



PROJECT ENHANCEMENT COMMITTEE (PEC) MEETING

Thursday, January 22, 2026, 11:00 a.m.-1:00 p.m.

Key Bank Building, 100 Cushman Street, Suite 215

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom

Zoom Meeting Phone Number: **(253) 215-8782** Meeting ID: 858-2977-5979

Agenda

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of January 22, 2026 Agenda
4. Approval of the October 9, 2025 Meeting Minutes (pages 3-5)
5. Committee/Working Group Reports (including the Chair's Report)
6. Public Comment Period
7. Old Business
 - a. Community Grant Program
 - b. Medallion Examples (postponed to April 2026 meeting)
 - c. The Starter Block, Retail Chalets
 - d. PEC Member Site Visits
 - i. Airport Way Cul-De-Sacs, (page 7)
 - ii. Clay Street Connector (pages (pages 8-9)
8. New Business
 - a. Trainor Gate Road & F Street Intersection Improvements (pages 10-14)
 - b. Emerging Crosswalk Technologies (page 15)
 - c. Open PEC Seats Discussion (page 16)
 - d. Election of Chair and Vice Chair (Action Item) (page 17)
9. Agenda Setting for April 2, 2026 Meeting (page 18)
10. Committee Member Comments (Page 19)
11. Adjournment



Project Enhancement Committee (PEC)

Seat	Sponsor	Member	Phone	Email
A	Cof	Tim Zinza	459-6745	tzinza@fairbanks.us
B	CoF	Jeremiah Cotter	459-6770	JCotter@fairbanks.us
C	CoNP	Bethany Spence	452-2000 x11361	bethany.spence@k12northstar.org
D	CoNP	Jeff Jacobson	460-7733	jjacobson57@gmail.com
E	FNSB	Dave Hayden	474-0064	david@l64design.com
F	FNSB	VACANT		
G	SoA	Dan Adamczak	451-2294	daniel.adamczak@alaska.gov
H	SoA	VACANT		
I	FAST	VACANT		
J	FAST	Sue Sprinkle	452-4166	suesprinkle@alaska.net

Vision: The PEC will bring resources and attention to opportunities for enhancement of transportation projects, programs, and policies to improve the appearance and function of existing and future roadways to make our community more livable and stimulate economic development in the Fairbanks and North Pole areas.

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2026 Meeting Dates: January 22, April 2, July 2 and October 8; generally, from 11am - 1pm.



**Project Enhancement Committee Meeting
MEETING MINUTES**

October 9, 2025 · 11:00 am -1:00 p.m.

By computer at www.fastplanning.us/keepup/zoom

By telephone at: 1 (253) 215-8782 Meeting ID: 876-7792-0198

1. Call to Order

Phoebe Bredlie, Chair, called the meeting to order at 11:00 a.m.

2. Introduction of Members and Attendees

NAME	REPRESENTING
*Dan Adamczak	State of Alaska DOT&PF
*Phoebe Bredlie, Chair	Fairbanks North Star Borough
*Jeremiah Cotter	City of Fairbanks
*David Hayden	Fairbanks North Star Borough
*Jeff Jacobson, Vice Chair	City of North Pole
*Bethany Spence	City of North Pole
*Sue Sprinkle	FAST Planning
*Tim Zinza	City of Fairbanks
**Corey DiRutigliano	FAST Planning
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Deborah Todd	FAST Planning
Randi Bailey	State of AK DOT&PF
Don Galligan	Fairbanks North Star Borough
*PEC Committee Member, **FAST Planning Staff	

3. Approval of the October 9, 2025 Agenda

Motion: To approve the October 9, 2025 Agenda. (Sprinke/Zinza).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the July 3, 2025 Meeting Minutes

Motion: To approve the July 3, 2025 Meeting Minutes. (Jacobson/Hayden).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Committee/Work Group Reports (including Chair's Report)

An amendment to the Transportation Improvement Program (TIP, which is the FAST Planning short-range funding plan, is being worked on with the lifting of the Conformity Freeze. The projects moving to construction in the summer of 2026 include the Steese Highway Intersection. The Airport/Cushman intersection will not be ready for construction this summer, but possibly in 2028. The Drop Inn Lounge was demolished this summer.

