternatives Analysis & Implementation Plan

The public and identified stakeholder groups shall also remain engaged throughout the development of the MTP update in accordance with FAST Planning’s Public Participation Plan and Title VI Plan. At a minimum, engagement with the public, committees, and stakeholder groups is expected to consist of the following:

- a. Project webpage hosted on FAST Planning’s website, including an interactive map for public comments
- b. Online public survey of existing conditions and users of the network, transportation option preferences and obstacles, and desires/needs
- c. Online public noticing and social media posts and promotion
- d. Public Open House Events (X2) – in person

- e. Steering Committee Meetings (X6) – in person
- f. Work Sessions with the Bicycle & Pedestrian Advisory Committee, Project Enhancement Committee, Seasonal Mobility Task Force, and Fairbanks North Star Borough (FNSB) Planning Commission (X1 each) – in person or virtual
- g. Needs Analysis & Scenario Planning Charrette (X1) – in person
- h. Technical Committee Meetings (X6) – in person or virtual
- i. Policy Board Meetings (X6) – in person or virtual

Deliverables – Public Involvement Plan; Meeting Notes for Steering Committee Meetings, Work Sessions, & Charrette; Public Comment Summaries for Open House Events; Compiled Public Survey Results; Public/Agency/Stakeholder Engagement Summary for MTP; Comment & Response Summary for MTP’s 30/45-day Public Comment Period

Task 3 – Vision, Goals, & Objectives

The Consultant will work with the Steering Committee to review and update the Vision, Goals, and Objectives outlined in the current MTP to guide development of the plan update. The Goals and Objectives should cross reference and integrate the federal planning factors and key performance measures listed in the current transportation bill (IIJA), preceding Federal transportation bills, and next transportation bill/reauthorization if passed by Congress during development of the plan update. This effort should also include an in-depth review of the policy, programmatic, and infrastructure improvements recommended in the current plan to determine which remain relevant based on their completion status and any changes to the Vision, Goals, and Objectives. Consideration should also be given to alignment of the Vision, Goals, and Objectives with those of the FNSB Regional Comprehensive Plan update.

Deliverables – Statement of New Vision, Goals, & Objectives

Task 4 – Existing Conditions & System Performance

FAST Planning, in coordination with the Alaska DOT&PF and FNSB, will provide the Consultant with a summary of projects constructed since adoption of the current MTP, current traffic data, most recent 5-year crash data, transit ridership data, pedestrian and bicycle count data, current projects in the MTP, and the latest Travel Demand Model of the existing transportation network. Population, employment, development, and land use assumptions over a 20-year planning horizon (to 2050) will be updated and included in the model. The Consultant should use this data and the Travel Demand Model to complete an updated assessment of the existing transportation network conditions and progress made towards achievement of performance measure targets, including deficiencies and a gap analysis for vehicle traffic, transit, bicyclists and pedestrians, rail, freight movement, and safety. System performance should include a Level of Service (LOS) Analysis as a baseline analysis, but other methods of analysis should also be proposed in addition to LOS.

The Consultant will prepare a technical memorandum on Existing Conditions and System Performance that should include maps and graphics to summarize the findings for review and discussion with the Steering Committee, Technical Committee, and Policy Board.

Deliverables – Draft & Final Technical Memorandum on Existing Conditions & System Performance

Task 5 – Policy Assessment

Changes in Federal requirements and advancements in transportation planning and engineering create the need for a policy assessment to identify areas of adaptation and refinement. The Consultant will complete a review of existing state and regional transportation policies, particularly those related to the provision of transportation facilities and services in the MPA. In addition, Federal policy guidance and requirements will be reviewed to ensure consistency and timely integration of relevant advancements. Of particular interest is the continuing emphasis on delivering and maintaining a multimodal transportation system with viable travel options to serve multiple trip types, as well as advancements in the areas of livability, equity, context sensitive solutions, complete streets, and mobility technologies. To support this system, the plan should also investigate innovative maintenance arrangements and prioritization methods to improve the operation and service levels of the transportation system.

The Consultant will prepare an assessment summary and present the findings to the Steering Committee for discussion to determine specific policy components to address. Policy adaptations/refinements will be drafted, discussed with the Technical Committee and Policy Board, and carried through the needs analysis, alternatives analysis, and implementation plan development for integration into the updated MTP.

