



PROJECT ENHANCEMENT COMMITTEE (PEC) MEETING

Thursday, August 6, 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: 669 444 9171 Meeting ID: 872 7838 0767

Agenda

1. Call to Order
2. Introduction of Members and Attendees (page 2) and Meeting Schedule (page 3)
3. Approval of August 6, 2026 Agenda
4. Approval of Meeting Minutes
 - a. June 4, 2026 Meeting Minutes (pages 4 - 7)
5. Committee/Working Group/Staff Updates (including the Chair's Report)
 - a. Trainor Gate Road & F Street Intersection Improvements
 - b. North Pole 5th Avenue Park
6. Public Comment Period (page 8)
7. Old Business
 - a. Girls Who Weld 2.0 Bike Racks for NP (page 9)
 - b. Clay Street Connector (pages 10 - 14)
 - c. Airport Way Corridor Improvements (pages 15 - 16)
 - d. Airport Way Cul-De-Sacs (page 17)
 - e. University Ave Fence (page 18)
 - f. Turner Street Improvements (pages 19 - 23)
8. New Business
 - a. Dark Sky Initiative (page 24)
 - b. Downtown sign audit
9. Agenda Setting for October 8, 2026 Meeting (page 25)
 - a. UPWP: Downtown Traffic Study Scoping
 - b. Intersection Quick Builds
 - c. Jersey Barrier Enhancement
10. Committee Member Comments (page 26)
11. Adjournment



Project Enhancement Committee (PEC)

Seat	Sponsor	Member	Phone	Email
A	Cof	John O'Brien	459-6745	Jobrien@fairbanks.gov
B	CoF	Jeremiah Cotter	459-6770	JCotter@fairbanks.gov
C	CoNP	Bethany Spence	452-2000 x11361	Bethany.Spence@k12northstar.org
D	CoNP	Jeff Jacobson		jjacobson57@gmail.com
E	FNSB	Dave Hayden	474-0064	David@l64design.com
F	FNSB	Kayde Whiteside	459-1260	Kayde.Whiteside@fnsb.gov
G	SoA	Dan Adamczak	451-2294	Daniel.Adamczak@alaska.gov
H	SoA	VACANT		
I	FAST	Trisha Levasseur	459-1074	Trisha.Levasseur@fnsb.gov
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.

All meetings will be hybrid unless otherwise specified. You can attend in-person at FAST Planning's office located in the KeyBank Building at 100 Cushman Street, Suite 215, Fairbanks, Alaska. To attend via computer/tablet/smartphone and/or join via phone, go to <https://www.fastplanning.us/calendar> the day of the meeting for login/call-in info.

2026 Amended Meeting Dates: January 22, April 2, June 4, August 6, October 8, Dec 3, from 11am - 1pm.



FAST Planning 2026 Meeting Dates_rev1

	Technical Committee	Policy Board	Walk, Ride, & Roll Advisory Committee	Project Enhancement Committee
Meeting Timing*	1 st Wednesday Monthly 12 - 2pm	3 rd Wednesday Monthly 12 - 2pm	Last Thursday Every Other Month 5 - 7pm	1 st Thursday Every Other Month 11am - 1pm
January	7	21	29	8
February	4	25*		
March	4	18	26	
April	1	15		2
May	6	20	Bike Month	
June	3	17		4
July	1	15	30	2
August	5	19		6
September	2	23*	24	
October	7	21		8
November	4	18	19	
December	2	16		3

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*Meeting dates/timing may vary due to holidays, conferences, etc. | See website for details

100 CUSHMAN STREET, SUITE 205 | FAIRBANKS, ALASKA 99701 | www.fastplanning.us



**Project Enhancement Committee Meeting
MEETING MINUTES**

June 4, 2026 · 11:00 am -1:00 p.m.

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

By telephone at: 1 (253) 215-8782 Meeting ID: 859-7548-0323

1. Call to Order

Jackson Fox called the meeting to order at 11:00 a.m.