There are three new non-motorized projects that were approved by the Policy Board. They are: Ballaine Road Path, a gravel parking lot at the GARS intersection, and the Sheep Creek Road/Parks Highway Extension Shared Use Path.

A seminar is being coordinated with AIA that will focus on helping people build projects in small towns to educate and encourage small developers to think about building. Part of the emphasis of this seminar is to help build more accessible senior housing. The seminar is free and open to the public.

The Electric Vehicle (EV) Charging Station call for project nominations opened on November 5, 2025 and applications are due by November 21, 2025.

The Metropolitan Transportation Plan (MTP) Update is in process. An Open House for the MTP will be held October 21, 2025 from 5:30-7:30 pm at the Noel Wien Library.

The Winter Maintenance Forum will be held on October 28, 2025 from 5:30-7:30 at the Noel Wien Library Auditorium. This will be a tabling event with the different maintenance entities available to answer questions. There will be games and prizes. The City of Fairbanks has agreed to have three snowplows named by the students in local schools. A survey will be conducted with the operators to rank the top three snowplow names which will be revealed at the Winter Maintenance Forum.

6. Public Period

 No public comment.

7. Old Business

a. Community Grant Program

FAST Planning has undesignated funds and is exploring ways to create a grant program that would give back and improve the community by supporting local non-profits, non-government organizations, and local governments. The proposal is to help support local communities and businesses through a minimal strings grant program. Applying to the grant program allows FAST Planning to support organizations that have a need when they need it. The application is located on the FAST Planning website and stipulates the requirements and responsibilities FAST Planning will support with financial/design resources as appropriate. Some examples include play equipment (Turner Street), street art (like Golden Heart Utilities mural/Reagan collaboration), street furniture, lighting, etc. It was decided that the PEC would create a subcommittee to review the applications. This program would need to go through the Technical Committee and Policy Board for approval prior to accepting applications.

b. Medallion Examples

The Hutchison High School Girls Who Weld Program has expressed interest in creating the medallions for community branding on local projects. The medallions would follow a theme. The intent would be to have the medallions installed on a project and the location for the installation

would be chosen on a case-by-case basis. Examples of the medallions will be prepared for the PEC to review. The student artists would be recognized on the medallion art.

8. New Business

a. Downtown Implementation Group (DIG) Overview

The Downtown Implementation Group is similar to the Fairbanks Downtown Association. They formed with the intent to help facilitate and achieve some of the goals that were listed in the Fairbanks Downtown Plan.

b. The Starter Block, Retail Chalets

This effort stems from the Polaris Working Group. Several members were tasked with developing interim use(s) for the Polaris site if the mixed-use development proposal is not secured. This would be a tool kit to help jumpstart activity on underutilized lots. This concept would include small, portable buildings for retail and food vendors, play and activity zones, pop-up events, and seasonal events. Currently a temporary ice rink that has a liner is being constructed on the vacant Polaris site, The rink will be used for public skating when the ice freezes. A ribbon cutting celebration and dance has been scheduled at the site on Friday, October 10, 2025 from 5-7 p.m. There will be no ice on the rink since the weather has not been cold enough, but the rink will be lit. There will be music, dancing, a warming area, and food vendors.

Mr. Zinza suggested that they notify the city mayor, police, and fire department about closing Lacey Street between 1st and 2nd Avenues for these types of events and get their input.

c. T-Mobile Hometown Grant

The City of Fairbanks applied for a \$50K grant with the intent of helping develop vacant or underutilized lots. The funding would be applied to street furniture and other materials. The application can be found online at: <https://www.t-mobile.com/brand/hometown-grants>.

9. Agenda Setting for January 8, 2026 Meeting

Discussion about what items to include in the Agenda for the January 8, 2026 meeting.

10. Committee Member Comments

- No comments.

