



POLICY BOARD

Meeting Minutes

APRIL 15, 2026 • 12:00 – 2:00 P.M.

FAST Planning Office, KeyBank Building, 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: 818-0002-8285

1. Call to Order

Mayor Hopkins, Chair, called the meeting to order at 12:02 p.m.

2. Introduction of Members and Attendees

Attendee	Representative Organization
* Scott Crass	FNSB Assembly
* Nick Czarnecki	DEC Air Quality
* Grier Hopkins, Chair	Mayor, Fairbanks North Star Borough
* Lauren Little, Vice Chair	DOT&PF
* Mindy O’Neill	Mayor, City of Fairbanks
* Larry Terch	Mayor, City of North Pole
* Crystal Tidwell	Fairbanks City Council
** Corey DiRutigliano	FAST Planning
** Jackson Fox	FAST Planning
** Olivia Lunsford	FAST Planning
** Deborah Todd	FAST Planning
** Randi Bailey	DOT&PF Planning
** Don Galligan	FNSB Community Planning
+ Brett Nelson	DOT&PF Planning
+ Kate Dueber	Alaska Railroad
+ Kellen Spillman	FNSB Planning
Dave Arvey	DOT&PF Construction
Ethan Graetz	DOT&PF Preconstruction
Ivet Hall	DOT&PF Preconstruction
Carl Heim	DOT&PF Preconstruction
Angelica Stabs	DOT&PF Public Information
Clay Anderson	FNSB School District
Emily Haynes	FHWA
Randy Warden	FHWA

Julie Jones	Festival Fairbanks
James Marks	HDR
Phoebe Bredlie	Kinney Engineering
Patrick Cotter	RESPEC
Karen Brewster	Participant
Elena Moore	Participant

****FAST Planning Policy Board Members, ** FAST Planning Staff Members, +FAST Planning Technical Committee Members***

3. Approval of the April 15, 2026 Agenda

Motion: To approve the April 15, 2026 Agenda. (Crass/Terch).

Motion: To move Item 7c before Item 7b in the Agenda under Old Business. (O'Neill/Crass)

Discussion: No further discussion.

Vote on Motions: None opposed. Approved.

4. Approval of the March 18, 2026 Meeting Minutes

Motion: To approve the March 18, 2026 Meeting Minutes. (Crass/Terch).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

Note: Ms. O'Neill asked to be excused from the meeting after Item 7c of the agenda.

5. Staff/Working Group/Chair Report

- FAST Planning held a meeting about the proposed safety improvements at Trainor Gate & F Street with the two school principals, City Police, City Engineering, and City Mayor's office.
- Three meetings were held with DOT Project Managers to make sure all federal funds are being obligated for projects in the Transportation Improvement Program (TIP).
- A workshop for future land use for Fairbanks and North Pole was held for the Metropolitan Transportation Plan (MTP) Update.
- FAST Planning held a Highway Safety Improvement Workshop on April 8, 2026.
- The Fairbanks City Council drafted a Resolution regarding the Chena Riverwalk Project that passed unanimously at the April 14, 2026 City Council meeting.
- Mr. Fox presented the Letter of Support for the BASICS Act to the Chamber of Commerce Transportation Committee.
- Mr. Fox renewed all the FAST Planning insurance policies for the year.
- FAST Planning advertised the new Community Transportation Grant Program application availability from April 1-28, 2026. At the close of the application period, the Project Enhancement Committee (PEC) will review and score the applications and create a prioritized list for the Policy Board to approve.

- TIP Amendment #2 was sent to FHWA/FTA for concurrence on the air quality conformity determination.
- At their April 2, 2026 meeting, the PEC:
 - Recommended restoring language in the Bylaws to allow FAST Planning staff to serve as non-voting Chair and Vice Chair.
 - Recommended changing the meeting frequency of the PEC meetings from quarterly to bimonthly.