2. Introduction of Members and Attendees

NAME	REPRESENTING
*Dan Adamczak (absent)	State of Alaska DOT&PF
*Jeremiah Cotter	City of Fairbanks
*David Hayden	Fairbanks North Star Borough
*Jeff Jacobson, Vice Chair	City of North Pole
*Trish Levasseur	FNSB Parks & Recreation
*John O'Brien	City of Fairbanks
*Bethany Spence (absent)	City of North Pole
*Sue Sprinkle (absent)	
*Kayde Whiteside	Fairbanks North Star Borough
**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
Clay Anderson	Fairbanks North Star Borough
Angel Peger	Fairbanks Children's Museum
*PEC Committee Member, **FAST Planning Staff	

3. Approval of the June 4, 2026 Agenda

Motion: To approve the June 4, 2026 Agenda. (Jacobson/Cotter).

Discussion: No discussion.

Vote on Motion: None opposed.

4. Approval of the April 2 and May 7, 2026 Meeting Minutes

Motion: To approve the April 2 and May 7, 2026 Meeting Minutes. (Cotter/Levasseur).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

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

- ❖ The construction of the Chena Lake Recreation Area access via Plack Road project bids came in high and the Policy Board approved additional funding. The project will begin this summer.
- ❖ The Policy Board approved the Project Enhancement Committee (PEC) recommendations for the Community Transportation Grant awards.
- ❖ The Policy Board approved selection of an Alaska Fellow for FAST Planning.
- ❖ The Technical Committee and Policy Board unanimously supported the conversion of College Road to a three-lane configuration.
- ❖ The Technical Committee and Policy Board approved funding the Badger Road Roundabouts Study to look at the potential installation of roundabouts in high crash/fatality locations.
- ❖ The Policy Board approved the North Pole 5th Avenue Park Access Improvements to upgrade the parking area and convert the trails from gravel to asphalt.
- ❖ FAST Planning wrapped up the annual bike/pedestrian counts with approximately seventy intersections being counted. A raffle with a prize of two roundtrip tickets from Fairbanks to Anchorage was donated by the Alaska Railroad.
- ❖ FAST Planning staff attended the 2026 NACTO (National Alliance of City Transportation Officials) in Minneapolis, Minnesota in May 2026. NACTO is an organization that creates several of the guidance documents used by FAST Planning.
- ❖ The Policy Board approved the change of frequency for the PEC Meetings from quarterly to bimonthly (every other month) to alternate with the Walk, Ride, and Roll Advisory Committee (WRRAC) meetings.
- ❖ The Policy Board approved changing the Bylaws to allow FAST Planning staff to serve as non-voting Chair and Vice Chair of the Project Enhancement Committee.
- ❖ The Project Enhancement Committee has one State of Alaska seat that is currently vacant.

6. Public Comment Period

- ❖ No public comment.

7. Old Business

a. Community Grant Program

A special meeting of the Project Enhancement Committee was held on May 7, 2026 to review applications and select the Community Transportation Grant Program award recipients. The grant application period ran from April 1-28, 2026. The grants offered up to \$5K to non-profits for projects that enhance the community. The Community Transportation Grant Program will be continued next year.

b. Airport Way Cul-de-Sacs

Mr. DiRutigliano requested participation by Project Enhancement Committee members to look at the area and come up with ideas for recommendations to resolve the aesthetic/design issues.

c. Clay Street Connector

Mr. DiRutigliano requested further PEC participation to provide feedback on the DOT project design.

d. Trainor Gate Road & F Street Intersection Improvements

The intersection of Trainor Gate Road & F Street is a critical school-crossing that has had students hit by vehicles. A safety study of the intersection was performed in the first week of May 2026 with the participation of Tanana Middle School students and staff. Speed and vehicle count data for the road and turning lanes at the intersections were collected. The vehicle counts were taken in the morning during drop-offs and in the afternoons during pick-ups from the schools, which are the busiest times of the day in those areas. The back gate to Fort Wainwright also contributes to the traffic in that area which will increase due to the closure of the main gate at the Gaffney Road/Airport Way/Richardson Highway/Steese Highway (GARS) intersection. FAST Planning staff and volunteers will be painting the crosswalks and locations of potential traffic berms as soon as approvals and permits are received authorizing them to do so.

e. Girls Who Weld 2.0 Bike Racks for North Pole

The Girls Who Weld Program is fabricating North Pole themed bike racks for installation at sixteen locations in North Pole this summer.

f. University Avenue Fence

There is interest in doing something with the University Avenue fence to either remove it, improve it, or replace it with something else. The fence has been damaged, defaced, and repaired several times. DOT&PF has the authority to remove the fence and will keep PEC informed about what they want to do there.

g. Community Bridge Art

Mr. DiRutigliano provided an update on the status of the Community Bridge Art project.

h. Election of Chair (Action Item)

The election of Chair and Vice Chair occurs annually. There is one vacant State of Alaska seat that also needs to be filled.

