



## 🚲 BICYCLE & PEDESTRIAN ADVISORY COMMITTEE 🚲

### Meeting Agenda

Thursday, June 26th, 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](http://www.fastplanning.us/keepup/zoom)

Zoom Meeting Phone Number: 1 (253) 215-8782, enter Webinar ID: 815-4318-0897

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of Thursday June 26, 2025 Agenda
4. Approval of April 26, 2025 Meeting Minutes
5. Staff/Working Group/Chair Report
6. **Bike Friendly FBX Updates**
7. Public Comment Period
8. Old Business
  - a. Bicycle & Pedestrian Advisory Committee Name Change (Action Item)
    - 🚲 Back to the drawing board
  - b. Bike Lane Signing & Striping Pilot Program
    - 🚲 It's here! Now what?
  - c. Alaska Walkability Action Institute (AWAI) Draft Action Plan
9. New Business
  - a. BPAC Non-Motorized Project Nominations/Prioritizations
    - 🚲 Potential Work Session item
  - b. Statewide CMAQ Funds Projects (Ivet Hall, Alaska DOT&PF)
10. Informational Items
11. Other Issues
12. Committee Member Comments
13. Adjournment

Next Scheduled Meeting: Thursday, August 28<sup>th</sup>, 2025 | 5:00 – 7:00 P.M.



## **BICYCLE & PEDESTRIAN/ADVISORY COMMITTEE**

### **Meeting Minutes**

**April 24, 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: 835-3811-2473

#### **1. Call to Order**

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

#### **2. Introduction of Members and Attendees**

-  \*Susan Bissell (absent)
-  \*Ron Davis
-  \*\*Corey DiRutigliano (absent)
-  \*\*Jackson Fox
-  \*Matt Layral
-  \*\*Olivia Lunsford, **Vice Chair**
-  \*Travis Naibert
-  \*Jim Richardson
-  \*Kim Streeer, **Chair**
-  \*\*Deborah Todd (absent)
-  \*Larry Zervos
-  Phoebe Bredlie
-  Gordon Dufseth
-  Donald Galligan
-  Ivet Hall
-  Steve Horsfield

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

#### **3. Approval of the April 24, 2025, Agenda**

**Motion:** To approve the April 24, 2025 Agenda. (Layral/Richardson).

**Discussion:** No discussion.

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

#### **4. Approval of the March 27, 2025 Meeting Minutes**

**Motion:** To approve the March 27, 2025 Meeting Minutes. (Zervos/Richardson).

**Discussion:** No discussion.


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

#### **5. Staff/Working Group/Chair Report**

##### **a. Staff Report**

 At the **April 16, 2025** meeting, the Policy Board:

 Approved the Peede/Nordale Roundabout project design to move forward.

 Approved deobligating the funding for Pearl Creek Elementary School Access project and putting that funding towards other approved projects in the TIP.

- ☰ There will be a memorial bike ride starting at the end of the GARS intersection on Saturday, May 10, 2025 at 10 am to dedicate the Matt Glover bike path.

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

- ☰ No public comment.

## 7. Old Business

### a. Bicycle Friendly Community Application

#### ☰ *Status Update, Schedule and Recommendations, Collaborations*

Ms. Lunsford explained that the Bicycle Friendly Community application is almost complete. An email link to the draft application package will be sent to everyone to review and comment on before it is submitted.

### b. Bicycle & Pedestrian Advisory Committee Name Change Update

#### ☰ *Awaiting Technical Committee and Policy Board Discussion and Approval*

The name change action item will be submitted to the Technical Committee and Policy Board for approval in May.

### c. Bike Friendly FBX Program

#### ☰ *Annual Bike & Ped Counts, Bike to Work Week, Maps*

##### ☰ **Did You Bike Here?**

There is a raffle drawing happening at the Co Op right now. Every time you bike to the Co Op you can enter your name in a drawing to attend Simon Rakower's Bicycle Maintenance Class starting May 8, 2025. The drawing is at the end of April.

##### ☰ **Bike Friendly FBX Partnership Buy-In**

This was formerly called the Bikeways Map Sponsorship Program. The Bikeways Map is a component of that program. It is a flat-rate buy-in cost. All bike repair kit hosts have renewed their subscription this year. We are on track with sponsors and will be able to order 7,000 bikeways maps again this year. The map legend will change to list all the businesses and how they contribute to the program as well as their logos. Public restroom and water bottle fill locations were added to the map as well. A draft version of the map should be sent to be printed the first or second week of May.

##### ☰ **Bike to Work Week**

FAST Planning is collaborating with Borough Parks and Recreation this year to staff tables at several locations to hand out snacks to people who are biking commuting. Members discussed whether Wednesday or Friday of the Bike to Work Week would work best to staff tables and what time of day would be optimal.

## 8. New Business

### a. Sheep Creek Extension/Parks Highway Intersection

Ivet Hall of Alaska DOT&PF provided an update for the project and answered questions. Kinney Engineering is the consultant for the project.

### b. Alaska Walkability Action Institute (AWAI)

Ms. Lunsford explained that the National Association of Chronic Disease in Anchorage acquired a grant to bring the Walkability Action Institute to the state of Alaska. Over the course of a week and a half, several communities formed teams. Fairbanks formed a team that includes Olivia Lunsford, FAST Planning; Randi Bailey, DOT&PF, representing transportation; Erin Worley, a public health nurse; and Sue Sprinkle an elected official with the City of Fairbanks. The Grant covers training and travel to training on what it means to be a Walkability Action Institute community. This will help the team get recommendations for

how to provide safe access to various places in the community. The information will be forwarded to members.

**c. Committee Meeting Frequency (Action Item)**

Ms. Lunsford proposed that the Committee change the meetings to every other month rather than monthly and have work sessions as needed.

**Motion:** To change the Committee meeting frequency to every other month with opportunity to have work sessions as needed for project presentations, design reviews, and scoring activities. (Richardson/Layral).

**Discussion:**

**Mr. Fox** explained that they would put together a schedule for the six meetings.


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

**9. Informational Items**


**a. Literature Review**

The May literature review will be postponed to the June meeting.

**10. Other Issues**

 No other issues.

**11. Committee Member Comments**

 **Mr. Richardson** commented that he would like to see a program to put covers on the bicycle racks.

**12. Adjournment**

**Motion to Adjourn:** (Layral/Zervos). The meeting was adjourned at **6:49 p.m.** \*No meeting is scheduled for May 2025 due to Bike Month. The next meeting is **Thursday, June 26, 2025.**

**Approved:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Kim Streeter, Chair**  
**FAST Planning BPAC**



## TECHNICAL COMMITTEE

### Action Items

05.07.2025

**Motion:** To recommend to the Policy Board to approve the changes as presented in this document [FAST Planning Bylaws]. (Pristash/Rogers).

**Amendment:** Under Article VII, Section 5, change the language to read, "Committee chairs will come from the Committee membership with the exception of the Technical Committee." (Pristash/Ringstad). Four in favor. (Netardus, Pristash, Rogers, Stumpf). Seven opposed. (Czarnecki, Dueber, Hoke, Nelson, Ringstad, Spillman, Theurich). Motion failed.

**Amendment:** To change the title of Article VII from "Committees" to "Other Standing and Ad Hoc Committees, excluding the Technical Committee." (Spillman/Nelson). None opposed. Approved.

**Amendment:** Under Article V, Section 3, change the language to read "The length of the general public comment period and public comment period on each action item will be five minutes per speaker." (Spillman/Ringstad). None opposed. Approved.

**Amendment:** To support adding Section 10 that keeps proxies [for the Technical Committee]. (Czarnecki/Netardus). Eleven in favor. One opposed. (Pristash). Approved.

**Amendment:** Under Article 8, Section 16, change the language to read "Any seat that has not been filled for nine consecutive months shall be reviewed by the Policy Board to consider an alternative member or removal from Technical Committee membership." (Spillman/Rogers). Eleven in favor. One opposed. (Netardus). Approved.

**Amendment:** To have the AICP [American Institute of Certified Planners] Code of Ethics & Professional Conduct remain in the Bylaws but also keeping the addition [paragraph from Mayor Pruhs and Council Member Cleworth] under that in Section 1 of Article X. (Spillman/Nelson). None opposed. Approved.

**Amended Motion:** To recommend to the Policy Board to approve the changes as presented in this document [FAST Planning Bylaws] and:

- Change the title of Article VII from “Committees” to “Other Standing and Ad Hoc Committees, excluding the Technical Committee.”
- Under Article V, Section 3, change the language to read “The length of the general public comment period and public comment period on each action item will be five minutes per speaker.”
- Support adding Section 10 that keeps proxies [for the Technical Committee].
- Under Article 8, Section 16, change the language to read “Any seat that has not been filled for nine consecutive months shall be reviewed by the Policy Board to consider an alternative member or removal from Technical Committee membership.”
- Have the AICP [American Institute of Certified Planners] Code of Ethics & Professional Conduct remain in the Bylaws but also keeping the addition [paragraph from Mayor Pruhs and Council Member Cleworth] under that in Section 1 of Article X.

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

**Motion:** To approve the letter [to U.S. EPA & Congressional Delegation on Transportation Sanctions in the Clean Air Act] and send it to the Policy Board. (Czarnecki/Pristash). None opposed. Approved.

**Motion:** To recommend to the Policy Board to approve the changes made by Bicycle & Pedestrian Advisory Committee to their Roles & Responsibilities. (Nelson/Pristash).

**Amendment:** To not change the name [of the Bicycle & Pedestrian Advisory Committee]. (Rogers/Spillman). None opposed. Approved.

**Amendment:** To make the four additional seats non-voting, ex-officio members. (Spillman/Pristash). None opposed. Approved.

**Amended Motion:** To recommend to the Policy Board to approve the changes made by Bicycle & Pedestrian Advisory Committee to their Roles & Responsibilities, not change the name [of the Bicycle & Pedestrian Advisory Committee], and make the four additional seats non-voting, ex-officio members. None opposed. Approved.

  
 Jackson C. Fox  
 Chair, Technical Committee

5/8/2025  
 Date



## ≡ POLICY BOARD ≡

### Action Items

05.21.2025

**Motion:** That Jackson Fox sign and authorize the audit and the Tax Return Form 990. (Hopkins/Crass). None opposed. Approved.

**Motion:** To approve FAST Planning Policy Board Bylaws as presented by Jackson Fox. (Pruhs/Crass).

**Amendment:** Under Article II [Members & Officers], Section 1, change the language to read "...the Northern Region Director of the State of Alaska Department of Transportation & Public Facilities or the Commissioner's designee, the Fairbanks North Star Borough Mayor or their designee, the City of Fairbanks Mayor or their designee, the City of North Pole Mayor or their designee..." (Hopkins/Pruhs).

**Amendment to Amendment:** To strike the designee language for the three Mayors and leave only the designee ability for the DOT [Department of Transportation]. (Crass/Pruhs). None opposed. Approved.

**Amended Amendment:** Under Article II, Section 1, change the language to read "...the Northern Region Director of the State of Alaska Department of Transportation & Public Facilities or the Commissioner's designee..." None opposed. Approved.

**Amendment:** To strike Section 5 under Article VII - "Committee Chairs will come from Committee membership." (Crass/Hopkins). Three in favor. (Crass, Hopkins, Olds). Three opposed. (Cleworth, Pruhs, Terch). Motion failed.

**Amendment:** To strike in its entirety Section 10 under Article VIII [proxies for Technical Committee]. (Pruhs/Hopkins). Three in favor. (Cleworth, Pruhs, Terch). Three opposed. (Crass, Hopkins, Olds). Motion failed.