6. Public Comment Period (Non-Action Items)

Elena Moore, east Fairbanks: Good afternoon. When you walked in the door today for this meeting, you should have exchanged your city, borough, or state hat, so to speak, for a FAST Planning hat. This is probably different than other committee assignment seats you may hold. As I'm sure you are aware, the seven of you serve as the board of directors for this organization. The role of a board of directors is to ensure the organization's long-term success. Let me say that again. Your job is to ensure the long-term success of this organization while you help carry out the transportation planning process in the metropolitan planning area, a community that almost all of you call home. Unfortunately, it seems it's not easy for a few members to wear their FAST Planning hat while voting. I've noticed a continuous pattern from the state seats in which they only vote in the best interest of the MPO when it aligns with the state DOT. Politically, I understand they can find themselves in a tricky position when it comes to some hot topic issues. In those circumstances it seems like it would be more appropriate to provide the state DOT perspective as means for a healthy debate but then abstain from the vote if unable to vote in the best interest of FAST Planning. The state seats almost always vote in lock step with each other, often in opposition of the rest of the board. This was on display last month during the last Policy Board meeting specifically regarding the letter to the Delegation in support of the BASICS Act. It was said that "the state" would be in opposition of it. My first question is Who is THE State? Is it the Legislature, the Governor, or the State DOT&PF? Both state seats opposed sending the letter to support the change that would be beneficial to FAST Planning and, by extension, our local communities. They were in opposition of a board that they sit on, to have access to additional funding to use in a community that they live in. Make that make sense. They have said that they, the state DOT, have ultimate authority to deny any projects which sounds like a threat and doesn't respect local decisions despite sitting on the very board that approves said projects. The state DOT and local communities should be able to collaborate to achieve common goals rather than acting like adversaries. I think it's worth noting that many months ago there was discussion about the structure of some MPO policy boards in the lower forty-eight. For those not in that meeting, it was reported that there are MPOs out there, like this one, with state seats who are ex officio, therefore not voting members. I have to wonder if it was done proactively or

in response to conflict-of-interest issues this this board has seen in the past by our state. Finally, to put it in perspective, if there were members on the board of directors for Explore Fairbanks, the Downtown Association, Mt. McKinley Bank, or Festival Fairbanks, for example, who voted in opposition to the success of the organization, I would be willing to bet they would be asked to leave or step down. Clearly that's not how it works here, but that doesn't mean it should be taken advantage of either. Finally, your role on this board can have profound impact on how citizens of this community move about and utilize spaces in the future, and it shouldn't be taken lightly. Please hold yourselves and everyone at that table accountable to continue the success of the organization and community. Thank you.

Julie Jones, Festival Fairbanks: I saw that Airport Way was on the agenda. I was on one of the committees when they were doing the remodel before the GARS. I would like to be involved if that's a possibility. Also, we own all of the banner hangers that are on Airport Way, so we've been reaching out to FAST Planning recently to do banner projects as soon as possible. So, I just wanted to let this Board know that I hope that can continue and if there are any changes to the lighting fixtures, we'd like to recoup all that expensive hardware that hangs those banners. Thank you very much.

Karen Brewster: I live off of Roland Road so I go through that Chena Small Tracts intersection every day. I've gone through it every day for 25 years either by bicycle or by car and I think that it's an issue that is a non-issue. I don't think there's any problem with traffic. I don't understand why DOT has made this a project and, again, as a cyclist and then for pedestrians, changing that to a roundabout is going to make it more dangerous. I bicycle everywhere, all summer and those roundabouts with the multiple lanes and side turns are incredibly dangerous as a cyclist. But my basic point is it's a non-issue and it feels like DOT is making it a mountain out of a molehill. I wish they'd spend their money to repair all the treacherous potholes that have developed on Chena Pump Road, Geist Road, and under the underpass through those intersections. They just patched them, I think yesterday, but they're going to come back. They've been terrible the last couple of years and I think the money would be better spent. That, and again, the suggestion if they want to do something with that Chena Small Tracts, why don't they widen it to two lanes between Chena Small Tracts and the Pump House so then turning off of Chena Small Tracts you're turning into two lanes like you are through the rest of University West and the traffic coming in from Chena Ridge and Rosie Creek out there could stay in the left lane and the traffic would flow.

Ms. Little: Just want to clarify that we are also repaving Chena Ridge and Chena Pump to the overpass. That's a parallel project that is happening this summer.

7. Old Business

a. Chena Riverwalk Stage III Project Update (Action Item)

Agenda Item continued from March 18th meeting; Item is still open for Public Comment; Continuation of discussion of recommendations from Walk, Ride, & Roll Advisory Committee and consideration for action from Policy Board on next steps

Motion: To approve the purchase of the land [from the Alaska Railroad for the Chena Riverwalk project]. (Crass/Terch).

Discussion:

Ms. Little: So, I just want to be really clear, once that property is acquired with the Federal money, that property must be...that is our alternative. There are no other alternatives now.

Mayor Hopkins: We now have to do something with it or pay those dollars back with federal funds in the future.

Ms. Little: Right.

Mayor Hopkins: Do you have the timeline for when we have to do something with that?

Ms. Little: There is no more time trap so to speak but certainly we don't want projects to sit on the books forever.

Mayor Hopkins: Like double the time we've been dealing with and that sort of thing?

Ms. Little: Exactly.

Mayor Hopkins: Understood. Does that make sense, Mr. Fox?

Mr. Fox: Yes. I understand what she's saying. There used to be a 10-year time trap for that but that's no longer in regulations.