Motion: To nominate Jackson Fox as Chair (O'Brien).

Vote on Motion: None opposed. Approved.

Motion: To nominate Corey DiRutigliano as Vice Chair. (Whiteside).

Vote on Motion: None opposed. Approved.

8. New Business

a. Dark Sky Initiative

This item has been postponed to the next meeting.

b. Turner Street Improvements

Mr. Fox explained that there is interest in improving Turner Street to find better uses for it and to make it a nicer space for the community. The Borough mayor made a request to improve the area and asked the PEC to propose improvements such as paint, vegetation, and other amenities to make it more aesthetic as well as pedestrian friendly.

Angel Peger, Fairbanks Children's Museum explained that they occupy the space that used to house the old Woolworth's Building for the next four years and then will be moving to a new space in Fairbanks City Hall. There is childcare provided on-site as well. The top three missions she cited were installing picnic tables or infrastructures on the outside, more trash bins that would not be blown over that Golden Heart Waste could pick up easily, and renaissance banners to hang off the lampposts to indicate to the public that there is a Children's Museum in that building instead of a vacant building. She feels it will give residents and tourists more awareness of their existence. These improvements would need to be easily moved. She has received a quote for four picnic tables and a child size picnic table using grizzly wood which is made of recycled, compressed plastic. Ms. Peger feels that this would make the area more welcoming.

Mr. Hayden proposed scheduling a site visit to look at the location of the proposed improvements.

Mr. DiRutigliano requested three PEC volunteers to coordinate the design elements for the area such as paint, table styles, and other amenities. Jeremiah Cotter, Jeff O'Brien, and Kady Whiteside volunteered.

c. College Road Rotary Bus Stop Improvements

This item has been postponed to the next meeting.

d. Airport Way Corridor Improvements

This item has been postponed to the next meeting.

9. Agenda Setting for Next Meeting

Discussion about what items to include in the agenda for the next meeting.

10. Committee Member Comments

 No comments.

11. Adjournment

Motion to Adjourn: (Jacobson/Hayden) The meeting adjourned at **1:04 p.m.** The next scheduled Project Enhancement Committee Meeting is **Thursday, August 6, 2026.**

Approved: _____

Jackson Fox
Project Enhancement Committee

Date: _____



Public Comment Period

Notes:

Girls Who Weld Bike Rack Program

Year 2; North Pole Focus

Overview

Building on the success of the 2025 Fairbanks program, the second year of the Girls Who Weld bike rack initiative will expand to North Pole, bringing the program directly into the community where it will be taught and fabricated. Led by Pete Daley, the program is structured to alternate annually between Hutchison High School (2025) and North Pole High School (2026), broadening its reach and impact across the region. This phase emphasizes a place-based approach, with bike rack forms reflecting North Pole's unique identity and well-known Christmas theme. Students will focus on learning and practicing welding techniques and trade skills while fabricating these racks, gaining hands-on experience through real-world production. The program continues to strengthen partnerships and deliver functional public amenities, while reinforcing the value of investing in workforce development and community-rooted infrastructure.



Organization

Santa Claus House
Three Bears Grocery
North Pole Library
Jimmy O'Connor Skate Park
Three Bears Beaverbrook Gas
Badger Gas
North Pole Alehouse
McDonald's
Taco Bell
North Pole City Hall
North Pole High School
North Pole Middle School
North Pole Elementary School
Wescott Pool
North Pole Plaza
Safeway
Post Office
City Parks & Playgrounds (Terry Miller)
Community Garden
Fire Department/Public Safety