**Amendment:** To strike in its entirety Section 1 under Article X [Policy Board Code of Ethics] and adopt "FAST Planning and its members are required to follow AS 44.62.310 and the FAST Planning Bylaws. Members must adhere to confidentiality requirements and Conflict of Interest rules. Board and Committee members must engage in a civil discourse at all times and treat members of the general public and each other with proper respect." (Hopkins/Pruhs). Five in favor. One opposed. (Crass). Approved.

**Amended Motion:** To approve FAST Planning Policy Board Bylaws as presented by Jackson Fox; under Article II, Section 1, change the language to read "...the Northern Region Director of the State of Alaska Department of Transportation & Public Facilities or the Commissioner's designee..."; and to strike in its entirety Section 1 under Article X [Policy Board Code of Ethics] and adopt "FAST Planning and its members are required to follow AS 44.62.310 and the FAST Planning Bylaws. Members must adhere to confidentiality requirements and Conflict of Interest rules. Board and Committee members must engage in a civil discourse at all times and treat members of the general public and each other with proper respect." None opposed. Approved.

**Motion:** To approve the letter [to U.S. EPA & Congressional Delegation on Penalties in the Clean Air Act] as presented. (Crass/Hopkins). None opposed. Approved.

**Motion:** To split out the West Tanana Drive and the 8<sup>th</sup> Avenue projects from the FFY25 [FAST Improvement Program] priorities and allow those to move forward at an expedited fashion if our funding allows. (Hopkins/Pruhs). None opposed. Approved.

  
\_\_\_\_\_  
**Jerry Cleworth, Chair**  
**FAST Planning Policy Board**

*5-22-25*  
\_\_\_\_\_  
Date



**TECHNICAL COMMITTEE**

**Action Items**

**06.04.2025**

**Motion:** To advance the letter [to Governor Dunleavy supporting the continuation of the Roads and Highways Advisory Board] to the Policy Board. (Pristash/Rogers). None opposed. Three abstentions. (Nelson, Netardus, Weinberger). Approved.

**Motion:** To add \$100,000 in Phase 2 [design] funding for the Yankovich/Miller Hill Road Reconstruction project. (Netardus/Pristash). None opposed. Approved.

**Motion:** To recommend to the Policy Board to approve TIP [Transportation Improvement Program] Administrative Modification #6. (Pristash/Rogers). None opposed. Approved.

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

Date



## ❖ POLICY BOARD ❖

### Action Items

06.18.2025

**Motion:** To approve TIP [Transportation Improvement Program] Administrative Modification #6. (Crass/Terch).

**Amendment:** To amend the motion to include DOT's request to include the Parks Highway resurfacing project as requested in the email from June 17. (Hopkins/Crass). None opposed. Approved.

**Amended Motion:** To approve TIP Administrative Modification #6 and include DOT's request to include the Parks Highway resurfacing project as requested in the email from June 17. None opposed. Approved.

**Motion:** To have Mr. Fox sign the letter to Governor Dunleavy supporting the continuation of the Roads & Highways Advisory Board. (Crass/Hopkins).

**Amendment:** To remove bullets #2 and #3 (Little/Crass). Five in Favor. One Opposed. (Hopkins). Approved.

**Amendment:** To add new bullet for the recent concerns over the State match shortage for the STIP [Statewide Transportation Improvement Program]. (Terch/Hopkins). None opposed. Approved.

**Amendment:** In the last sentence of the second paragraph add a period after the word 'work' and a new sentence 'We acknowledge the State's budget limitations and would recommend that this important committee [Board] be allowed to meet virtually to offset travel costs.' (Cleworth/Terch).

*Mr. Crass asked the vote on the amendment carry the main motion. None opposed.*

**Amended Motion:** To have Mr. Fox sign the letter to Governor Dunleavy supporting the continuation of the Roads & Highways Advisory Board, remove bullets #2 and #3, and in the last sentence of the second paragraph add a period after the word 'work' and a new sentence 'We acknowledge the State's budget limitations and would recommend that this important Board be allowed to meet virtually to offset travel costs.' Four in favor. Two abstentions. (Little, Olds). Approved.

Jerry Cleworth, Chair  
FAST Planning Policy Board

6-19-25

Date

# FAST Planning

## Walk & Roll~~Bicycle & Pedestrian~~ Advisory Committee

### Roles & Responsibilities

#### Authority

The Walk & Roll Advisory Committee (WRAC)~~BPAC will be~~ was established and its representation ratified by the FAST Planning Policy Board (PB) in 2017.

#### Vision

The ~~BPAC~~WRAC will bring resources and attention to all on-active transportation modes other than single-occupancy vehicle use, including but not limited to walking, bicycling, micromobility (i.e. e-bikes, scooters, etc.), public transportation (i.e. transit, school buses, etc.), senior/human services transportation, and mobility for people with disabilities to better serve these user groups~~bicycle and pedestrian transportation, health, safety, educational opportunities and recreational use on eligible multimodal facilities~~ in the FAST Planning Area.

#### Purpose

The ~~BPAC~~WRAC will advise the Technical Committee (TC) on issues ~~that bicyclists and pedestrian~~these user groups face as well as give insight to how better serve those users.

#### Roles and Responsibilities

- ~~Maintain~~Be ~~involved~~ment with applicable FAST Planning plans and policies as they are being produced or updated, such as the Metropolitan Transportation Plan, Non-Motorized Transportation Plan, Transit Plan, Coordinated Human Services Transportation Plan, Road Safety Audits, Safe Routes to School Reports and the Complete Streets Policy
- Assist in public outreach and education regarding ~~bicycle and pedestrian~~user group related topics
- Advise the TC on project-specific opportunities as they are developed and nominated
- Advise the TC on current deficiencies and future network needs
- Advise the TC on innovation, safety and best practices ~~of the bike and pedestrian~~for the ~~users~~groups
- Establish and maintain communication with similar ~~groups~~committees and organizations and interested users

#### Representatives

Committee Members selected must have an interest in non-motorized transportation. Nominations shall be made as follows:

- City of Fairbanks (x2)
- City of North Pole (x1)
- Fairbanks North Star Borough (x2)
- State of Alaska (x2)

- FAST Planning Executive Director (x2)

#### Ex Officio, Non-Noting Members

- Law Enforcement (x1)
- School District (x1)
- Transit (x1)
- People with Disabilities (x1)

Persons Nominations do not have to reside within the geographic boundary of the nominating agency. ~~All names of the appointed members shall be submitted to the PB chair for approval by the PB.~~ Representatives of TC and PB will be non-voting members. Committee members shall serve at the pleasure of the seat sponsor and can be removed with a 30-day notice from the sponsor agency.

#### Terms

Representatives shall commit to a term of at least one year.

#### Meetings and Duration

The WRAC will meet every other month with opportunity to have work sessions as needed for project presentations, design reviews, and scoring activities. ~~To meet monthly, the standing of the BPAC will be under review of the TC and PB at the start of each fiscal year.~~ Special meetings for action items may be held upon the Chair's request.

**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\***

- This is the FAST Planning staff pick.

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



# Finding Space

A Pilot Project for Bike Lanes in Fairbanks

*A community-driven effort to improve  
safety and accessibility for all road users.*

June 19, 2025

**How did we get here?**

# FMATS NON-MOTORIZED TRANSPORTATION PLAN

March 2012



## 2012

The establishment of a bicycle network was placed as the first of several recommendations in the Fairbanks Metropolitan Area Transportation System (FMATS) [Non-Motorized Transportation Plan \(NMP\)](#).

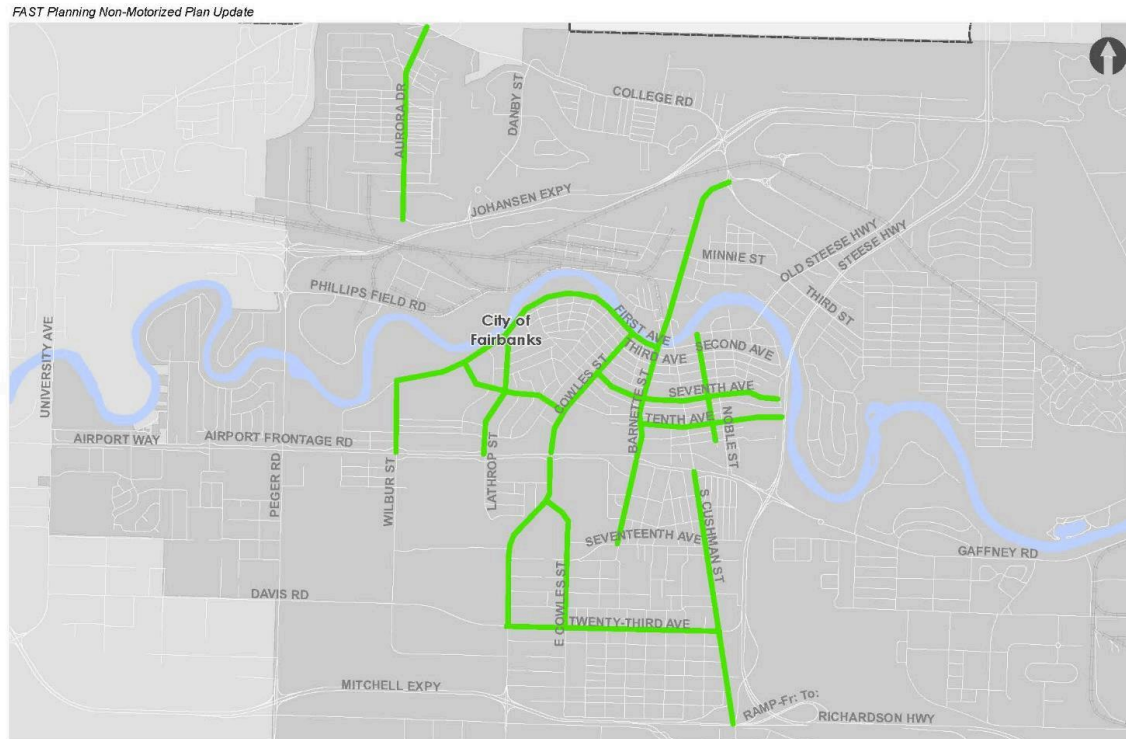
This NMP was stood up on the foundation that the 1989 Fairbanks North Star Borough Bike Plan built.

## **2019**

City of Fairbanks submitted a project nomination form to the MPO funding program known as "TIP" to secure funds for the Bike Lane Signing & Striping Project.

Amongst the Technical Committee, this project ranked the highest of the three proposed for Non-motorized Projects.

The project was added to the FFY19-23 TIP with a \$2 million estimated cost for future design/construction.



Candidate Bike Lanes  
Fairbanks Region, Alaska

Figure  
1



## 2021

After its transition from FMATS to Fairbanks Area Surface Transportation (FAST) Planning, the Metropolitan Planning Organization (MPO) opted to update the nearly decade-old NMP.

Connect Fairbanks was soon adopted in May 2021 as the new NMP to serve as a guiding document for inclusive transportation planning throughout the MPO's planning area.



**CONNECT FAIRBANKS**

Finding you more ways to reach your destination



The local consultant on the project reviewed the central bike network that was proposed in 2012 and later added to the TIP as a project. They assessed the network's feasibility with the current physical conditions of the streets.

Candidate bike lanes were proposed.