Mayor Terch: Related to the federal funds, what are the stipulations and requirements that that federal funding would bring? If, let's say we were able to run a dozer down through there, create a trail, bring in gravel, and build that up. Is that within federal standards or what federal standards are out there that we are now required to live up to because we've acquired this through federal funds?

Ms. Little: I wouldn't say that there's any special strings. It is a little bit awkward because the project was started under the City of Fairbanks, so I assume there was a maintenance agreement associated with that and they're essentially saying with this Resolution that that's not something they're interested in anymore. So, there is somebody that's going to have to sign on the dotted line that they will maintain it to the Federal standards. It does have to be ADA compliant so that may preclude just a dozer and some gravel. I think the bigger issue is one of the discussion points around the design of this was, right now the right-of-way acquisition that we've done is based on a very narrow footprint. This sort of boardwalk style. You could make it less expensive with an embankment style design, but that may not fit

in the property that we currently negotiated with the Railroad. So, if we move forward with this acquisition, that's locking us into this boardwalk design. Do I think that the boardwalk design really is worth \$7.1M? I have some serious questions about that. But I don't think it's \$2M either. That's where I feel like we, as the Department, owe you guys a little bit clearer information to make decisions on. Any option that has us going back and renegotiating anything with the Railroad, I would strongly advise against. Those are the two key things. We have to comply with ADA. The rest of the laws we would have to do regardless of federal or state funding like floodplain regulations or Corps permits. That stuff isn't specific to the federal funding.

Mayor O'Neill: I think that this project should go on. I think that the land rights should be acquired, but I'm still upset with the Railroad for turning their back on our community after decades of promising this land for community development and for the benefit of the residents. I'm upset about the amount of money that they're requesting for us to do something that has been a project that has been discussed ad nauseum over decades. So, while I do believe that we need to acquire the land, I want it on the record that I don't think the Railroad is being good stewards with the community at this point.

Mayor Hopkins: Duly noted. Thank you Mayor O'Neill.

Ms. Tidwell: Hearing what Ms. Little had to say about if we acquired the land, that because of the size that has been negotiated, we are locked into a similar design which is going to include a boardwalk. I'm not extremely comfortable voting yes to move forward on buying the land. I would really like to see what the DOT can bring for possible alternatives before making a decision on that land.

Mayor Hopkins: How wide is the right-of-way that we're looking at purchasing Mr. Fox?

Mr. Fox: It varies. It's about 120 feet. Some places are more narrow, 80 feet or so. I can show you a figure. Some parts are narrower and some parts are wider.

Mayor Hopkins: I'll add that between 80-120 ft. I know we can move through there based on floodways where we can make it work and angles that I do not understand. So, I think that within that number of feet, we can have some options that can come back to us. The next motion on the table is going to be do we want to pick a number for a dollar amount and then see what DOT can come back with for ideas. I think that motion should put that discussion to the Technical Committee to pick items and maybe make a recommendation to us of what combination of options that they like that come back from DOT within a certain dollar amount. I think it's a decent number. We could do a combination. It doesn't have to be a pure embankment. It can be a combination where it gets skinnier of some metal grate work that doesn't have to be a boardwalk. Ms. Little made a heck of a good point that was that this is based on western Alaska boardwalk costs, and I think that

metal grates actually come in much lower. I think those are a wonderful option for maintenance, and for usage, and for snow. You deal with them in Juneau and they are outstanding to deal with. They ended up coming back more expensive than cement for the Carlson Center steps, but it could be different than boardwalks and the structural integrity and what's needed. So, I think if we ask for options that can fit within the right-of-way in place, and we do a combination of, for the next motion, embankment, boardwalk with metal grates, and a combination of the two; I think we could find something that fits well within 80-120 feet as well as reducing that cost. So, I think we should be moving forward with this project, and the right-of-way is the important part too speaking to that amendment. Looking in the packet here, and talking to my Community Planning Department, loops are a positive. Loops are things we're looking for in our Chena Riverwalk Plan and in our Comprehensive Plan. Using both sides and access to the river in our community is a wonderful feature. As Mayor Terch pointed out, it is in our Chena Riverfront Plan and has been for decades, and our Comprehensive Plan as a Borough for the long-term impacts. The City [of Fairbanks] has dedicated seats on the Chena Riverfront Commission at the Borough to make sure that their input is there and they have for decades. So, I think that voice has been put forward that this is the kind of plan that we want to gain access to the Chena River and to be able to create loops, and we are not going to be able to do it without purchasing the right-of-way that I think is wide enough. So, I'm looking forward to supporting this amendment and moving forward with something as we see the options in the future that we have been looking for for decades.