PEC Member Site Visit

Clay Street Cemetery - Non Motorized Path Connector

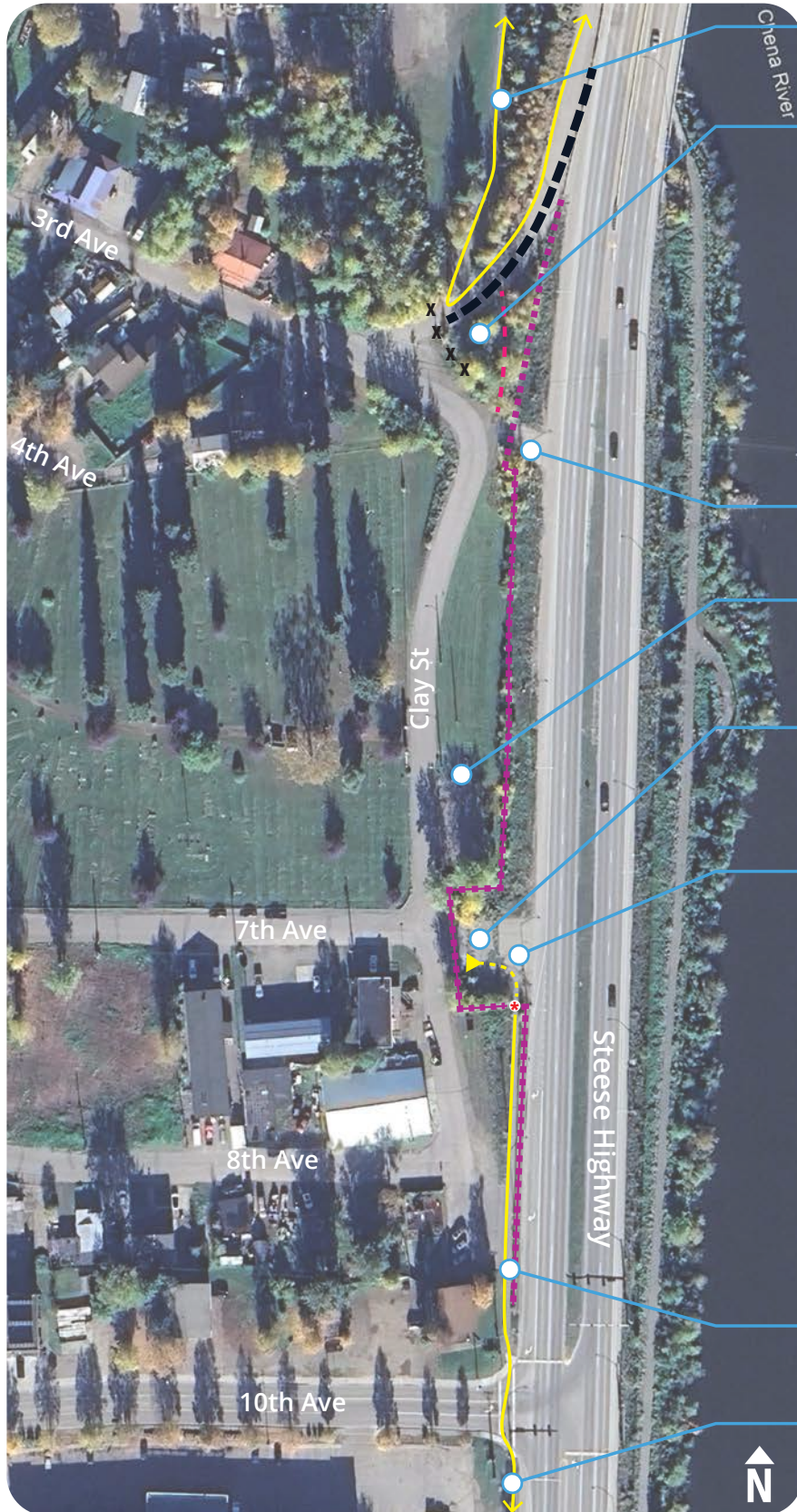
Overview

The Project Enhancement Committee conducted a site visit on October 16, 2025, 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

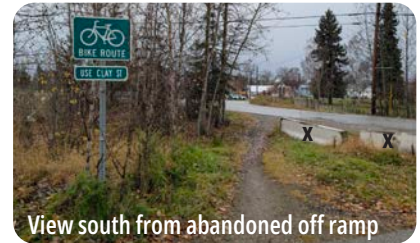
Clay Street Cemetery - Non Motorized Path Connector