Date: September 29, 2022  
To: **FAST Planning Technical Committee & Policy Board**  
From: FAST Planning Bicycle & Pedestrian Advisory Committee  
Subject: **Letter of Support for Bike Lane Signing & Striping Project**

Fellow Board & Committee members,

The Bicycle & Pedestrian Advisory Committee would like to express our support for the "Bike Lane Signing & Striping" project to be included in the FFY2023-27 Transportation Improvement Program (TIP). This project was originally identified in the 2012 Non-Motorized Transportation Plan for the Fairbanks area. It was later nominated by the City of Fairbanks in late 2018 to be funded in the FFY2019-23 TIP. The project ranked #1 among all the non-motorized project nominations, however, was only included as an "illustrative" project due to eligibility concerns with the intended seasonal nature of the bike lanes (i.e. may not be available for use in winter). These concerns have since been resolved and the project has been vetted by the Federal Highway Administration as documented in the 2021 Non-Motorized Plan Update.

The Bike Lane Signing & Striping project remains the #1 ranked non-motorized project that still awaits funding in the TIP. The City of Fairbanks and Alaska Department of Transportation & Public Facilities revisited the scope of this project in August 2022 and would like to proceed with a pilot network of bike lanes for the FFY2023-27 TIP. This would reduce the cost of the project from \$2 million to \$500,000 and provide opportunity to collect public feedback, evaluate maintenance efforts, and learn about any operational issues, particularly at intersections. The Bicycle & Pedestrian Advisory Committee supports this course of action and hopes to see this pilot project funded in the new TIP. Thank you in advance for your consideration of providing funding for this non-motorized project.

Sincerely,

**Olivia Lunsford, Vice Chair**  
Bicycle & Pedestrian Advisory Committee

100 CUSHMAN STREET, SUITE 205 | FAIRBANKS, ALASKA 99701 | [www.fastplanning.us](http://www.fastplanning.us)

**FALL 2022**

During a routine TIP Administrative Modification in September 2022, The City of Fairbanks requested to reduce the scope of the proposed project to a "Pilot Project," thereby also reducing the requested funding amount of \$2 million to \$500,000.

In an effort to ensure the Bike Lane Signing and Striping Project remained a priority in funding program, the FAST Planning Bicycle and Pedestrian Advisory Committee (BPAC) issued a Letter of Support to FAST Planning decision-makers.

### Effort Overview

This project is the first step in establishing a greater community dedicated bike network. Starting with approximately 8 streets and 6 miles of demarcated bike corridor, the primary aim of this Phase 1 is to identify a range of road conditions onto which a variety of signaling options can be tested. After approximately a 1-year trial period, during which feedback is gathered continually, a debrief and plan for Phase 2 will be established.

### Challenges

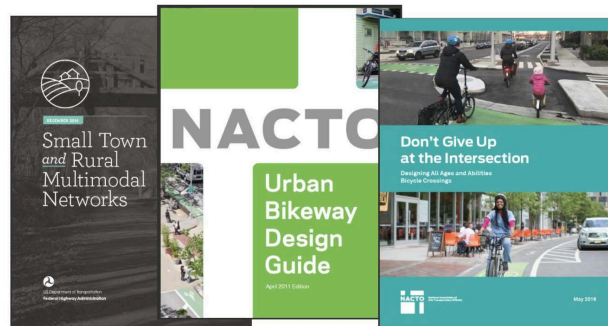
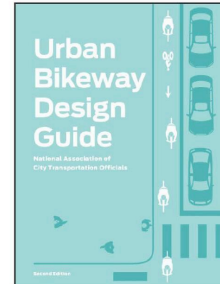
- ◊ Consider year-round functionality for all users
- ◊ Trade-offs between on-street parking and bike lanes
- ◊ Snow storage, what happens during phased snow clearing

### Phase 1 Pilot Design Criteria

- ◊ Phase 1 explore various cross sections and lane types
- ◊ Traffic marking paint and striping exercise only
- ◊ No modifications to physical road geometry;
- ◊ Considerations for temporary candles, cones, tabs or rubber curb blocks in summer?

### Goals

- ◊ Safe transit for all users now cohabitating road bed
- ◊ Safe and intuitive navigation and transitions
- ◊ Resilient
- ◊ Practical installation and maintenance
- ◊ Logical termini, transition to existing surface transport



Reference manuals and guides relevant to this project effort

## FALL 2022

The BPAC discussed a smaller network at their next meeting. The minutes from October 20, 2022 note that the BPAC had requested to offer the City of Fairbanks with a compilation of recommendations for the network.

At the advice of FAST Planning's Executive Director, the BPAC then stood up a Working Group for the project in November of

2022.

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

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

**Challenges**

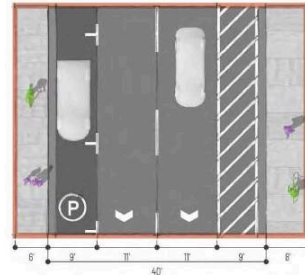
- High volume road
- Variable corridor widths
- Intermittent on-street parking
- Short blocks, many cross streets
- Inlaid methyl methacrylate road markings
- 2-Way Separated Bike lane start and stop points

**Goals**

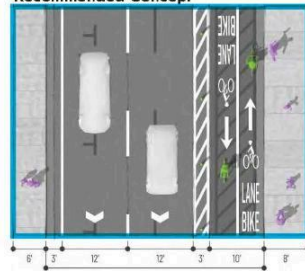
- Create consistency in bike lane treatment
- Provide safe separation for bikes from vehicles
- Promote safe travel speeds for all users



**Existing - North**

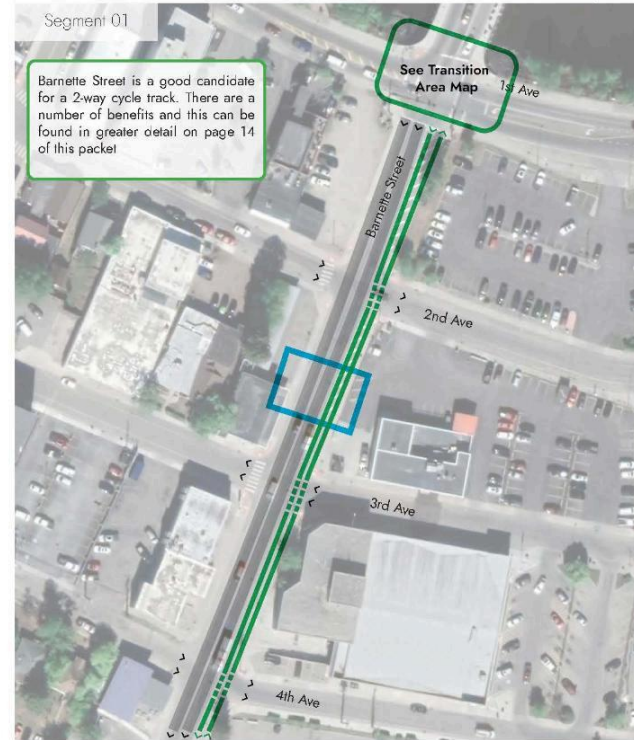


**Recommended Concept**



Bike and Pedestrian Advisory Committee  
FAST Planning

**Barnette Street**  
Project Maps



\*Project Note: Best efforts were made to reproduce on-street conditions. However, as there is no digital data for on-street conditions, ground truthing should occur to ensure accuracy.

<b>Map Key</b>	Vehicle Lane	Bicycle Lane
Vehicle Center Lane	Shared Use Path	
Sharrow Right of Way	Direction of Travel	

March 10, 2023  
Sheet 02-01

\*Bicycle lane markings are diagrams only in nature, see Recommended Concept diagram for proposed corridor striping style.

**SPRING 2023**

Eventually, the BPAC agreed on a **design concept** and on March 7th, 2023, officially passed their recommendations onto The City of Fairbanks.





## **FALL 2023**

The City of Fairbanks came back to the BPAC in October of 2023 with their revisions to both the network and the treatments for the Pilot Project.





## **MARCH 2024**

On March 11, 2024, The City of Fairbanks Council passed [Resolution NO. 5109, As Amended](#), to authorize "the Mayor to participate in the Bike Lane Signing and Striping Transportation Improvement Project".

### **Fairbanks City Council shifts bike lane pr...**

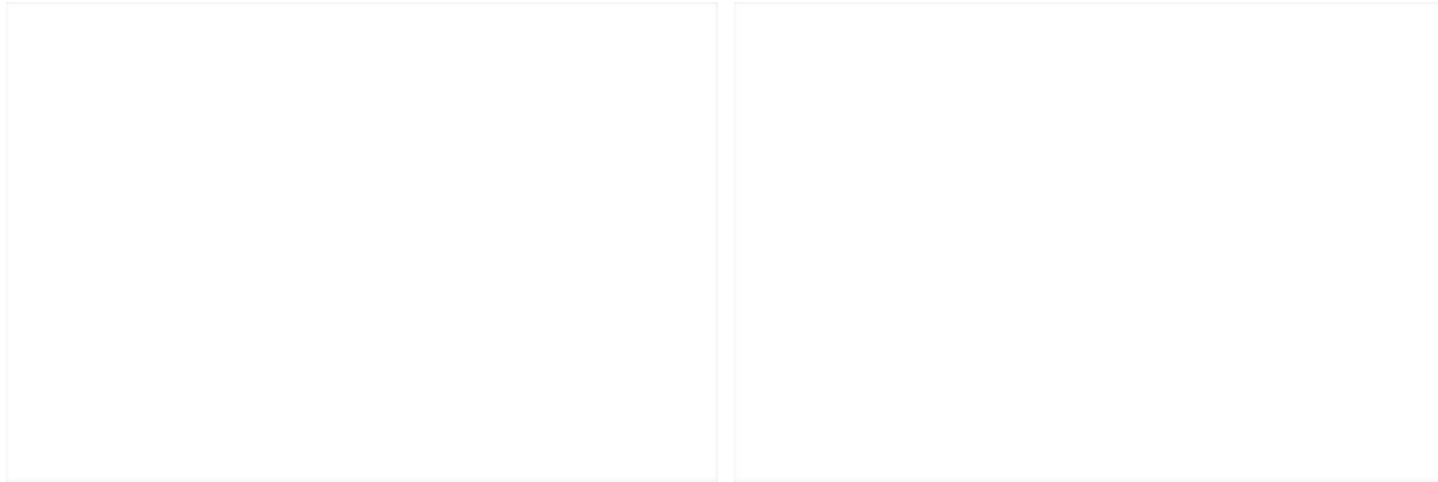
The Fairbanks City Council passed the pilot project via a Monday resolution on a 5-1 vote; another...

<https://www.webcenterfairbanks.com/video/2024/03/13/fairbanks-city-council-shifts-bike-lane-project-into-gear/>



**SUMMER 2025**

The Pilot Begins!



Slide between two photos to see one example of the difference along Barnette Street.

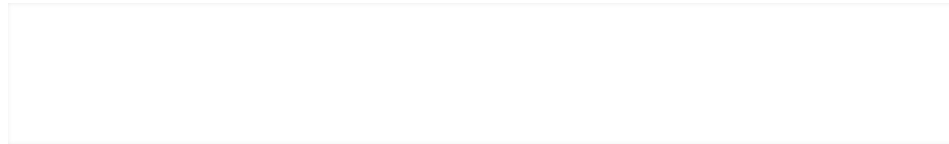
There are now Pilot Bike Lanes with flexi-post physical barriers and paint/stripping along Barnette Street and sharrows or "Shared Space Arrows" along 10th Avenue.

These pilot treatments are scheduled to be removed, and the streets reverted to original configuration/markings, before the end of September 2025.