11. Adjournment

Motion to Adjourn: (Jacobson/Sprinkle) The meeting adjourned at **1:00 p.m.** The next scheduled Project Enhancement Committee Meeting is **Thursday, January 8, 2026.**

Approved: _____

Date: _____

Phoebe Bredlie, Chair
Project Enhancement Committee



Public Comment Period

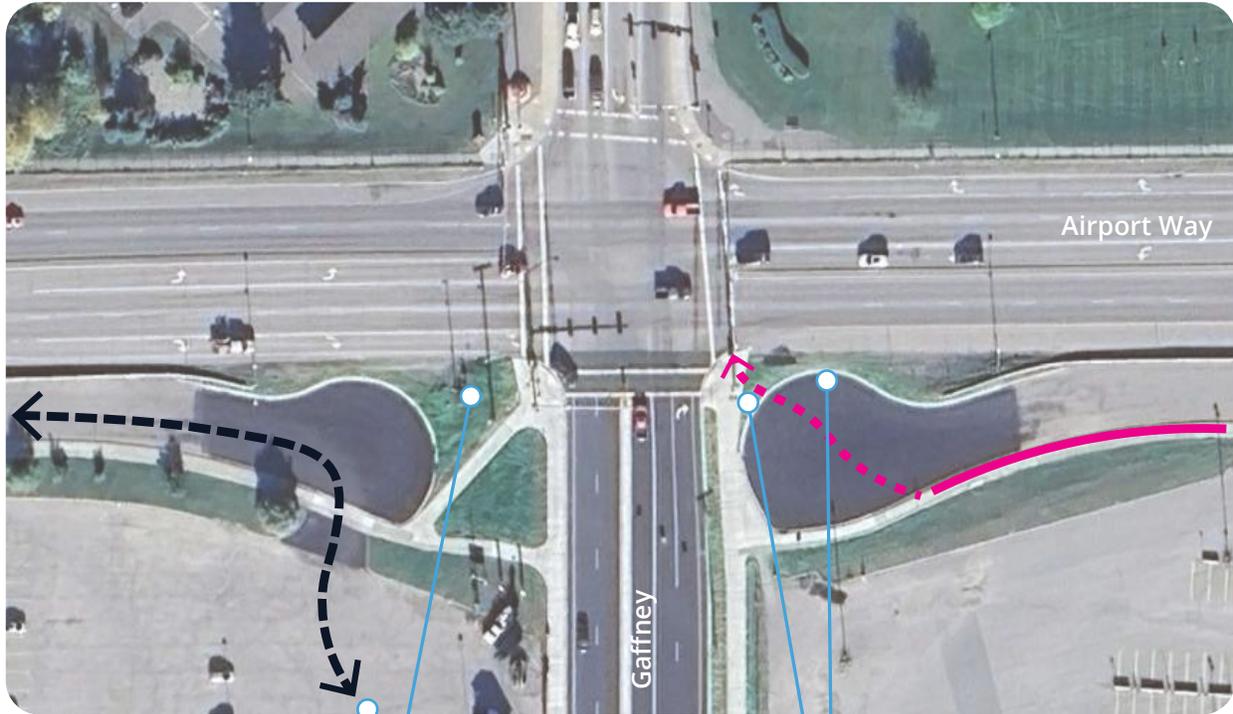
Notes:

PEC Member Site Visit

Airport Way Cul-de-Sac

Overview

PEC members visited the newly constructed Airport Way cul-de-sacs and observed several issues reflecting poor land use and access decisions, including unclear grading, poorly defined edges, abandoned landscaping, and emerging informal pedestrian and vehicle cut-throughs. These conditions suggest that the design does not align with how people actually move through the area and highlight the need for clearer boundaries, intentional pedestrian routing, and better integration between land use/street design.