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

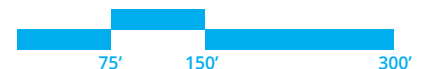


Narrow Throughpath

Path is impinged by telephone poles and support wires

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

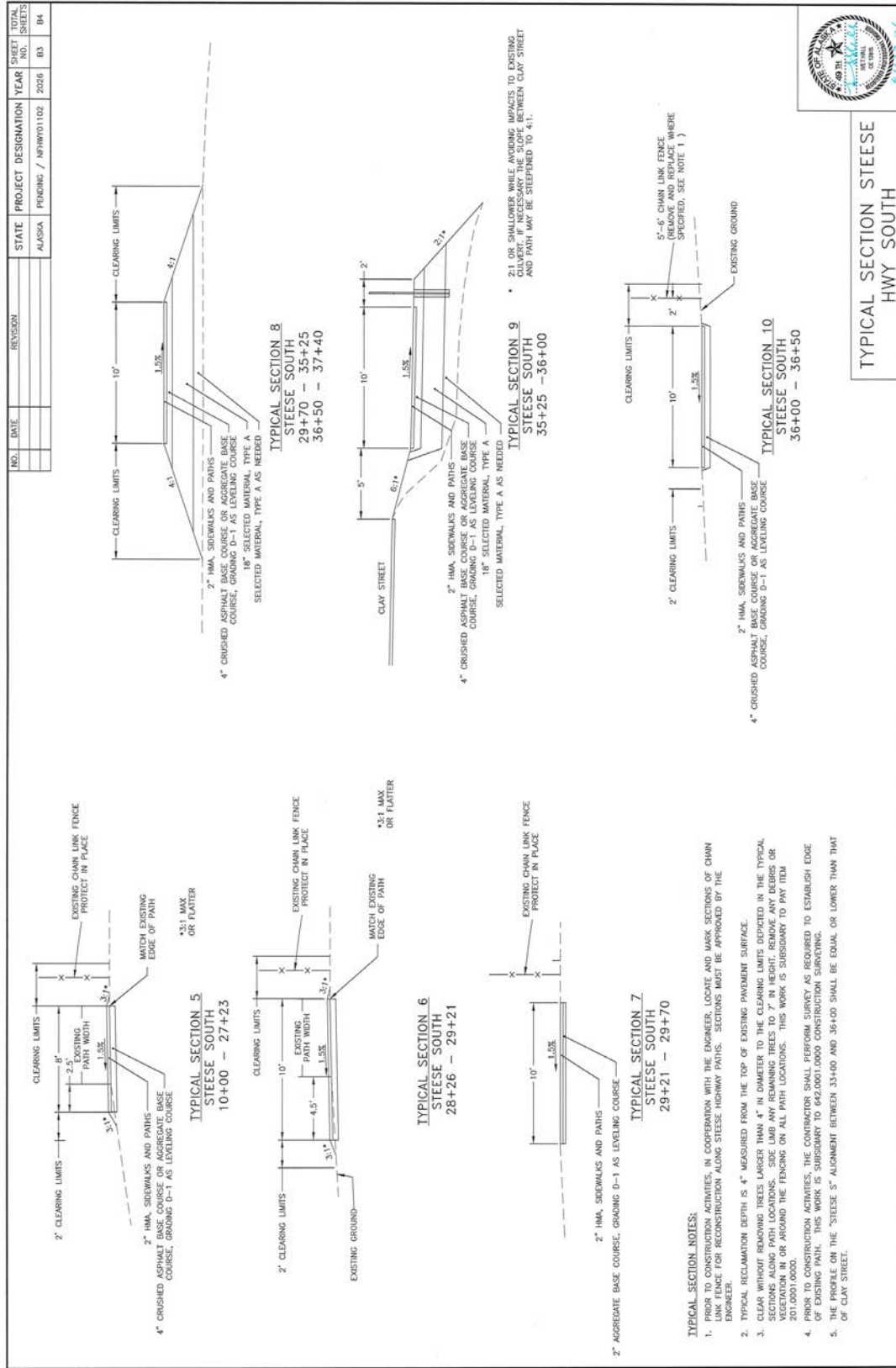
Area of
Clay Street Cemetery Path



PEC Member Site Visit

Clay Street Cemetery - Non Motorized Path Connector

Clay Street Cemetery DOT Path Concept



PEC Member Site Visit

Clay Street Cemetery - Non Motorized Path Connector

Clay Street Cemetery DOT Path Concept



PEC Member Site Visit

Clay Street Cemetery - Non Motorized Path Connector

Clay Street Cemetery DOT Path Concept



PEC Member Site Visit

Airport Way Corridor Improvements

Overview

Email to Metropolitan Transportation Plan (MTP) consultant team/working group (July 29, 2026):