Considering Barnette Street is already a low volume road, it is a great candidate for lane reconfiguration. Many Fairbanks city roads and lane widths are currently sized for freeway speed travel (12+ feet). Best practices for lower speeds in areas like the Central Business District of Downtown Fairbanks [call for lane widths of 10 feet or less.](#)

### **What Are People Saying**



"I walked across Barnette Street this past week and saw newly painted bicycle lanes from the City Council's one-year "demonstration" project, with one bike lane going with the one-way auto vehicle traffic and the other going against it. The sight yelled Danger! to me."

"Please be aware that motorists are supposed to look for pedestrians and bicyclists and even motorized scooters before turning. However, a fair number of motorists think nothing of turning right at a red light or stop sign after only looking for vehicle traffic (and often without fully stopping.) As a full time bicyclist I have become so wary of crossing a street even if I have the right of way that I stop and don't proceed unless I am sure the driver sees me."

The responses show a mix of opinions so far.

Mixed reviews on Facebook in response to the post shared below and the News-Miner article from June 8, 2025.



*"Someone tell me what this sign means in the middle of my lane. It looks like I'm traveling on a bike path.*

*This is on 10th Ave. downtown"*

Facebook Post, June 6th, 2025

[about](#) ▾ [resources](#) ▾ [planning](#) ▾ [projects](#) ▾ [meetings](#) ▾ [civil rights](#) ▾



# bike lanes

---

The FAST Planning Bike Lane Signing & Striping Pilot Program has officially landed in the Fairbanks area! We are so pleased to bring the first study of separated, designated space for bicyclists to our community.

[Preferred Routes \(V2\)](#)

[Translate »](#)



# Pilot Bike Lane Signing & Striping Project 2025



## FOR MORE INFO

Please visit the project website to learn more and provide feedback

[www.fastplanning.us/projects/2025blss/](http://www.fastplanning.us/projects/2025blss/)



## THIS IS A TEST/PILOT PROJECT!

Vehicle and bicycle riders should be on the look out for each other - don't assume you are seen. Try to make eye contact with drivers. Keep speeds down.



### Allowed Use of Full Lane

- \* Section from Cushman to Barnette is narrow and **bicycles will be in the vehicle lane** in this section
- \* **Bicycle markings will continue** on 10th west to 2nd Avenue



### Bike Lane

- \* Barnette is a **one-way street**
- \* Barnette will be **reduced to two lanes** (from four) for motor vehicles
- \* Bicycle lanes will be provided on both sides of Barnette, one **south bound** (on the west side of Barnette, flowing with the traffic) and one **north bound** (on the east side of Barnette, flowing against the traffic).
- \* **South bound** riders can cross the side streets with the signals as normal
- \* **North bound** rides must dismount at side street intersections and cross as pedestrians

## GENERAL INFORMATION

The striping and signs on Barnette and 10th Avenue are temporary - they are scheduled to be removed and returned to the original markings between **August 23 and September 30, 2025.**

This is the **first striping of its kind in Fairbanks.**

These roads were identified as strong candidates for bike facility treatments in the first iteration of the **Non-Motorized Transportation Plan in 2012.** Signs were installed several years ago that established these corridors as bike routes. **This pilot project is the next step in understanding how bike facilities are used in our community to guide future decisions.**

The bike lane markings provide a protected space that, above all, serve as a **visual acknowledgement to encourage awareness that the road is shared.**

**Bike Routes Make a Difference!**  
The infrastructure we provide can directly benefit the health & well-being of a community



This project was developed cooperatively between the City of Fairbanks, FAST Planning, and the Alaska Department of Transportation & Public Facilities (DOT&PF). The project concept was developed in compromise by the FAST Planning Bicycle and Pedestrian Advisory Committee, City of Fairbanks Engineering Department, and the Fairbanks City Council. Final design was developed by the City Engineer's Office. DOT&PF is administering construction.

Translate »





## Active People, Healthy Nation<sup>SM</sup> Alaska Hybrid Walkability Action Institute (WAI)/Walkability Virtual Academy (WVA) Team Action Plan

### 2025 Team Action Plan Guidance:

Each of the six Alaska teams will submit one Active People, Healthy Nation team action plan that includes the following:

- ✓ Must be specific to a [defined geographic location](#), such as county, city, or other local area (or Bethel, Dillingham, Fairbanks, Kenai Peninsula, Kotzebue, or Sitka).
- ✓ Must include a [minimum of at least two specific overarching policy, system, or environmental \(PSE\) goals and ensuing action step\(s\)](#). Potential outcomes could reflect those outlined in the [Community Guide](#), CDC real-world example [Implementation Resource Guide](#), or the CDC [Active People, Healthy Nation Physical Activity Strategies](#) list.
- ✓ Regarding the two PSE goals:
  - One must be [bicycle, pedestrian, or transit transportation](#) related, i.e., “[activity-friendly routes](#)”
  - One must be [land use](#) related, i.e., “[everyday destinations](#)”, where people live, learn, work, play, pray, and receive care.
  - The PSE goal(s) must be written in Specific, Measurable, Attainable, Relevant, and Time (SMART) format. Your public health team representatives are familiar with writing SMART goals!
  - [We encourage you to submit more than two goals!](#) Most past teams submitted action plans with 2-6 goals, representative of a variety of active transportation activities.
  - [Your goals can be short-term, intermediate-term, or long-term.](#) Past teams have submitted goals with timelines ranging as short as the next six months to as long as the next 10 years of strategic planning. The action plan is unique to each location and that location’s future desires, and should be viewed as a living, ever-changing document.
  - [Goals must include at least one action step per goal as a minimum](#) (but are likely to have more than one action step). If the goal has more than five action steps, teams can adjust the chart by adding additional rows (and remove unused rows).

# 2025 Active People, Healthy Nation Fairbanks Team Action Plan



**Name of Participant Team:** Fairbanks

**Goal #1:** Conduct area-specific walkability audits at the pace of 2 per calendar year in november of 2025, spring (march-april) and december of 2026, and spring (march/april) of 2027.

Transportation (“Activity-Friendly Routes”)     Land Use (“Everyday Destinations”)

**Estimated reach:**

\*Chart rows within the template may be edited to reflect the space needed by the project team’s goals and action steps (i.e., delete unused rows or add additional rows if including less than/more than 3 goals or 5 action steps).

<p><b>Action Steps (to include timeline):</b>  <i>Action Steps are specific activities, benchmarks, or achievements that assist in accomplishing the goal; the timeline is an estimated completion date for that stated action step</i></p>	<p><b>Responsible Party:</b>  <i>Agency or individual responsible for achieving the action step</i></p>	<p><b>Additional Comments/ Resources Needed:</b>  <i>Added comments or resources useful for achieving the action step</i></p>
<p><b>Action Step 1.1:</b>                      By September 2025, <b>gather community input</b>                      Activity: Over the summer, display interactive map at upcoming events to gather community input about areas to conduct walkability audit.</p>	<p>Fairbanks Public Health                      Nursing staffs display, FAST planning provides map. FAST planning creates virtual map.</p>	
<p><b>Action Step 1.2:</b>                      By October 2025 <b>collate community input data</b> to determine site(s) for walkability audit</p>	<p>Downtown Association</p>	<p>With the understanding that, at a minimum, one of the sites/routes will be positioned in the Downtown core/Central Business District to involve the Downtown Association, etc.</p>
<p><b>Action Step 1.3:</b>                      By end of October 2025 <b>engage stakeholders</b> pertinent to site.</p>	<p>FAST planning, PTA at school impacted, local businesses, Tanana Chiefs Conference Office of Environmental Health</p>	<p>*We want to coordinate a wheelchair audit amongst City Council Members, Assemblymembers, and Policy</p>

	or Tanana Chiefs Conference Wellness and Prevention.	Board Members; Open Meetings Act compliance, etc.
<b>Action Step 1.4:</b> By November 2025 complete <b>first Walkability Audit</b> .	FAST Planning and partners involved in the planning and hosting of the Annual Winter Maintenance Forum (Alaska DOT&PF M&O, MACS Transit, FNSB Rural Services, FNSB Parks & Recreation, City of Fairbanks M&O and Public Works, UAF, and City of North Pole Public Works, Bankstown Bike & Ski)	FAST Planning to invite AWAI Team to all of the Seasonal Mobility Task Force Meetings, including, but not limited to, the planning meetings for the WMF.  Create a set of survey questions that are to be used across ALL walkability audits that will tie knowledge from stakeholders to year-round conditions of sites that are selected.
<b>Action Step 1.5:</b> Complete remaining audits at sites through early 2027.	This will include the sites that are selected for spring and winter of 2026 and spring of 2027.	
<b>Action Step 1.6:</b> Review and Analyze stakeholder surveys from all audits with the intent to form one quick-build project that spans all seasons...?	Use AI? Focus on all seasons, use this as an opportunity to educate community on ways we could operate as a winter city. We also want to know the perceived value of audits from the stakeholders.	Leesa told us to involve her in data portion of this Goal and we would like to leverage that.
<b>Action Step 1.7:</b> Design <b>quick build Pop-up project</b> for Summer 2027 implementation based on site audits and general feedback from participants.		Identify recipient organization, letter of request. Involve Midnight Sun Festival to run baseball game, fun run, etc. Through a demonstration project.
<b>Action Step 1.8:</b> By May 2027 <b>secure quick access funding (FAST Planning?)</b> .	SPAN, Alaska DOT&PF, and/or FAST Planning.	

<b>Action Step 1.9:</b> Install quick-build pop-up project for Summer 2027 using and data gathering.	Municipal Authority, Alaska DOT&PF	
---	---------------------------------------	--

**Goal #2:** Reinvigorate Turner Street improvement project before the end of summer tourist season (September 2026)



Transportation (“Activity-Friendly Routes”)     Land Use (“Everyday Destinations”)

**Estimated reach:** **NEED HELP here** Please enter the estimated number of people and target population for this goal

\*Chart rows within the template may be edited to reflect the space needed by the project team’s goals and action steps (i.e., delete unused rows or add additional rows if including less than/more than 3 goals or 5 action steps).

<b>Action Steps (to include timeline):</b> <i>Action Steps are specific activities, benchmarks, or achievements that assist in accomplishing the goal; the timeline is an estimated completion date for that stated action step</i>	<b>Responsible Party:</b> <i>Agency or individual responsible for achieving the action step</i>	<b>Additional Comments/ Resources Needed:</b> <i>Added comments or resources useful for achieving the action step</i>
<b>Action Step 2.1:</b> Garner support from <b>Partners and Stakeholders</b> by Fall 2025	City of Fairbanks Public Works, Pam Throop, Fairbanks Children’s Museum, Charlie Cole, Bobby’s, J&L Properties, Key Bank Building/Usibelli, USPS	This project proposal has been shared with all FAST Planning committees/the board, Downtown Association, City Council, Downtown Plan Implementation Group,
<b>Action Step 2.2:</b> Implement <b>beta Demonstration Project</b> at a newly vacant City property to activate the space and prime the community for what would become Turner Street (training wheels) March 2026 – March	City of Fairbanks, Polaris Working Group, FEDCO, Downtown Association, FAST Planning (re-assert line item)	This is really just a deployment of modular furniture, play equipment, and paint. Could act as a staging area for Turner

2027 for sure; could remain indefinitely until the property is purchased/developed.	funding source through Policy Board in FFY27 budget)	Street. Seeking to beta test winter space activation at this scale.
<b>Action Step 2.3:</b> Evaluate <b>impacts</b> of beta demonstration project; modify as needed for health, safety, and welfare of the community. Weigh positives, negatives, and more - forward to alpha Demontstration Project accordingly. Have evaluations finalized by May 2027.		Hoping to see people play, swing, walk, snow/ice sculpting,
<b>Action Step 2.4:</b> Implement alpha <b>Turner Street Improvement Project</b> ; This will need to be phased out. Easier partnerships/blocks on the front end with more challenging, code-related blocks/implementation on the back end. Build June 2027; leave indefinitely.	City of Fairbanks, all stakeholders listed above; the goal here is driving economic development by encouraging slower movement through the downtown core and overall patronage of an area that is “dead”, “scary”, “blighted”	Who is going to run this and program it? Gather? Golden Heart Consulting? Festival Fairbanks? Etc.
<b>Action Step 2.5:</b> Evaluate impact of Turner Street Improvement Project through pedestrian counters, space utilization/activation, stakeholder feedback, etc. After May 2028 (seeking a full summer/winter season)		

**Goal #3:** Conduct Geothermal heated sidewalks feasibility study by January 2028.

Transportation (“Activity-Friendly Routes”)     Land Use (“Everyday Destinations”)



**Estimated reach:** Please enter the estimated number of people and target population for this goal

\*Chart rows within the template may be edited to reflect the space needed by the project team’s goals and action steps (i.e., delete unused rows or add additional rows if including less than/more than 3 goals or 5 action steps).