Vote on Motion: Four in favor. (Crass, Hopkins, O'Neill, Terch). Three opposed. (Czarnecki, Little, Tidwell). Approved.

Amendment to the Motion: To have the DOT come back with a range of options [design alternatives for the Chena Riverwalk project] within the right of way for around \$3.6M [construction cost] by the next meeting. (Hopkins/Little).

Discussion:

Mayor Hopkins: I think that gives you the leeway you need to design and be creative on what you can come up with. I grabbed \$3.6M because it's half. I think if somebody wants to look at do we have some cost overruns, around that number could be a decent amendment to that motion that I just made to make sure you guys have some flexibility. I also forgot to add in that it should go to the Technical Committee to look at those options and then come back to us, so we don't have to debate which ones we like as a priority. But then, we can always change what the Technical Committee does.

Ms. Little: Could we simplify that to give you a range of alternatives in the corridor, as designed today, for \$3.6M or less?

Mayor Hopkins: How about around \$3.6M? Okay.

Ms. Little: Sure.

Mayor Terch: Just a point of order. I don't believe that we can go two meetings down the road. It has to at least be discussed at our next meeting, and we can postpone it at our next meeting.

Mayor Hopkins: So, we've got a motion on the table, and I will tweak that motion.

Discussion:

Mr. Crass: I would be interested in seeing what DOT came up with. Maybe like a high, mid, low. It would be useful, I think, for us to know what's the cheapest we pull this off and meet the federal requirements? And then, what's the most we could spend? Not that. But, you know, what is \$3.5M? It would be useful for us to conceptualize what's available from a covered, elevated walkway through the closest we can get to a dirt path that is still ADA accessible.

Ms. Little: Just to be clear, regardless of what motion we make today, we're going to bring you the range of options both within the right-of-way but also some of the other discussions just so that this Policy Board has a comprehensive look at everything that we've looked at over the years and we just haven't put it into a clean presentation for everybody.

Mr. Crass: Great. I don't have any need for an amendment just that clarification. I think that more information is great. It sounds like DOT agrees. I appreciate it.

Mayor O'Neill: Thank you. So, I'm not sure I'm clear on what we're asking DOT to do. I thought that the idea was that DOT would provide some clarification on the current design, but it sounds like now we may be asking them to provide three different design alternatives and those seem like two different things to me.

Mayor Hopkins: Ms. Little, would you like to sort of give an idea of how you think DOT can come back with options out there?

Ms. Little: Yes. My understanding, Mayor O'Neill, of the motion is to give the range of options within the current constraints within the approved acquired right-of-way from the Railroad. So that will be some mix of boardwalk or embankment. We'll kind of go to the drawing board on that. But then in addition to that, as a Department, I think we owe you guys a nice summary of the various options to provide the connectivity that is desired here just so that we've laid everything out on the table and we're all on the same page moving forward.

Mayor Hopkins: Would one of those include the full elevated path and the metal grating or whatever we've looked at? Basically, flesh out what the current design would be minus the western Alaska boardwalk cost?

Ms. Little: Yes. My understanding of your motion is that you want to know what the lowest, what the gold plate through the bare bones' options within that red line on the map in that acquired right-of-way would be. So, we'll look at various construction techniques, materials, whatever that looks like to make that fit. Now

there will be some things we may not be able to answer in that time frame like will this meet the no-rise criteria of the floodway. That takes more analysis, more time. We've got some good gut feels on that stuff but there may still be some unanswered questions. We'll be giving you the lowest cost and the fanciest within that red line in that acquired right-of-way that you guys have looked at. In addition, though, we'll also give you the little scabbed in path on Phillips Field, here's if you were to just go ahead and put in a path and replace the Chena River bridge and do all that; here's what that looks like.

Mayor O'Neall: I wonder if Ms. Little or Mr. Czarnecki would explain their vote on the previous motion. My concern is that we're depending on a department to provide information on a project that they opposed. So, I guess I'm confused about that.

Ms. Little: Yes. I can clarify that. I don't by any means oppose the project. Because the City Council passed that Resolution bringing into question the maintenance responsibilities, I was having some heartburn agreeing to acquire right-of-way just procedurally under our rules. It's a gray area to go and move forward with that type of decision and expense without a maintenance agreement in place. So, that was my only hesitation there was just not having that piece buttoned up but we'll make it work. It's not a showstopper. That was just, for me, that was a tough one for me not knowing the maintenance side of it before we inked the deal with the Railroad. Not any opposition to the project as a whole, just a tiny order of operations.

Mr. Czarnecki: I can explain my vote also. Just listening to all the conversation and debate, it was questionable if the current right-of-way would limit what could eventually be done and it seemed like waiting one month may provide a little more clarity on that. And I think it was a difficult vote, but definitely by no means in opposition of the project.