Cut Through
Indications of vehicle traffic cut-through from frontage to Gaffney

Remnant landscaping
Abandoned landscaping terraces

Unclear grading
Lack of separation makes these areas blend

Game Trail
Dirt path developing here, indicating diagonal cut through pedestrian traffic



Poorly delineated boundary



Unclear grading



Area of Airport Way Cul De Sacs



PEC Member Site Visit

Clay Street Cemetery - Non Motorized Path Connector

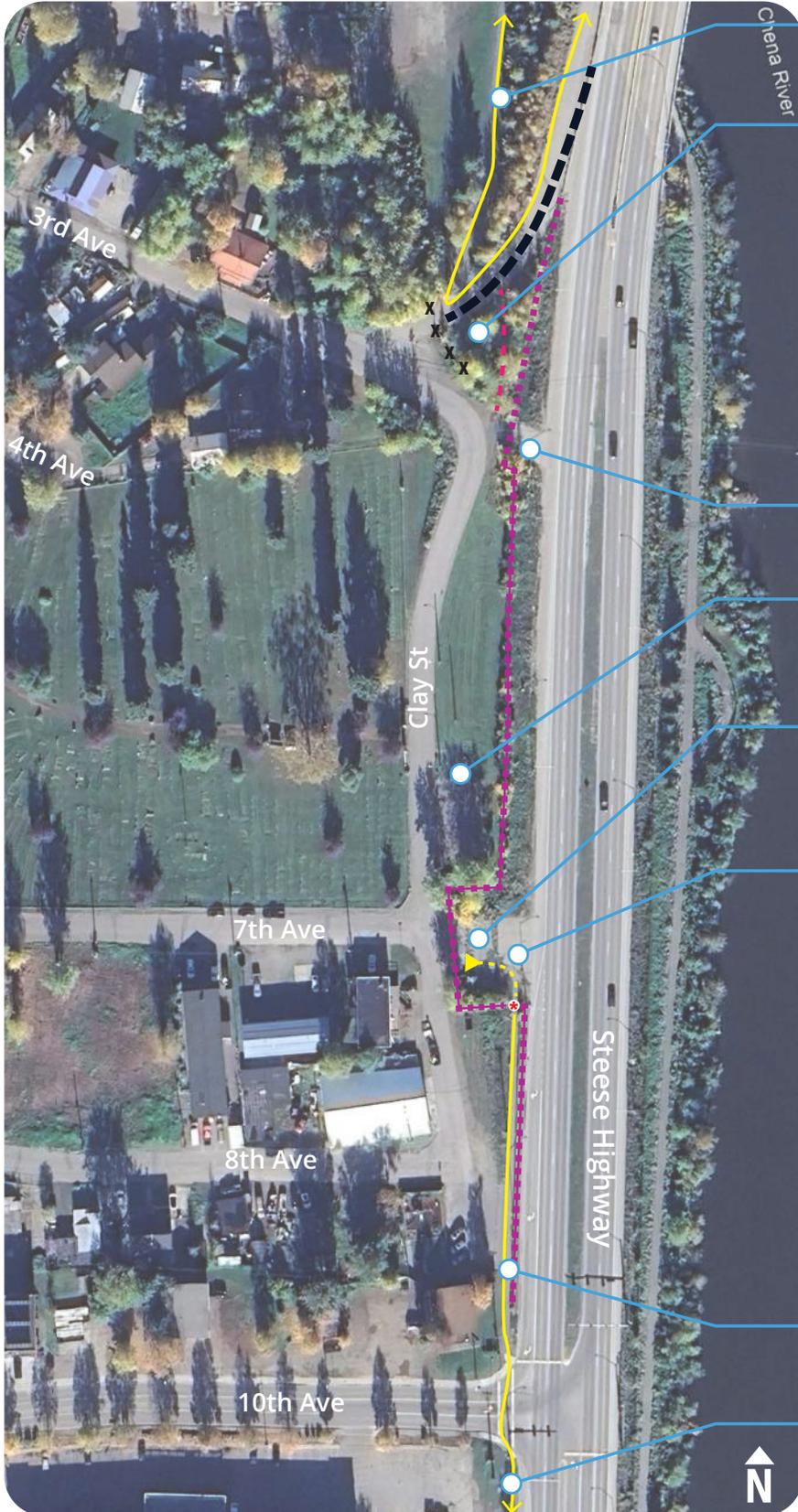
Overview

The Project Enhancement Committee conducted a site visit to Clay Street Cemetery to observe where pedestrian, bicycle, and access infrastructure is incomplete, informal, or unclear, and to discuss opportunities for improvement. The visit highlighted gaps in routing, undefined edges, surface and drainage challenges, visibility and lighting concerns, and weak connections to surrounding streets and neighborhoods. A marked-up plan is included in this packet to document observations from the site visit and to illustrate potential improved routing and access strategies, providing a visual framework for evaluating incremental, context-sensitive improvements that enhance safety, accessibility, and usability while respecting the cemetery's character.



PEC Member Site Visit

Clay Street Cemetery - Non Motorized Path Connector



Existing Non Motorized Path
Connection between south riverfront path and Steese bridge

Abandoned Off Ramp + Trail
Disused asphalt **off-ramp** blocked by concrete barriers (x), worn **dirt path** through trees, notable drop in grade, signs of camping in this area



Abandoned Drive
Disconnected driveway to 3rd ave - blocked by **chainlink fence**, debris is gathered here

Parking + Seating Area
Benches adjacent to gravel parking area, signs of a memorial here but it is no longer legible/present, utility unknown

Abandoned Drive
Disconnected driveway to 7th ave - blocked by **chainlink fence**, remnant sidewalks present, debris is gathered here, signs of camping in treed area present

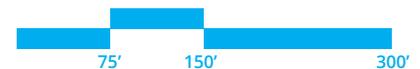
Dangerous dead end
Non motorized path proceeds unimpeded straight through fence (*) opening but enters isolated Steese Highway area, resulting in dead end, and oncoming traffic



Narrow Throughpath
Path is impinged by telephone poles and support wires

Existing Non Motorized Path
Connection between south riverfront path and Steese bridge