<p><b>Action Steps (to include timeline):</b>  <i>Action Steps are specific activities, benchmarks, or achievements that assist in accomplishing the goal; the timeline is an estimated completion date for that stated action step</i></p>	<p><b>Responsible Party:</b>  <i>Agency or individual responsible for achieving the action step</i></p>	<p><b>Additional Comments/ Resources Needed:</b>  <i>Added comments or resources useful for achieving the action step</i></p>
<p><b>Action Step 3.1:</b>                      By May 2026 Determine <b>current cost</b> of sidewalk snow removal for specific area downtown by engaging area maintenance managers. Compare to the upfront burden of renovating sidewalks.</p>	<p>FAST Planning, Seasonal Mobility Task Force, City of Fairbanks Public Works</p>	
<p><b>Action Step 3.2:</b>                      By August 2026 Conduct <b>literature review</b> of previous geothermal heated sidewalk implementation.</p>		<p><a href="https://www.energy.gov/eere/geothermal/geothermal-district-heating-cooling">https://www.energy.gov/eere/geothermal/geothermal-district-heating-cooling</a></p> <p><a href="https://www.energy.gov/sites/default/files/2024-12/Unaatuq%20Energy%20Geothermal%20Technology%20of%20Pilgrim%20Hot%20Springs.pdf">https://www.energy.gov/sites/default/files/2024-12/Unaatuq%20Energy%20Geothermal%20Technology%20of%20Pilgrim%20Hot%20Springs.pdf</a></p>
<p><b>Action Step 3.3:</b>                      By October 2026, prepare summary of findings with recommendations to present to stakeholders.</p>	<p>Recommendations could include scenarios for implementation, with funding, etc.</p>	
<p><b>Action Step 3.4:</b>                      January 2027, identify at least one sidewalk in the Downtown Core where this could be implemented. Pursue funding.</p>	<p>Stakeholders (business owners, namely).</p>	
<p><b>Action Step 3.5:</b></p>	<p>Could use a timelapse camera that we position near the sidewalk</p>	

May 2028, transition a sidewalk to geothermal heat and begin observation; reporting.	and then machine learning for evaluation.	
--	---	--

## Non-Motorized Project Priorities

April 22, 2022

### FAST Planning - Bicycle & Pedestrian Advisory Committee

Priority	Project	Score
1	Bike Lane Signing & Striping	128
2	College Road Safety & Access Improvements	116
3	Geist Road Sidewalk Safety Improvements	111
4	College Road Pedestrian Crossings	108
5	Farmers Loop Path	102
6	Geist Path South Side	101
7	Chena River Bike Path	99
8	2nd Avenue Dog Park	95
9	Phillips Field Road Path	95
10	Danby Road Area Paths	92
11	Davis Road Path	91
12	8th Avenue Path (North Pole)	90
13	Steese Highway Path	87
14	Lathrop Street Bicycle Facilities	86
15	Van Horn Road Bicycle Facilities	85
16	Old Steese Hwy/Johansen Expy Signs	85
17	Chena Lakes Recreation Area Trails	84
18	South Cushman Street Crossing Improvements	83
19	Van Horn Rd/University Ave/Peger Rd	83
20	Clay Street Bicycle Facilities	82
21	Mitchell Expressway Path	79
22	Farmer's Loop Extension Path	73
23	5th Avenue ADA Improvements (North Pole)	72
24	Parks Highway Path Rehabilitation	72
25	Airport Way Frontage Road Conversion	71
26	Chena Landing Loop Path	64

### June 2025 Update - notes from FAST Planning

Constructed 2025
Policy Board removed from consideration
Pending outcome of Geist Road Corridor Study (Ethan Graetz managing study)
Farmer's market crossing constructed 2024; <b>Creamer's Field crossing still a need</b>
Included in FFY2025 FAST Improvement Program for bid/construction
Pending outcome of Geist Road Corridor Study (Ethan Graetz managing study)
Included in FFY2025 FAST Improvement Program for bid/construction
Constructed 2023
Still a need; verify with John Netardus that is was not completed in 2022
Still a need; verify with John Netardus that is was not completed in 2022
Included in FFY2025 FAST Improvement Program for bid/construction
Included in FFY2026 FAST Improvement Program for bid/construction
Still a need
Still a need
Still a need
Still a need
Included in FFY2025 FAST Improvement Program for bid/construction
Still a need
Still a need
Still a need
Included in FFY2025 FAST Improvement Program for bid/construction
Still a need
Still a need; coordinate w/ FNSB Parks & Rec
Still a need
Still a need; this however is a complicated project
Still a need

### NEW

Geist/Chena Pump/Mitchell Path

Newly identified need at BPAC; need path connection on north side of intersection under overpass to connect to Parks Hwy path on east side of onramp

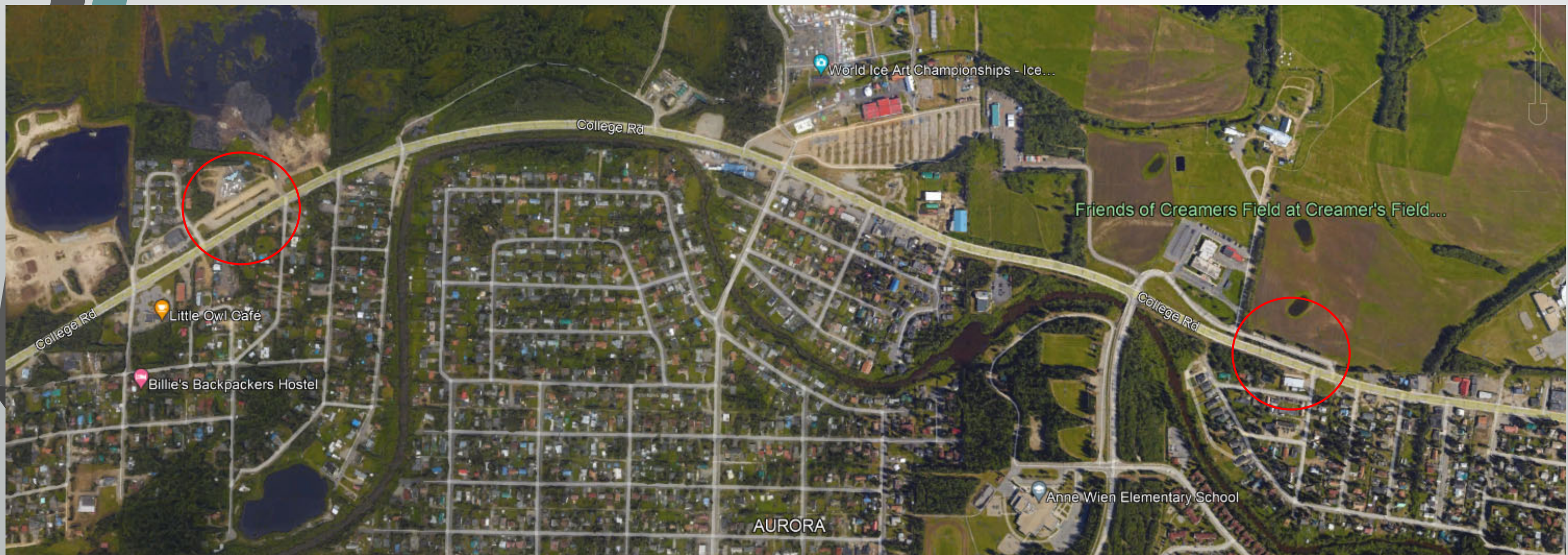
# Geist Road Sidewalk Safety Improvements

- Scope: Safety improvements for path users at driveway/approach locations



# College Road Pedestrian Improvements

- Scope: Install crosswalks with flashing beacons on College Road at Farmer's Market, Creamer's Field, and other locations to be identified



# Geist Road Path

- Scope: Resurface existing asphalt path from Fairbanks St to Parks Hwy



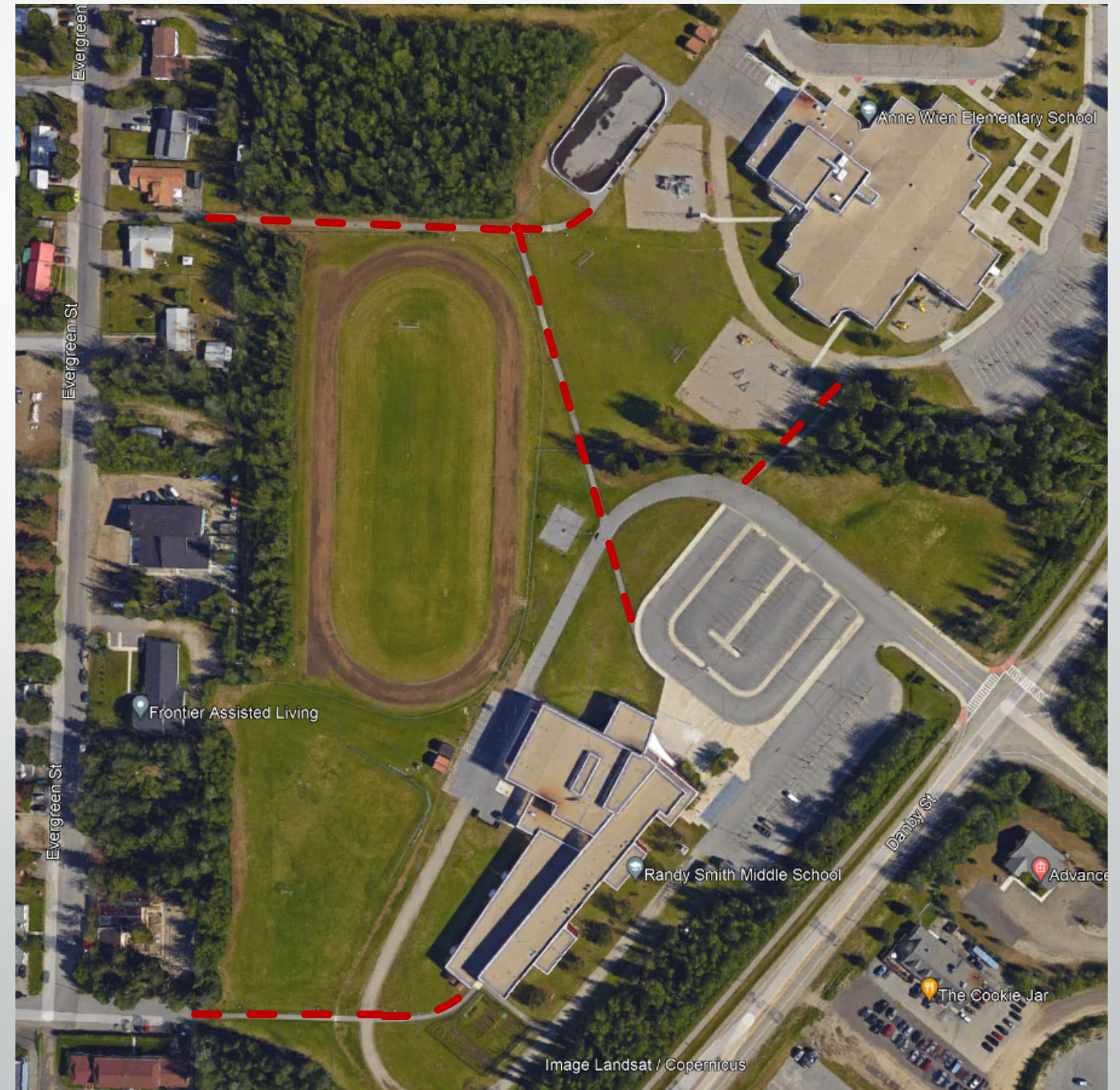
# Phillips Field Road Path

- Scope: Resurface existing asphalt path from cul-de-sac to Peger Road



# Danby Road Area Paths

- Scope: Resurface existing asphalt paths from Evergreen Street to Anne Wien Elementary and Randy Middle School, as well as the path between schools