Mayor Hopkins: Thank you both. I appreciate that. Mayor O'Neall do you have a follow up?

Mayor O'Neall: Just thanks for those explanations. That gives me a little comfort. Thanks.

Mayor Hopkins: Mayor O'Neall would you like to amend the motion to make sure that the current plan is also sketched out in there to see if it actually comes back at \$7.1M?

Ms. Little: Yes. That's actually going to be one of the alternatives.

Mayor Hopkins: Does that help clarify what we will be getting back? We will be getting back the current plan as one of those alternatives.

Mayor O'Neall: Yes. I think that Ms. Little has a good idea of what she is able to provide. I've already said that my concerns are that we increase the cost or that we

had the project designed by someone who opposed the project, but I think both those concerns have been addressed.

Vote on Motion: None opposed. Approved.

b. Metropolitan Planning Area (MPA) Boundary (Action Item)

Update from Alaska DOT&PF on Governor's approval of new MPA Boundary and consideration for action from Policy Board on next steps

Ms. Little explained that a letter accepting the MPA Boundary recommendation as proposed by FAST Planning was ready to go to the Governor's Office for signature.

Public Comment:

Elena Moore, east Fairbanks: I was pleasantly surprised to hear the update from the State DOT today. I was at a loss as to why this was still being discussed two and half years after the boundary was unanimously approved by the Policy Board. I didn't understand what was so controversial about the expansion of an existing boundary for future planning efforts. I would be willing to bet that the approval of this boundary has taken longer than it did to gather the Census data and construct the new boundary. It's been used as a bargaining chip and an exploitation effort for concession of local planning control by attempting to open and change the Operating Agreement of the organization. Their own lawyers admitted on record at a Policy Board meeting that they didn't want to approve this boundary because then that flood control project would be subject to Policy Board approval. Last fall, the flooding in western Alaska was used as a pretext for the postponed approval. During the meeting last month, the State tried to hold up the process by overcomplicating the boundary to include a legal description. Let me ask you this. How does the current amended boundary that was approved by the same Governor read? Is it similar to the format of the current boundary or is it similar to the format for the new boundary in question? This has been delayed over and over and I'm hesitant to get too excited about the new update that it's going to be approved. I, as a community member, would like to know what the timeline on approval is and that the State be held accountable to a timeline instead of false promises that have been made in the past. Thanks.

Motion: To table this item [Metropolitan Planning Area Boundary] to the next Policy Board meeting. (Crass/Terch).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

c. Walk, Ride, & Roll Advisory Committee (WRRAC) Roles & Responsibilities (Action Item)

Reconsideration of accepting revisions to Roles & Responsibilities document and addition of member seats

Mr. Fox provided a brief recap of the proposed changes.

Public Comment:

No public comment.

Motion: To adopt the changes [to the Walk, Ride, & Roll Advisory Committee (WRRAC) Roles & Responsibilities] as outlined on Pages 37-38 of the meeting packet (Crass/Little).

Discussion:

Mr. Crass: One thing to note is that it seems the meeting frequency piece seems to have fallen out of that legislated format, but it does also change it to the every month. Correct?

Ms. Lunsford: That's already been adopted.

Mr. Crass: Oh, that's already been adopted?

Mr. Crass: If you look at the Action Items from 7/16/25, you will see that I supported these changes at the time and I continue to do so. This committee is highly functional. It's a group of engaged volunteers that supplies tremendous insight for these user groups. So, if they feel that these changes will help them do their job even better, I absolutely support them in their efforts. They knocked it out of the park, in my opinion, with the Chena Riverwalk. Their recommendations there working through the legislative history as well as all of the reasons our community needs these sort of things. I hope we can continue to have them do good work. I would urge you all to support passage of this so that they can function how they see fit.

Ms. Little: Following that committee meeting, I did have discussions with staff that kind of helped me understand a lot better how we got here and the intent behind this wasn't clear at the time of the motion. I think it's great that this came back in front of us.

Vote on Motion: None opposed. Approved.

*For the record, Mayor O'Neill left the meeting at 1:25 p.m.

8. New Business

a. Project Enhancement Committee (PEC) Meeting Frequency (Action Item)

Consideration of changing meeting frequency from quarterly to every other month

Public Comment:

No public comment.

Motion: That the Project Enhancement Committee (PEC) meetings go from quarterly to bimonthly starting in April 2026. (Crass/Terch).

Discussion:

Mr. Crass: I spoke with Councilwoman Sprinkle about her work on the PEC and how the extended meeting times were detrimental to their work and that this would be helpful. I would urge you all to support this.