Area of Clay Street Cemetery Path

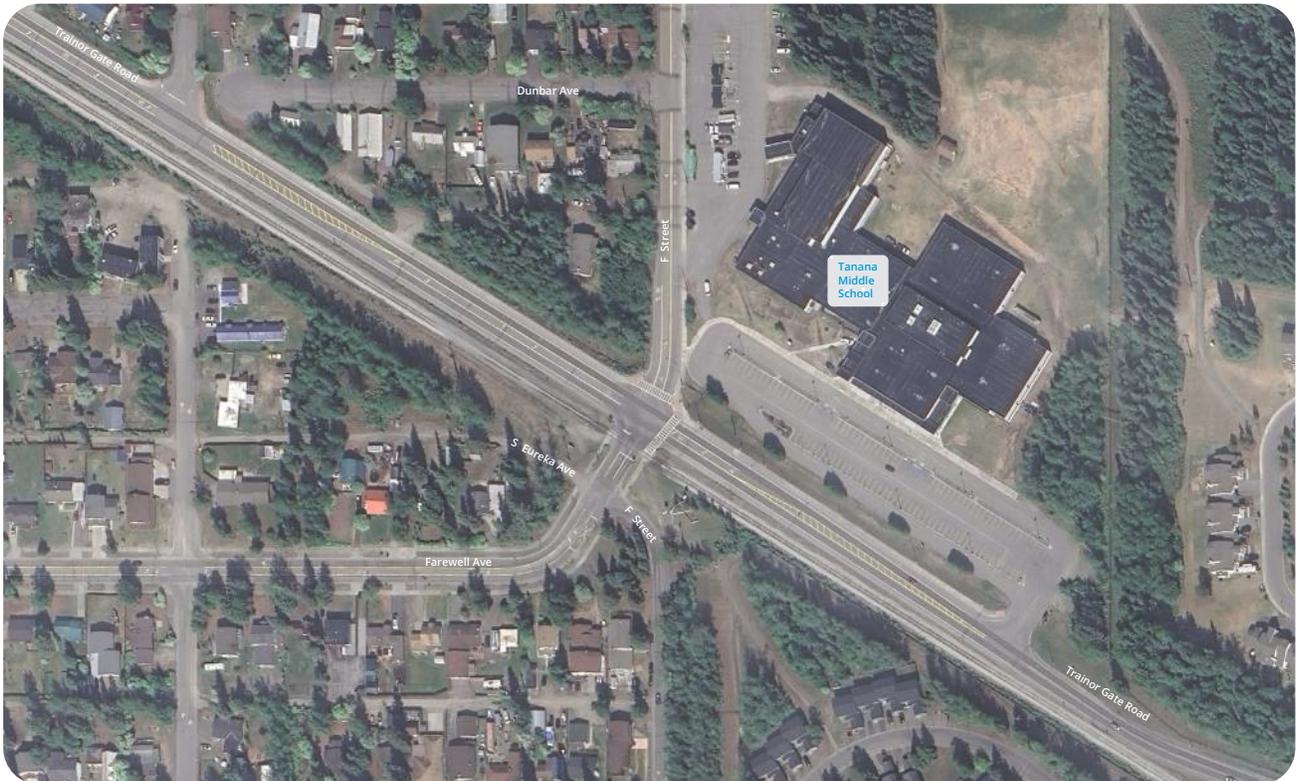


Trainor Gate & F Street

An Intersection in Need

Overview

The intersection of Trainor Gate Road and F Street is a critical school-area crossing serving daily pedestrian travel to and from Ladd Elementary and Tanana Middle Schools and has been identified as a safety concern for more than a decade through Safe Routes to School planning efforts. Trainor Gate Road carries relatively high traffic volumes and functions as a barrier within the walk zone, and while a crossing guard is present, existing conditions have proven insufficient—most notably highlighted by a serious incident in 2023 in which a child was struck by a vehicle while in the crosswalk. Previous recommendations have included enhanced crossing treatments, pedestrian refuge, and signalization or beacon-based controls, but implementation has stalled due to funding and design challenges. This PEC item focuses on re-evaluating the intersection using updated data, current design and technology options, and recent documentation to identify near-term, implementable strategies that measurably improve pedestrian safety and reduce risk at this high-priority community crossing.



Intersection of **Trainor Gate Road + F Street + Farewell Ave** Near **Tanana Middle + Ladd Elementary Schools**



Trainor Gate & F Street

An Intersection in Need



Mindy O'Neall, Mayor

8 January 2026

Jackson Fox
Executive Director
FAST Planning
100 Cushman Street, Suite 205
Fairbanks, Alaska 99701

RE: Urgent Action Requested for Trainor Gate Road & F Street Intersection

Dear Mr. Fox,

It is my understanding that the intersection of Trainor Gate Road and F Street has been under discussion with several local agencies since at least 2012, when it was identified as a recommended improvement in the Safe Routes to School (SRTS) Report for Tanana Middle and Ladd Elementary Schools.

In 2019, DOT nominated the HAWK Beacon for FAST Planning funding; however, design-phase challenges caused delays and ultimately led to its removal from the FFY 2021 construction bundle. While conversations continued and Highway Safety Improvement Program (HSIP) funding was explored, the project has remained stalled.

The accident in 2023, resulting in a child struck in the crosswalk, underscores the critical need for immediate action. Despite the posting of a crossing guard, this measure did not prevent the incident, and I am gravely concerned about the potential for another, worse outcome.

On behalf of the City of Fairbanks, I am requesting to reignite these discussions and move forward with implementing a traffic control measure at this intersection. Technology and design options have advanced since 2012, and I urge FAST Planning to work closely with DOT and other agencies necessary to identify and install an appropriate traffic safety feature during this summer construction season.

I deeply appreciate the support of the various agencies and committees over the years who have raised this concern. This project must be a priority to mitigate the known dangers at this critical community crossing. Thank you in advance for your continued collaboration and coordination with these agencies and the City of Fairbanks provide a solution.

Sincerely,

A handwritten signature in black ink that reads "Mindy O'Neall".