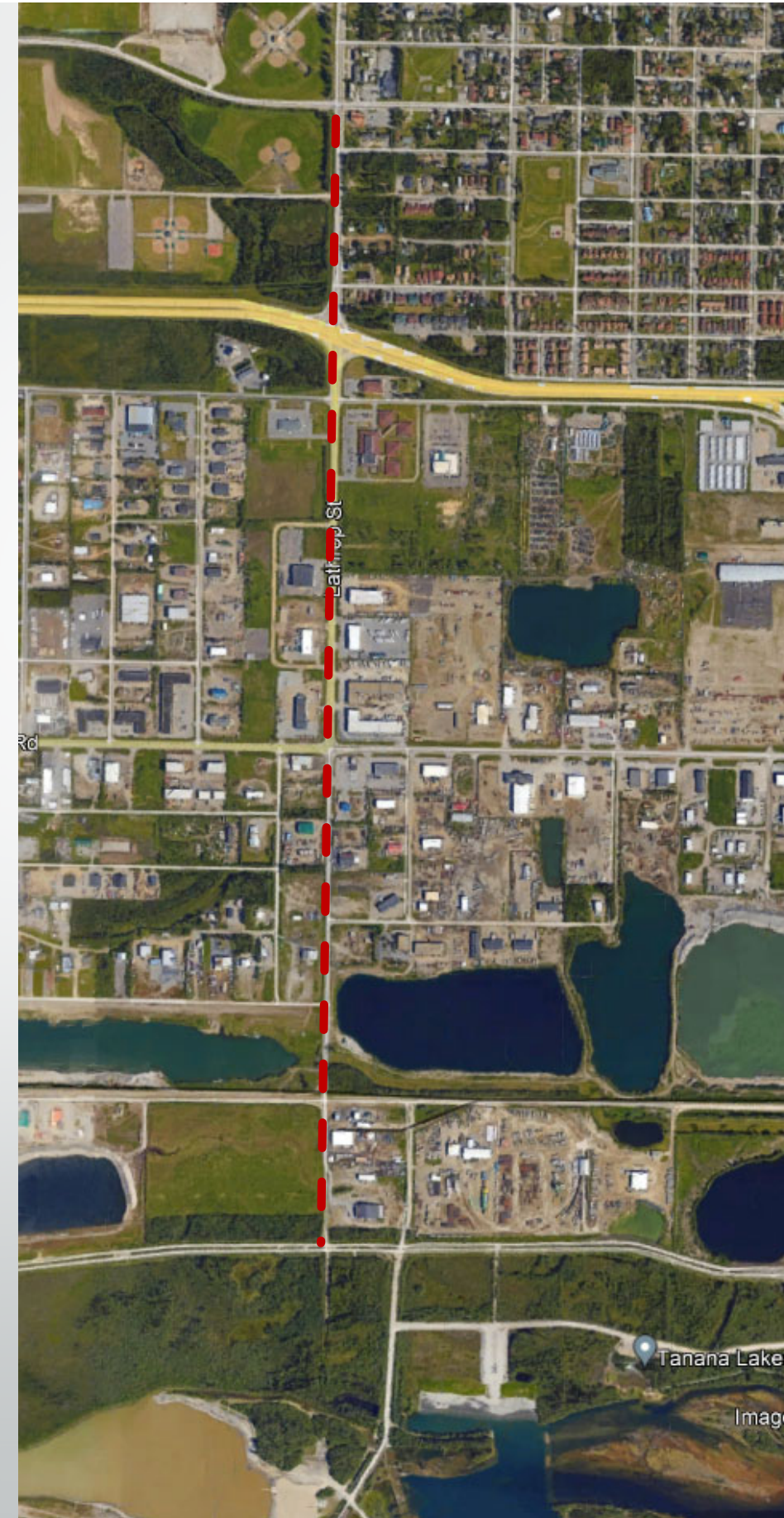
# Steese Highway Path

- Scope: Resurface existing asphalt path from Johansen to Trainor Gate



# Lathrop Street Bicycle Facilities

- Scope: New non-motorized connection from Davis Road to Tanana Lakes Recreation Area



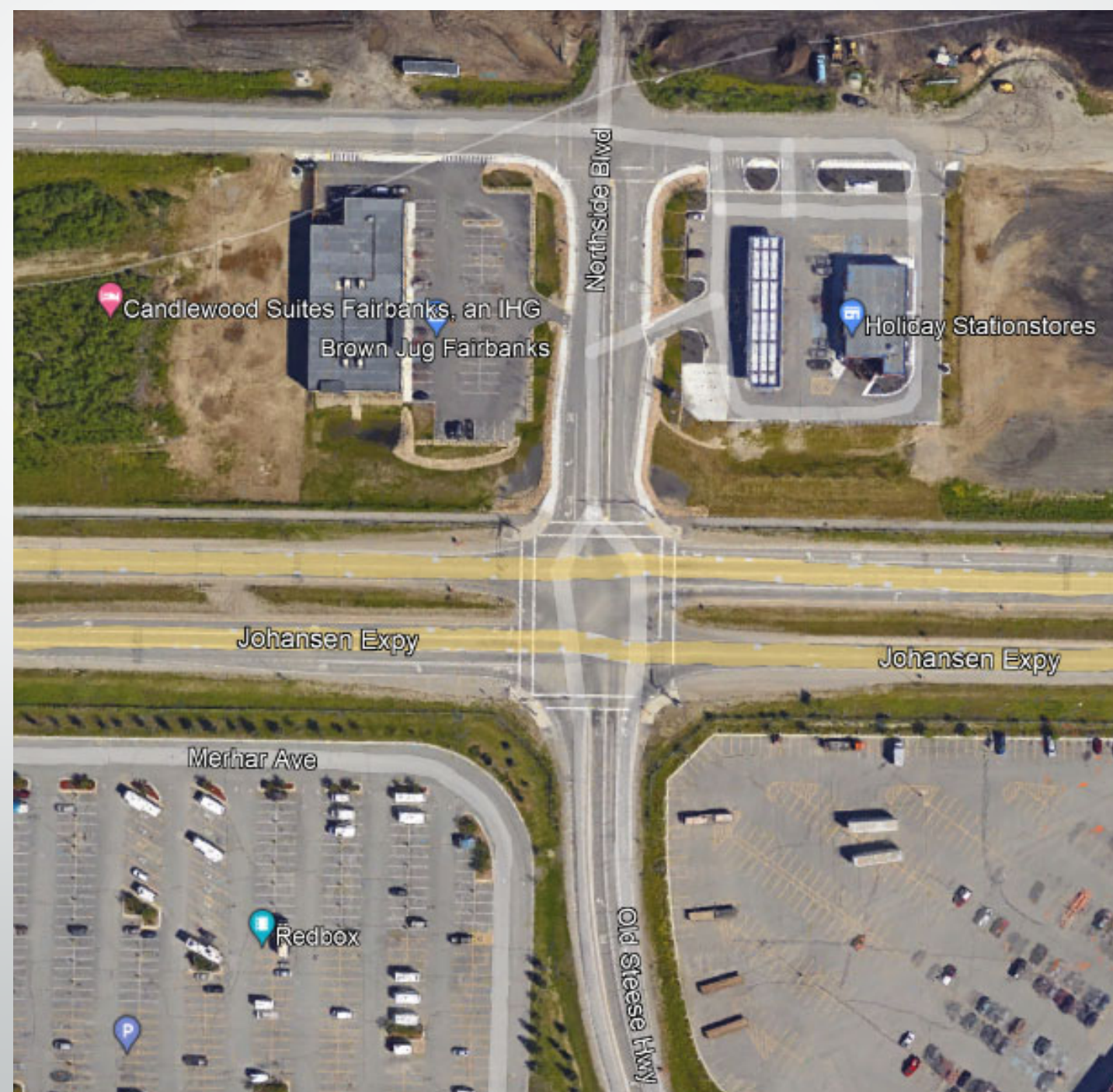
# Van Horn Road Bicycle Facilities

- Scope: New separated bicycle/pedestrian path from Peger to South Cushman



# Old Steese Hwy/Johansen Expy Signs

- Scope: Install guide signs to direct northbound non-motorized users to Johansen Expressway path