Vote on Motion: None opposed. Approved.

b. FAST Planning Bylaws Revision (Action Item)

Consideration of restoring the original language in the Bylaws to allow FAST Planning staff to serve as non-voting Chair or Vice Chair for the WRRAC and PEC

Public Comment:

No public comment.

Motion: To delete Section 5 [of Bylaws Article VII] to allow flexibility for FAST Planning staff to serve as non-voting Chair and Vice Chair for the WRRAC [Walk, Ride, and Roll Advisory Committee] and PEC [Project Enhancement Committee]. (Crass/Little).

Discussion:

Mr. Crass: I was opposed to these changes when we implemented them. I'm glad to see this brought before us. I also spoke again with Councilwoman Sprinkle about these changes and how they were impacting their ability to get their work done on the PEC.

Ms. Little: I think that particular change was sort of one of those good ideas at the time. Right? Just for some history there, the idea was that we wanted committees that were engaged and more willing to step up and take those roles but it wasn't successful because everybody has got a day job, so I'm glad we're cleaning this one up too.

Mayor Hopkins: One clarification is that you help keep Roberts Rules of Order here so that helps.

Vote on Motion: None opposed. Approved.

c. Chena Small Tracts Roundabout Construction

Presentation and discussion of Traffic Control Plan and Temporary Closure of Transfer Site during summer construction

Mayor Hopkins requested an update about the project and the associated transfer site closure. Dave Arvey, DOT&PF Construction Manager for the Chena Pump Roundabout, and Ethan Graetz, Design Manager, provided an update about the traffic control measures that would be implemented and the temporary transfer site and road closures for the Chena Small Tracts and Chena Ridge Improvements projects. The Chena Pump Road Improvement project will start in early May 2026. It was noted that Chena Pump Road would never be fully closed during construction. It would go to one lane only during each of the two construction projects.

Ms. Little: Mr. Arvey or Mr. Graetz, in terms of closure at that this transfer site, has there been any conversations with Borough Waste Management in terms of increased frequency of clean-ups at the other transfer sites and is this all just conceptual now or is this a done deal?

Mr. Graetz: It's not a done deal.

Mayor Hopkins: What are the options if it's not a done deal? What are the other options out there?

Mr. Arvey: It's not impossible to build it without closing everything. It'll take longer. If we have to do it, I think in our situation, it'll end up costing more money, but it's not impossible. It'll take longer, more shifts. I think there's room that it could be done. So, if the answer is no, I think that we'd probably be out there next season too for a lot more work to finish things up. We'd have to go back and work through things with the contractor to figure out what that would look like. Everything is based on this right now so I'd have to go back and work things out with them because they're the ones doing it, but I think it could be done.

Mayor Terch: Have you guys dictated to the contractor hours of operations so that maybe during peak travel hours between 6 and 9 in the morning that will be open so that people could get to work without major holdups, and the same on the way home having work hours that stop at 5 pm and pick up again at 6:30 so that we don't interfere with business and regular travel in that time for a business thoroughfare? How exactly does that work?

Mr. Arvey: The Chena Ridge project does have some of those conditions. They have some of those time frames where they're not allowed to restrict traffic I think mostly in the morning. There are two hours in the morning where they can't restrict traffic. This project doesn't have those restrictions, but some of the things we need to work through with the contractor is that the peak volume directionally is different in the morning than it is at night. So, we have to work through how that looks. I think we'll have to flag it a lot because we have one lane for a portion of this work. The bridge is going to be one lane. The best we can do is try to manage the peak directions by probably flagging which is always going to be better than the temporary signals we're going to put up there. It will probably be fine at night but probably not in the morning when the peak volume of traffic is.

Ms. Little: The nice thing about this here is that there are a lot of relief valves. This isn't Farmers Loop where you've got to get on Farmers Loop to get off of Farmers Loop. There's a lot of relief valves through these neighborhoods. When we did the Chena Ridge resurfacing last summer, you'd find people that would just go the other way to avoid traffic control because it was faster.

Motion: To extend the meeting time to 2:15 p.m. and postpone the remaining agenda items to the next meeting. (Little/Crass).

Vote on Motion: None opposed. Approved.

Discussion:

Mr. Crass: I'm guessing the contractor is Great Northwest.

Mr. Arvey: It's HC Contractors.

Mr. Crass: So, the transfer site you mentioned would be closed. On the schedule currently when would that be?

Mr. Arvey: Right now, it's on the schedule that it would happen right after July 1st. At least that's what they have on the schedule.

Mr. Crass: So that bike path there is heavily utilized during these months. Would that also be closed?

Mr. Arvey: No. That's open. We'll keep that bike/pedestrian route open. The plan is to not have them detour throughout the project. We should be able to just bump them around the roundabout and keep them on the existing route.