Mindy O'Neall
Mayor

Cc: Pam Golden, DOT State Traffic & Safety Engineer
Bob Pristash, City of Fairbanks Engineer

Phone: (907) 459-6793

800 Cushman Street, Fairbanks, AK, 99701



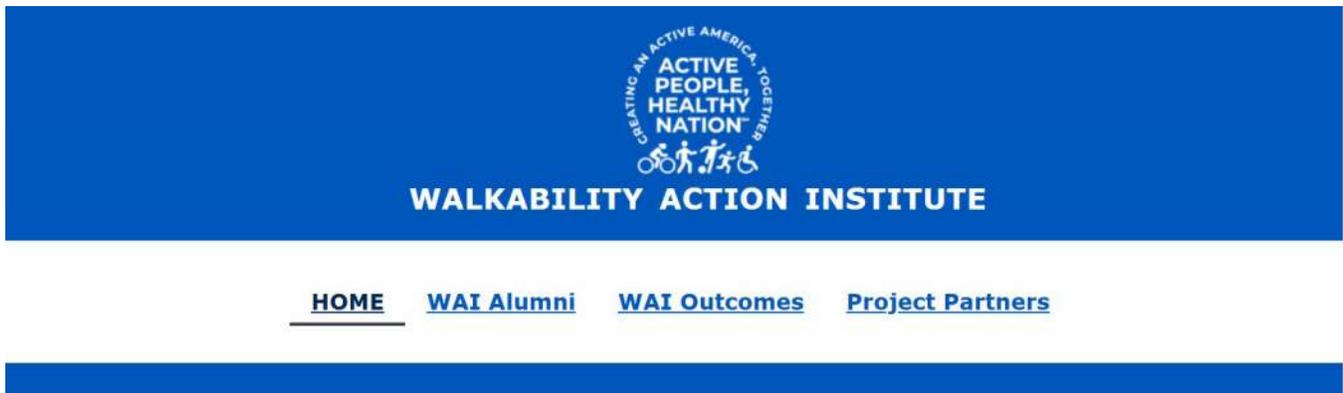
Trainor Gate & F Street

Alaskan Walkability Action Institute (WAI)

Overview

The Walkability Action Institute (WAI) is a national, CDC- and NACDD-supported program that helps communities connect public health goals with transportation and land use actions to create safer, more walkable streets. In Fairbanks, local participation in WAI has strengthened cross-sector collaboration between transportation planning, public health, and community partners, with a focus on practical, near-term improvements that reduce injury risk and support everyday physical activity. A member of the Project Enhancement Committee is actively engaged in these local WAI efforts, which identify high-risk school-area crossings—such as the intersection of Trainor Gate Road and F Street—as priority locations for intervention. Through tools such as mobility audits, demonstration projects, and rapid prototyping of safety treatments, WAI provides a framework for testing and advancing street safety improvements that align with FAST Planning’s goals to protect vulnerable users and create safer, healthier travel environments in Fairbanks.

<https://chronicdisease.org/cahc/wai/>



Join us in celebrating 10+ years of the Walkability Action Institute (WAI)

For more than a decade, the WAI has supported interdisciplinary teams in taking actionable steps to create environments where families can move more and live healthier lives. We’ve created a set of tools and resources you can use to help us promote, elevate, and celebrate the impact of the WAI.

- A [one-pager](#)
- Two maps that demonstrate the [reach](#) and [impact](#) of the WAI
- Ready-to-use [communications toolkit](#) with sample messaging
- A folder of [images](#) that can be used to accompany promotional activities

Trainor Gate & F Street

Alaskan Walkability Action Institute (AWAI)



2025 November 21

Erin Peterson, MPH
State of Alaska | Division of Public Health
Section Chief, Chronic Disease Prevention and Health Promotion
3601 C St. Suite 722, Anchorage AK 99503
Erin.Peterson@alaska.gov

Dear Erin,

On behalf of FAST Planning, I respectfully request a \$5000 sponsorship from the Alaska Department of Health (DOH) - Physical Activity and Nutrition (PAN) Unit to support the implementation of our 2025 Alaska Walkability Action Institute (AWAI): Fairbanks Team Action Plan.