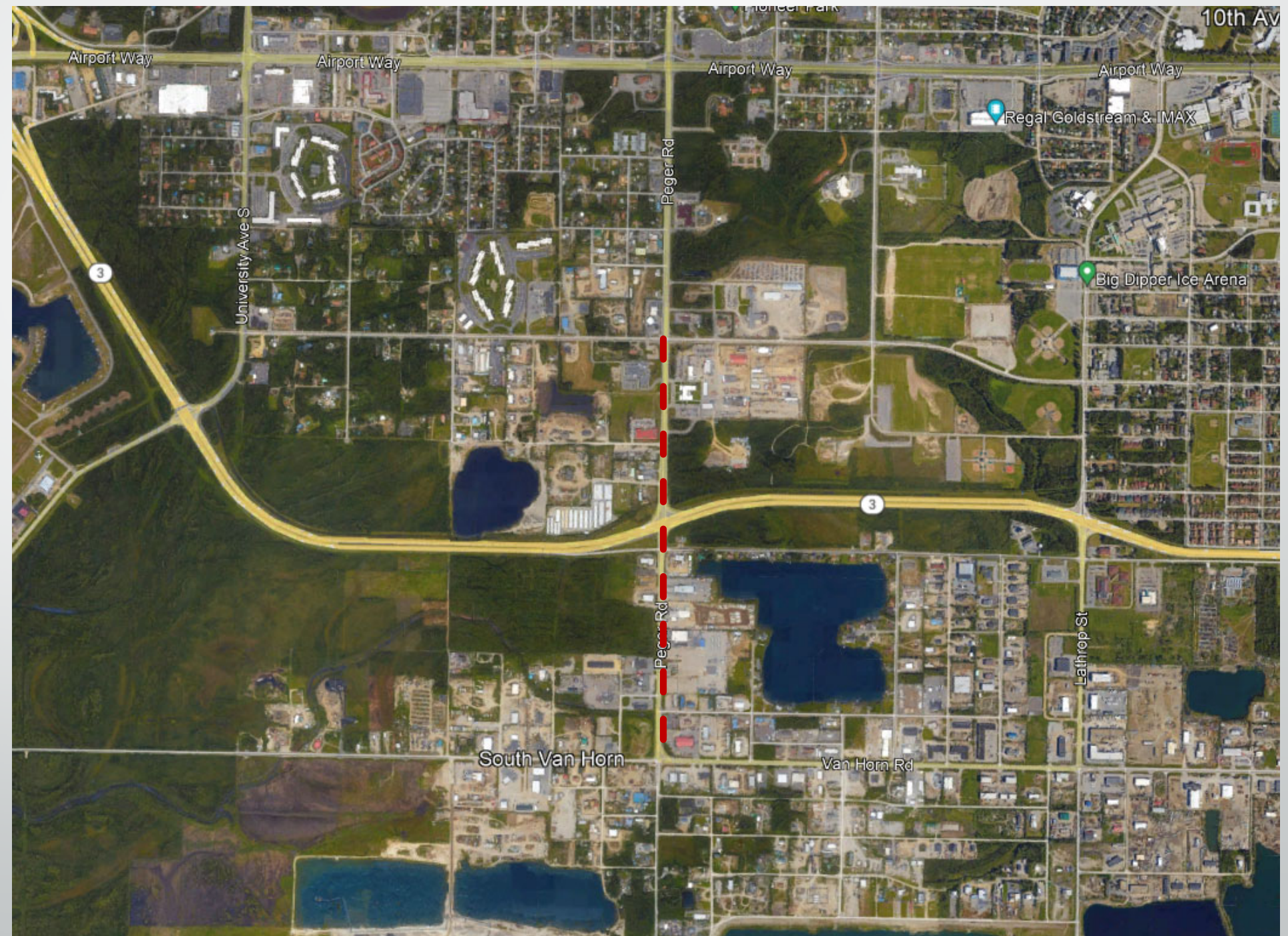
# South Cushman St Crossing Improvements

- Scope: Pedestrian crossing improvements at Van Horn Road and Mitchell Expressway



# Van Horn/University/Peger Bicycle Facilities

- Scope: Install separated bicycle/pedestrian facilities to provide complete connection in South Fairbanks



#3

# Clay Street Bicycle Facilities

- Scope: Construct new path connection to address gap in network



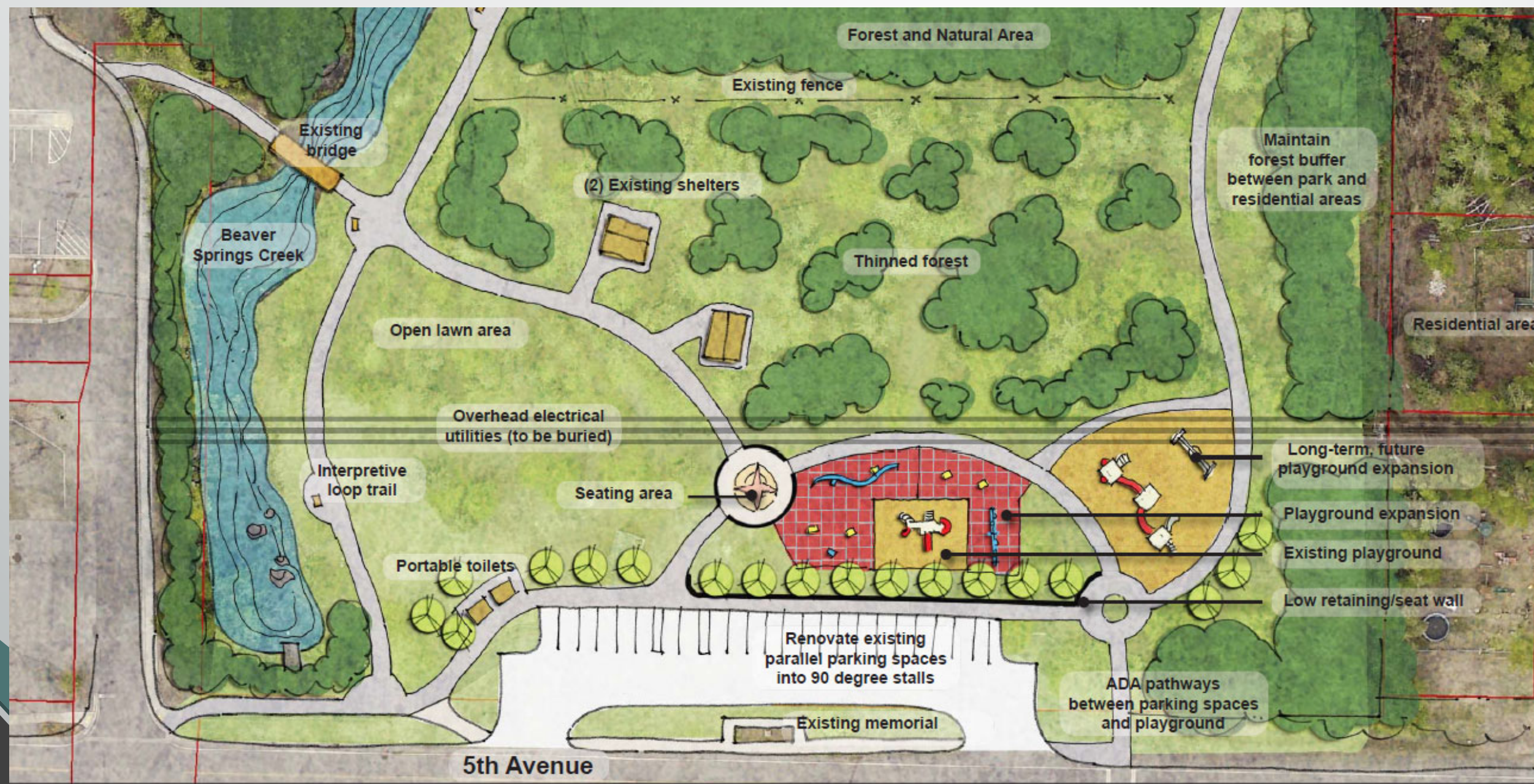
# Farmer's Loop Extension Path

- Scope: Resurface existing asphalt path



# 5<sup>th</sup> Ave ADA Improvements (North Pole)

- Scope: ADA upgrades to improve park access on 5<sup>th</sup> Avenue



# Parks Hwy Path Rehabilitation

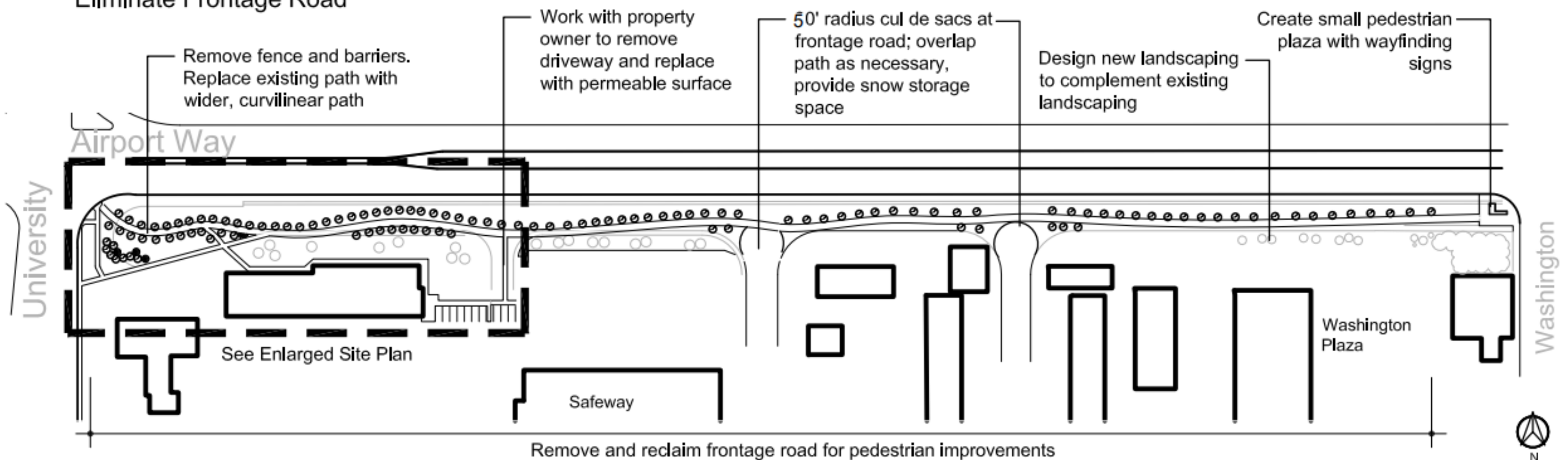
- Scope: Resurface existing asphalt path from Geist to Goldhill Road



# Airport Way Frontage Road Improvements

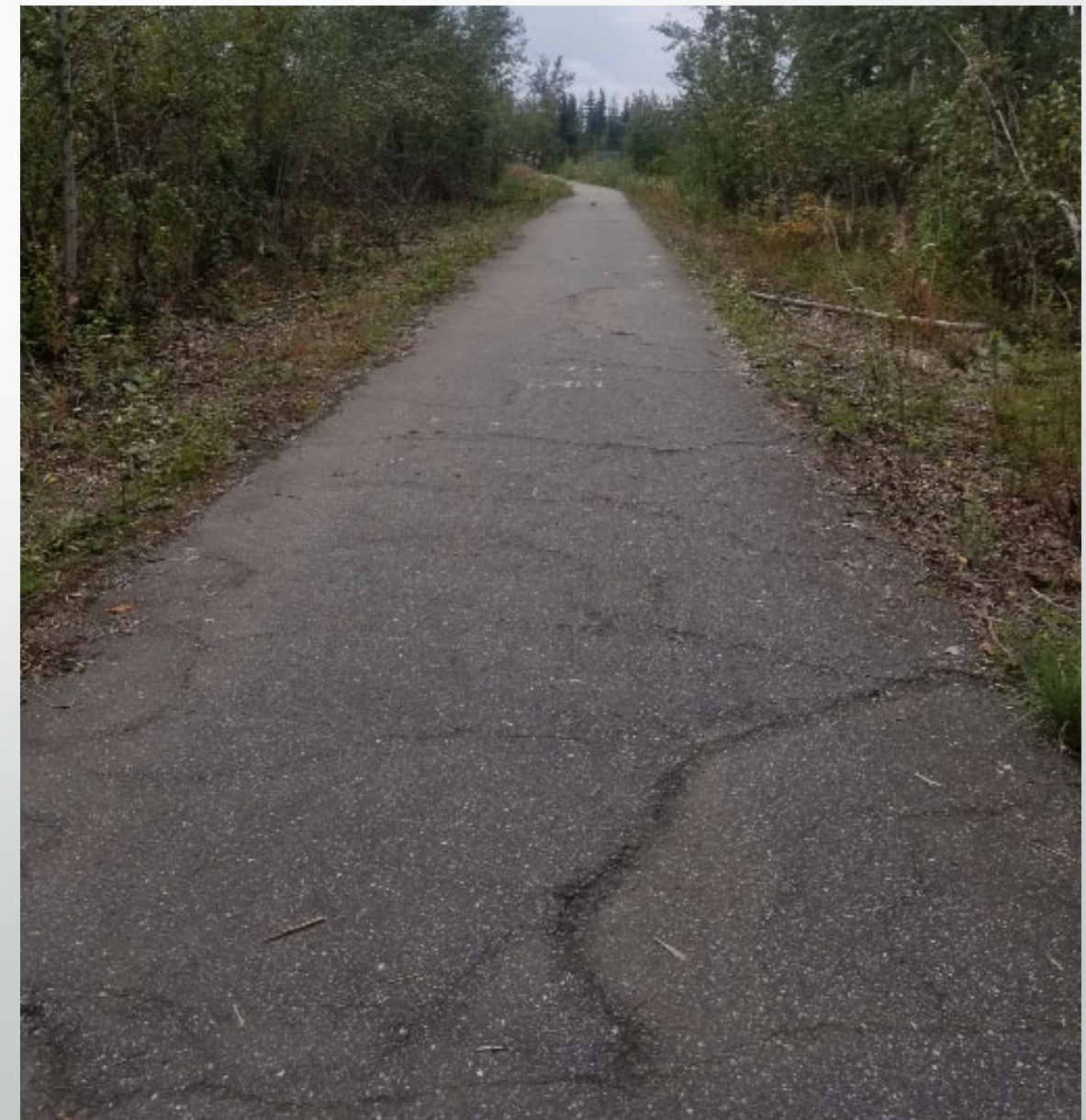
- Scope: Conversion of frontage roads to non-motorized paths

## Eliminate Frontage Road



# Chena Landings Loop Path

- Scope: Resurface existing asphalt path and add pedestrian lighting



## **Upcoming Project Nominations from DOT for Statewide CMAQ Funding**

June 2025

### **Ballaine Path Improvements**

Widen and resurface non-motorized pathway along the Ballaine Road between Yankovich Road and Goldstream Road.