Mr. Crass: It might be faster for me to get to work on my bike.

Ms. Little: It depends on how fast you peddle.

Mr. Crass: Additionally, one of the issues that the bike path has is that it gets used by motorized users, but it's posted 'No Motorized Use.' I saw a bunch of teenagers in a smart car driving there one day. But in the winter and into the summer, you'll get folks that will go on the other side of the road but then the approach opposite the bike path gets too steep. It's not a designated trail, but if there were a way that those embankments on the side of the road were a little bit less steep, I think a lot of those motorized users wouldn't be conflicting with the folks on the bike path. If you could take a dirt bike down the other side, you wouldn't be riding on the bike path side of the road. And you see a lot of four wheelers. I talked with Joe Kemp of DOT several times about this and he mentioned that it was a possibility of working with the contractors to keep those embankments just a little bit flatter so that motorized users that are off the road and they want to ride their dirt bikes, four wheelers, or whatever could use that opposite side of the road from the bike path. It's something that you see a lot is motorized users. Sooner or later, somebody's going to get run over by a kid on a motorcycle on the bike path. It's used a lot by pedestrians that are all in those neighborhoods there. So, if there's a possibility to create an informal path for them on that other side, it would be amazing. It would be a great boon to the community. I know it's not in our Borough Trails Plan or anything, it's just sort of an off-the-side of the road use.

Mayor Hopkins: And that would be on the other side of the road, like the west side?

Mr. Crass: Yes. You'll see motorized users that will park at the river and all the way down at the end at the takeout in the Tanana. Then they'll usually cross the road, and you'll see them use the good path on that side pretty much all the way down Chena Pump until the ditches get so deep, and the embankment gets so steep that they shoot over to the bike path which also happens to be the most heavily utilized by pedestrians.

Ms. Little: That's probably not within the scope of the current construction projects, but we do have the Chena Pump Corridor Study going on. That's probably a good place to incorporate that comment.

Mayor Hopkins: Just in light of what the public testimony was earlier about the safety of pedestrians and bikers around the roundabout, can you discuss a little bit what that design for the roundabout is going to look like? I heard a rumor it might be something of an oval shape that might be a little different than a full circle. Can you talk a little bit about the design of the roundabout going in and the pedestrian/bike path safety.

Mr. Arvey: Yes, it is egg-shaped or elongated. You've got a higher speed roadway on Chena Pump and then low speeds north and south on either side. So, the elongation does two things. It helps keep us within the right-of-way and helps reduce speeds on the fastest path that the vehicles are taking. It provides some kind of S curves going into the roundabout on the lower legs. There is some geometry there that will help slow people down to circulating speeds of around 20-25 mph. There will be some nice landscaping. This will be one of the nicer landscaping that we've gotten in a roundabout. We're trying something besides white rock. We've got some nice concrete zee-walls in there that help cut off vision, so people aren't looking straight across but looking to your left for the circulating vehicles/pedestrians.

Ms. Little: I think for pedestrian safety on the roundabouts there are two schools of thought. There's one perspective that says a signal where everybody has to stop and you get a protected phase. But in a roundabout, everyone gets slowed down to a manageable speed and you're dealing with one conflict at a time. I think, overall, roundabouts are shown to be very safe for non-motorized users, and you'll just be crossing one lane at a time at a good sight line with the driver.

Mayor Hopkins: It's a single lane or double lane roundabout?

Mr. Arvey: Single lane.

Mayor Hopkins: I don't use this one all that frequently. I'm a west side Farmers Loop transfer site guy myself but, coming out of there when I do it's a lot to cross three or four lanes of traffic. I can understand the logic for it.

Mayor Terch: Is there a website we can go to and actually see this plan so that it's laid out, and I don't know if there's a way to pin that on our FAST website so people that are interested can take a look at that?

Mr. Arvey: Yes. There is a project website.

Mayor Hopkins: In terms of the closure of the transfer site, what we've done in the past but it hasn't been the end of the world, but it certainly is a trip generator in other places and does cause a fair bit of impact on the contractors themselves. So, I do understand the concern about self-routing through the neighborhoods, especially when it comes to dump trucks and trash trucks, that's not the route we

want to be going. You said that Chena Pump is going to be consistently open one lane throughout this whole project and the bridge project?

Mr. Arvey: Just right there. Yes. The bridge when that's happening, that'll be one lane. And then when they go to do the roundabout right there at Chena Small Tracts that'll be down to one lane.

Mayor Hopkins: So, it will be one lane at some point but it's never going to fully close Chena Pump?

Mr. Arvey: No.