Between January-July 2025, our team successfully completed the comprehensive AWAI training course, supported by PAN and facilitated by the Center for Disease Control and Prevention (CDC), and the National Association of Chronic Disease Directors (NACDD). The final deliverable, which our team successfully submitted in July 2025, was the Fairbanks Walkability Action Plan. This action plan includes CDC- and NACDD-approved activities and objectives to increase walkability in our community, and ultimately increase safe, accessible access for community members to be physical active. Increased physical activity is a known protective factor against many chronic diseases, such as type 2 diabetes, heart disease, dementia and certain types of cancer.

FAST Planning is the local Metropolitan Planning Organization for the Fairbanks Area. We are a 501©3 non-profit that focuses on creating plans for local multi-modal transportation system investments that work for betterment of the community. Often, these planning efforts engage active transportation methodologies like Safe Routes to School, best practices through peer exchanges, and involvement with local advocacy groups such as the Fairbanks Cycle Club.

This sponsorship will support our planned action plan implementation activities which we will be initiating over the next year. Activities include but are not limited to:

- Continue to conduct mobility audits and survey community members and business community to evaluate strategies to enhance traffic calming/safety;
- Purchase and install pop-up/demonstration project materials based on findings from mobility audits (such as Randy Smith School crossings along Danby Road and Tanana Middle School crossings at Trainor Gate Road) to generate community support for potential future permanent infrastructure like:
 - SeeMeFlags
 - Radar guns
 - Clipboards
 - Cones
 - Vests
 - Paint
 - Shrubbery

ITEM
8a

Trainor Gate & F Street

Alaskan Walkability Action Institute (AWAI)

Successful completion of these activities will help Fairbanks improve its walkability and increase the safety and accessibility of places for community members to be physically active, and ultimately improve their health.

Thank you for your consideration of this request in support of our team's AWAI Action Plan implementation activities.

Best,



11/21/2025

Olivia Lunsford

Transportation Planner, FAST Planning

(907) 251 -7248 | Olivia.lunsford@fastplanning.us | 100 Cushman Street, Suite 205, Fairbanks, AK 99701

Emerging Technologies

Improving Crosswalks

Overview

FAST Planning is investigating emerging and rapidly deployable crosswalk technologies that enhance visibility, user comfort, and driver awareness for people walking and biking—particularly in northern communities with long periods of darkness, low sun angles, snow cover, and extreme weather. This exploration focuses on adaptable solutions such as light-based projection systems, in-pavement or curb-mounted illumination, dynamic markings, and modular or temporary materials that can be piloted without full capital reconstruction. These technologies offer opportunities to test how enhanced contrast, motion, and illumination influence behavior at crossings, support non-motorized users during winter and nighttime conditions, and provide data-driven insights before committing to permanent infrastructure. The investigation emphasizes rapid prototyping, scalability, and compatibility with existing street designs, allowing FAST Planning and partner agencies to evaluate effectiveness, maintenance needs, and public response in real-world northern operating environments.

GOBO Pro provides projected crosswalk and safety marking systems that use high-intensity light and custom gobos to create bright, highly visible pedestrian crossings without permanent pavement markings, making them adaptable for temporary pilots and low-light conditions.

<https://gobopro.ae/projected-crosswalks>



Vortex Roundabouts specializes in temporary, low-cost roundabout visualization techniques—using paint, cones, and modular elements—that can be adapted to simulate curbs and edge geometry for short-term pilots, allowing agencies to test driver behavior and street reconfiguration without constructing permanent roundabouts.

<https://vortexroundaboutscom.wordpress.com/>

<https://www.youtube.com/watch?v=xsSp8gxzfjo>





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Current Seats

Chair (vacated)

Phoebe Bredlie

Vice Chair

Jeff Jacobson

Nominations

Old Business

New Business



Committee Member Comments

Adjournment