Deliverables – Draft & Final Technical Memorandum on Policy Assessment & Recommendations

Task 6 – Needs Analysis & Scenario Planning

Building on the work completed under Task 4, the Consultant will use future, 20-year traffic projections (to 2050) and the calibrated Travel Demand Model to complete an assessment of future transportation network conditions, including deficiencies for vehicle traffic on network segments and intersections that are projected to exhibit poor LOS. The needs analysis for transit will be based on the latest FNSB transit plans and interviews with MACS Transit staff. The needs analysis for bicyclists and pedestrians, rail, and freight movement will be based on the recent planning studies found on FAST Planning’s website under ‘Supplemental’ and ‘Other’ Plans and Replica data. The Consultant should use an integrated systems approach to establish the appropriate role and level of infrastructure for all modes. FAST Planning and the Alaska DOT&PF will concurrently assist the Consultant with preparing an estimate of future revenues and expenditures in 5-year increments as a benchmark for network investments to resolve the deficiencies identified in the needs analyses.

At this stage of the planning effort, input from the Steering Committee, public, stakeholder groups, and standing FAST Planning Committees will be critical to the identification and confirmation of these needs. The Consultant will work with FAST Planning to develop a project webpage on FAST Planning’s website with an interactive map for comment and online public survey, host the first public open house event, provide a presentation to the FNSB Planning Commission, and conduct a charrette for Steering Committee and standing FAST Planning Committee members. The charrette should focus on scenario planning that test two future alternatives for land use/development, fiscally-constrained transportation infrastructure investments, and operational and management strategies (including safety, efficiency, reliability, system preservation, and maintenance) to meet the needs identified. The two alternatives are envisioned to be ‘steady, slow population growth’ and ‘steady, slow population decline.’ The

Consultant will then complete a network-level assessment of the benefits and impacts and each scenario, including modeling shifts in travel demand in coordination with the Alaska DOT&PF and FNSB.

At the conclusion of this process, the Consultant will prepare a technical memorandum of the scenario planning effort in coordination with the needs analyses for presentation and discussion with the Technical Committee and Policy Board to select a preferred scenario to further refine alternatives that address the transportation needs of the community.

Deliverables – Draft & Final Technical Memorandum on Needs Analysis and outcome of Charette

Task 7 – Alternatives Analysis & Implementation Plan

Based on the preferred scenario identified under Task 6, the Consultant will develop alternatives for transportation infrastructure investments and operational and management strategies that address the current and future transportation needs for an integrated, safe, and efficient multimodal transportation system. This effort will rely heavily on interactive brainstorming and strategizing with the responsible and affected agencies and key stakeholders serving on the Steering Committee.

Once the alternatives are developed, the Consultant will develop a screening process like the process used for the existing MTP that relies on a qualitative assessment and comparative analysis of the alternatives in a matrix to measure and compare their effectiveness. The Consultant will then work closely with the Alaska DOT&PF to identify Travel Demand Model runs to test the performance of the alternatives, including air quality model outputs for Interagency Consultation. Selection of the most feasible/preferred alternative will be made with input and support from the Steering Committee. The Alaska DOT&PF will then prepare a “preferred plan” model run to provide the Consultant with the necessary model output to perform the final assessment and confirm it addresses the current and future transportation needs at an acceptable level within established Federal standards.

The Consultant, in close coordination with FAST Planning and Alaska DOT&PF staff, will formulate the recommendations into an implementation plan that spans three periods of time – 0-5 years (short range), 6-10 years (medium range), 11+ years (long range). The phasing of the transportation infrastructure investments and operational and management strategies will be based on a number of factors, including but not limited to, fiscal constraint of expected revenues, benefits, costs, environmental/right-of-way issues, safety, air quality, and importance to the public, stakeholders, FAST Planning Committees, and Policy Board. All project cost estimates will be prepared and provided by the Alaska DOT&PF to assist with development of this implementation plan.

Upon completion of this task, the Consultant will prepare an updated MTP document for presentation and review by the Steering Committee, Technical Committee, and Policy Board. The technical memoranda prepared for the plan will be included as appendices to the document. Once all bodies have provided comments, and their comments have been resolved, the draft document will be issued for 30/45-day public review. A second public open house event will be held to obtain public comment on the plan update. Following conclusion of the public comment period, a comment resolution matrix will be prepared, and the plan will be revised based on those comments. After all comments are resolved and an air quality conformity determination is made, the final plan will then be returned to the Technical Committee for a recommendation to the Policy Board for adoption.

Deliverables – Preliminary Draft, Public Review Draft, and Final MTP (including Appendices)