Mayor Hopkins: As a trip generator, people still might not want to go through traffic to get their trash here, so they could go over to the west side Farmers Loop transfer site or the Ester one depending on which route they're going. It's going to be 24 hours. We do close our transfer sites at ten o'clock at night. So, there would be a lot of uninterrupted times for those transfer sites as well. Are we able to, you said it's not a done deal yet, are we able to say that we're going to keep this open during the daytime and probably need to post a flagger there to help make that egress and entrance and exit available. Is that something that is going to be detrimental to the project and is that what you think might make it go into next summer?

Mr. Arvey: It might. But I could get with HC, and we could see what we can do for the daytime. Like you said, it's closed at night. It might change some of the planning we have to do for the day workers and the night shift. Let me see what they think.

Mayor Hopkins: I think that it would be a real benefit to the community to not have to close it. I know it's an impact to the project. I don't want to see it go into next year. If there's a way to manage that without having to go into next year and they'd be able to do it in the time frame that they've got keeping that transfer site open and having the trucks still use Chena Pump. We could close it on the back end. Or, close Old Chena Ridge on the back end, so you wouldn't be able to go through with maybe signage where Kentshire meets the Just A Store end of Chena Pump like, "No Transfer Site Access" or "No Thru Access" might help make sure that people don't go down that road to get to it and do use Chena Pump still on their daily commute or the other one. I think it would be less of an impact and beneficial to the neighborhood for sure.

Ms. Little: The good neighbor part of it would be my biggest concern with keeping that transfer station open. If you're closing it for a month or two, what we've learned with closures is that people are very tolerant of it if you set it and you don't change anything. Everybody can just reroute, one learning pattern, life goes on. When you start opening, closing, and adjusting, that's where people really start struggling. All of the work going on here will probably detour a fair bit of those transfer station people, aside from the ones coming from the subdivision

above, to Farmers Loop to begin with just because they're not going to want to deal with the construction traffic. If this were to stay open, the main people are coming from up that hill, all that subdivision. It would still be quicker for them to go to that transfer station than elsewhere because they'd have to go through traffic control to get to another transfer station.

Mr. Crass: The top of Old Chena Ridge is wild and wooly. You're not going to get a lot of people. People will go to a different transfer site.

Mayor Hopkins: It's a maze back there also trying to find your way through the back roads of Chena Ridge. So, that's why I think keeping it open wouldn't be a huge impact on the project. A lot of people will still go to the west one versus taking that. The people coming down Chena Ridge to Just a Store, are not going to want to take a right on Chena Pump to go to that one. They would go to the one at Farmers Loop west to avoid the traffic impact. But everybody coming from the back side of it, I think, would still appreciate being able to use that transfer site there on Chena Pump from Rosie Creek, Cripple Creek, as well as everybody on those ancillary roads, Roland, and things like that. That's how I see it.

Mayor Terch: I think it's three miles out of the way. I totally agree with the closure. Drive the extra three miles and dump your trash at west side. It's about getting the project done as quickly as possible. I worry about the impact to the residents, the Boat Shop, our tourists who visit local restaurants and areas through there. It's imperative that this gets done as quickly as possible. Trying to kick that to next year doesn't make a whole lot of sense to me with the cost of everything. Just trying to knock that out and get it done really does make the most sense.

Mr. Crass: I already picked a new transfer site. I'm good. I tend to agree. There less of an impact to the public. Just get the project done as quickly as possible. I have to admit the first thing I started thinking about was the regular users of that transfer site. There's an encampment near there and I think a closure might be helpful it getting that camp to disperse. So, there's extra considerations there too.

Mayor Hopkins: So, I'll see you guys at the west Farmers Loop transfer site. I appreciate your input. There's clearly the hopes to keep it there so if you can, try to work with HC to keep the closure short if you can. I definitely think it's a lot better than a light and crossing four lanes of traffic is rough coming out of there. Thank you very much for that input. I'll bring it back and let my Solid Waste people know that we're going to plan on keeping it closed for a couple of weeks.

(remainder of agenda postponed)

d. Airport Way -Voted 'Ugliest Road' in Fairbanks

9. Informational Items

a. Fairbanks Area 2026 Construction Projects

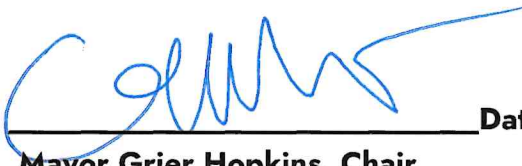
b. FFY2026 Obligations and Offsets

10. Other Issues

11. Policy Board Member Comments

12. Adjournment

The meeting was adjourned by Mayor Hopkins at 2:17 p.m. The next Policy Board Meeting is scheduled for Wednesday, May 20, 2026.

Approved:  Date: 5/20/26
Mayor Grier Hopkins, Chair
FAST Planning Policy Board