### **Sheep Creek Extension Shared Use Path**

Construct a new shared-use path along Sheep Creek Road Extension to connect existing non-motorized facilities along Goldhill Road and the Parks Highway.

### **Fairbanks Gaffney Road Parking Lot**

Construct a parking lot in the NW corner of the Steese Highway /Airport Road intersection. The parking lot will be available in the summer and may be used for Park and Ride. The access will be via Gaffney Road.

## **Ballaine Path Improvements**

The purpose of this project is to improve the existing pathway so it would be passable and accessible to the maximum extent feasible given the existing subgrade conditions, existing terrain, and keeping the existing bridge as is. This is a pathway improvements project, not a pathway reconstruction project. Hence the pathway may not be fully brought to current design standards.

The non-motorized facility along Ballaine Road consists of paved separated path (small portions near the Farmer's Loop Intersection and the Goldstream Creek Parking), shoulders (also small sections near the Farmer's Loop Intersection), and separated path with "gravel" surface. In areas of paved shoulders (Yankovich Road to near Fairway Drive and south of Eldorado Road to north of Lync Lane) four-wheelers have created a separated path in the ditch. It is unknown if pedestrian traffic is using the path created by the four-wheelers.

Large portions of Ballaine Road and the existing pathway experience frequent differential settlement. The roadway has regular hot mix asphalt "patches" that bring the sunk profile of the roadway back up. The adjacent path experiences the settlement as well but with the existing resources and difficult access, the path profile is not maintained with the same frequency. Currently portions of the pathway flood and are at times completely inaccessible.

Majority of the separated shared used path has gravel surface. While Alaska DOT&PF prefers to pave shared use paths, the pathway along Ballaine Road requires frequent regrading. A 7-ft wide pathway was built and portions of it paved in 1974 and 1976 as part of two projects that improved portions of Ballaine Road. A notable portion of the pathway was attached to the roadway and can be seen as a widened shoulder.

In 1985, "Ballaine Road Bike Trail Repair" project followed which included placement of geotextile fabric as well as grade raises up to 24 inches to bring the pathway to original or lower embankment depth. The bike path was paved again.

In 1993, there was Ballaine Road Rehabilitation project which shows removal of pavement along the separated "bike path" between Fairway Drive and south of Sandpiper Drive. A new portion of the pathway was built near Farmer's Loop intersection. The rest of the separated path was mainly left without improvements.

According to the Department's As-Builts, this was the last capital improvements project for Ballaine Road and for the pathway along Ballaine. The Maintenance and Operations section has rebuilt portions of the settled pathway embankment since then. Currently there are again settled and flooded sections of the pathway. Additionally, about all the

pathway now has aggregate surface course in order to be able to maintain it. Due to the instability of the subgrade, pavement patching to the frequency and size that would be required is not feasible.

Large portion of Baillaine Road and path are built over unstable permafrost. The Department's Maintenance and Operations has to repair portions of Baillaine Road at least once a year. Other portions require maintenance every few years. The pathway, while built on virtually the same ground, is very likely to be subject to even more notable differential settlement – the pathway embankment is narrow and therefore the entire pathway embankment causes differential settlement due thermal changes to the underlying permafrost. Additionally portions of the pathway on the north side of the hill goes over often partially submerged ground and the pathway embankment disappears over time as a result of frequent embankment flooding.

All this leads to frequent maintenance to keep the pathway passable. Maintenance and Operations has therefore requested that the pathway not be paved as part of the project. Additionally, pavement surfacing increases degradation of the permafrost under embankment width and height as is for this pathway. Well compacted surface coarse of crushed aggregate grading E-1 should provide, firm, stable and slip resistant surfacing. This aggregate can also be regraded after differential settlement and the pathway should be more accessible than differentially settled pavement with wide cracks and “waves” as would be expected if the pathway was surfaced with hot mix asphalt. Therefore, even though the crushed surfacing aggregate can be somewhat loose, it would be more passable than settled pavement. Hence the crushed surfacing is proposed as surfacing to ADA compliance to the maximum extent feasible.

Other ADA compliance issues:

The pathway is along a roadway that has grades as steep as 10%. Therefore, the profile of the pathway will exceed the ADA compliance. The profile beyond 5% will be kept to the minimum grade feasible.

Crushed aggregate surface may require 3% cross slope for drainage. This is the cross-slope the Department requires on gravel surfaced roadways. The Department will investigate if 2% cross-slope is acceptable for crushed aggregate surface. If not acceptable due to flatter than 3% cross-slope promoting ponding which then promotes settlement, 3% cross slope would be specified for construction.

The existing pedestrian bridge with the wooden planks surfacing and existing railing will remain. ADA compliant handrail will not be added unless the resulted bridge width would

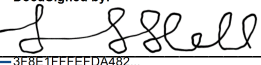
not be less than the minimum 8 feet required for shared use paths. The existing bridge will remain even if the bridge width is less than the required 8 feet.

Other changes proposed:

To promote non-motorized use in the area, all areas that will be chosen for pathway improvements will widen the existing pathway to meet current design standards.

In the areas with paved shoulders, a new separated shared use path alignment may be added.

Recommended by:

DocuSigned by:  
  
3F8E1FFFDFDA48Z... 6/10/2025

---

Ivet Hall, P.E., Engineering Manager

I concur with the Project Nomination to include E-1 surfacing:

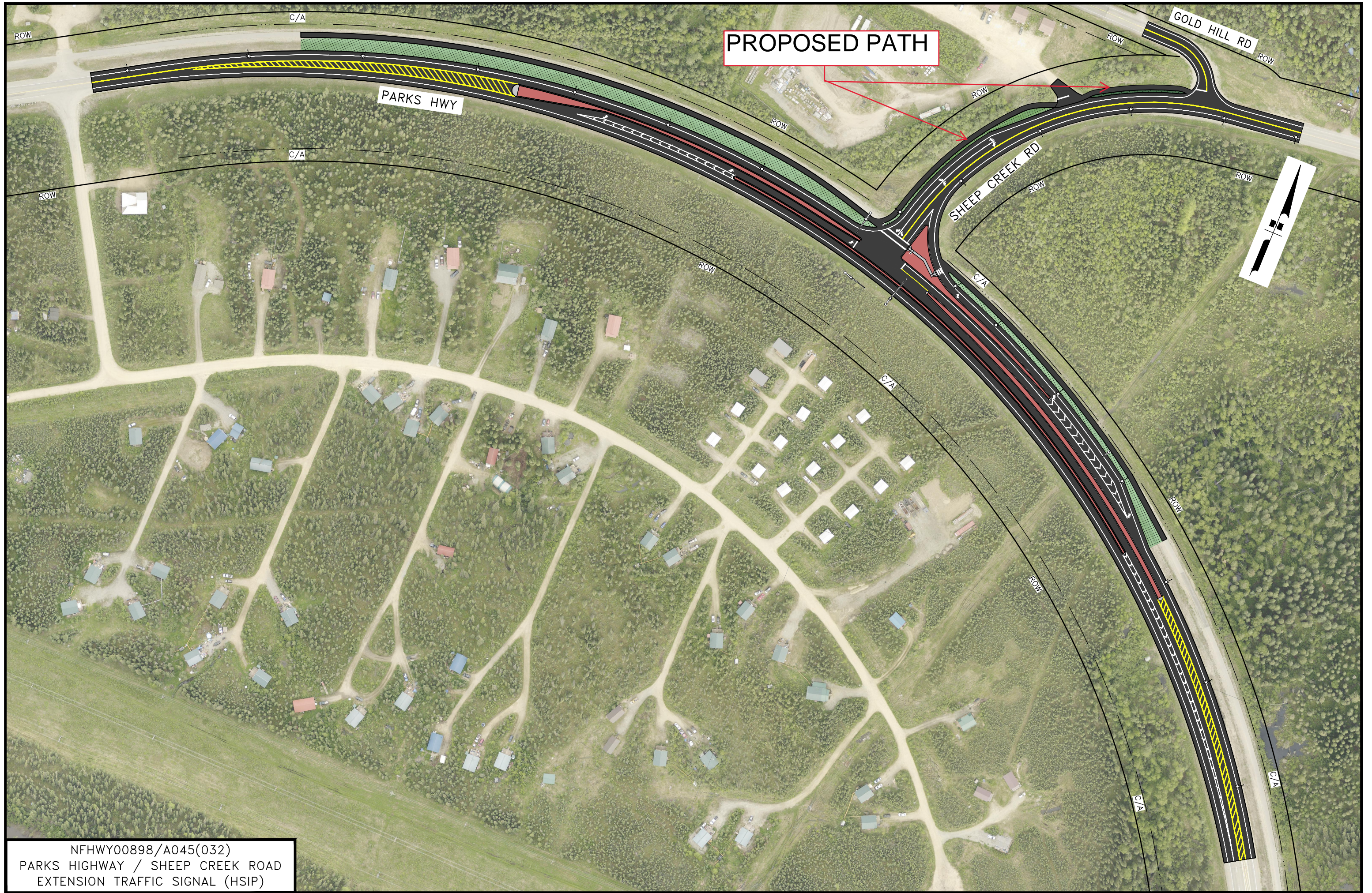
DocuSigned by:  
  
89CC515A62D6404... 6/10/2025

---

Albert Beck, P.E., Preconstruction Engineer

Ballaine Path images showing flooding of the path and signs of recent flooding





PROPOSED PATH

PARKS HWY

SHEEP CREEK RD

GOLD HILL RD

ROW

C/A

ROW

C/A

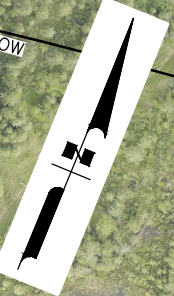
ROW

C/A

ROW

C/A

C/A



NFH00898/A045(032)  
PARKS HIGHWAY / SHEEP CREEK ROAD  
EXTENSION TRAFFIC SIGNAL (HSIP)