I'm emailing you [sic] to follow up on the MTP discussion today on Airport Way, and the proposed projects and improvements (beautification, frontage roads to trails etc). I'm including Kayde and Dan as two Project Enhancement Committee members, and Sue as a representative of the City Council (also PEC member), to talk about Airport Way and connect multiple conversation. I'd love to talk seriously about this: <https://www.cnu.org/publicsquare/2023/06/20/four-ways-transform-stroads>.

We need to really look at the Airport Way ROW corridor as land, space and adjacencies from a top-down perspective rather than a series of band aid projects and micro tweaks to what's there right now. I think we can agree that there's no amount of beautification projects to address business attrition or reduce maintenance and operations dollars spent on these projects and the 10-lane ROWs. We can see that that access control harms business access and creates out of direction travel. That there IS a decent amount of traffic here, and wouldn't that be lovely if businesses benefitted from it, rather than people just be driven to madness about traffic signals interrupting their drag strip experience as they blow through it.

This brand of transformation happens over decades and requires Billions of dollars in public and private capital, but it'll never happen if the planning door isn't opened for it. Public and private dollars won't converge if there isn't a blueprint for where we want to go.

There's a whole new main street hiding in the Airport way frontage roads and bloated parking lots. A generation of wealth could be invested and produced in a place already served by utilities and services, and the beneficiaries are the existing neighborhoods. This is not a green field development. Imagine grocery on the old Captain Bartlett site. Housing in the theater parking lot. On street parking along airport, with parking lots behind buildings. commercial buildings in front of Pioneer Park. This transformation could happen, but not if we don't imagine it as a reality, and not if we don't give room for these incremental tweaks working towards a common goal.

There's interest in looking seriously at this by both the City and Borough leadership. Let's give it the attention it's worthy of.



PEC Member Site Visit

Airport Way Corridor Improvements

8/5/26, 12:56 PM

Inbox - Corey DiRutigliano - Outlook



Re: EXTERNAL: Stroads to Main Streets; Airport Way Projects and planning

From Schacher, Sarah <Sarah.Schacher@mbakerintl.com>**Date** Wed 2026-07-29 6:56 PM**To** Corey DiRutigliano <corey.diru@fastplanning.us>; Sue Sprinkle <SSprinkle@fairbanks.gov>**Cc** Jackson Fox <jackson.fox@fastplanning.us>; Kayde Whiteside <kayde.whiteside@fnsb.gov>; Daniel Adamczak (DOT) <daniel.adamczak@alaska.gov>; Olivia Lunsford <olivia.lunsford@fastplanning.us>

Hi Corey,

At the end of the session today we landed on adding an Airport Way Access Control Study to the new projects/plans list. We'll work on refining this scope but I think it's along the lines of: 1) evaluating the need for access control through the corridor and where breaking it and repurposing frontage roads may be appropriate based on current or potential land use 2) identifying ways to simply and streamline disposal of excess right-of-way and government lands. Please advise if we should remove the \$3M sidewalk/beautification project for south side Pege to Market and north side Cowles to Barnette; realistically I think these are low risk segments to address without conflicting with this plan much. The library and Wien Park aren't going anywhere.

The devil will be in the details of the scope of this plan and should include looking at what other growing communities have done with their main boulevards and excess rights of way. There is an opportunity for government revenue from land sales AND resulting economic development as you mention, but there are barriers (pun fully intended) to get there in state and federal law. The federal issues can be overcome with justifiable case (this study) and potentially, some non-federal funding to refund access control rights purchased in the 1960s.

As an aside, I contacted Pam Golden who is the DOT statewide traffic engineer-she resides in Fairbanks and so very familiar with Fairbanks road issues. 1) She is supportive of the above proposal in evaluating access control needs as a starting point for changes to Airport Way. Having her backing on this tells me we are in the right track. 2) She let me know that Trainor Gate Road is slated to get a road safety audit next year. I think this will just reinforce needs discussed today for the MTP.

I appreciate everyone's enthusiasm and engagement today!

Sarah

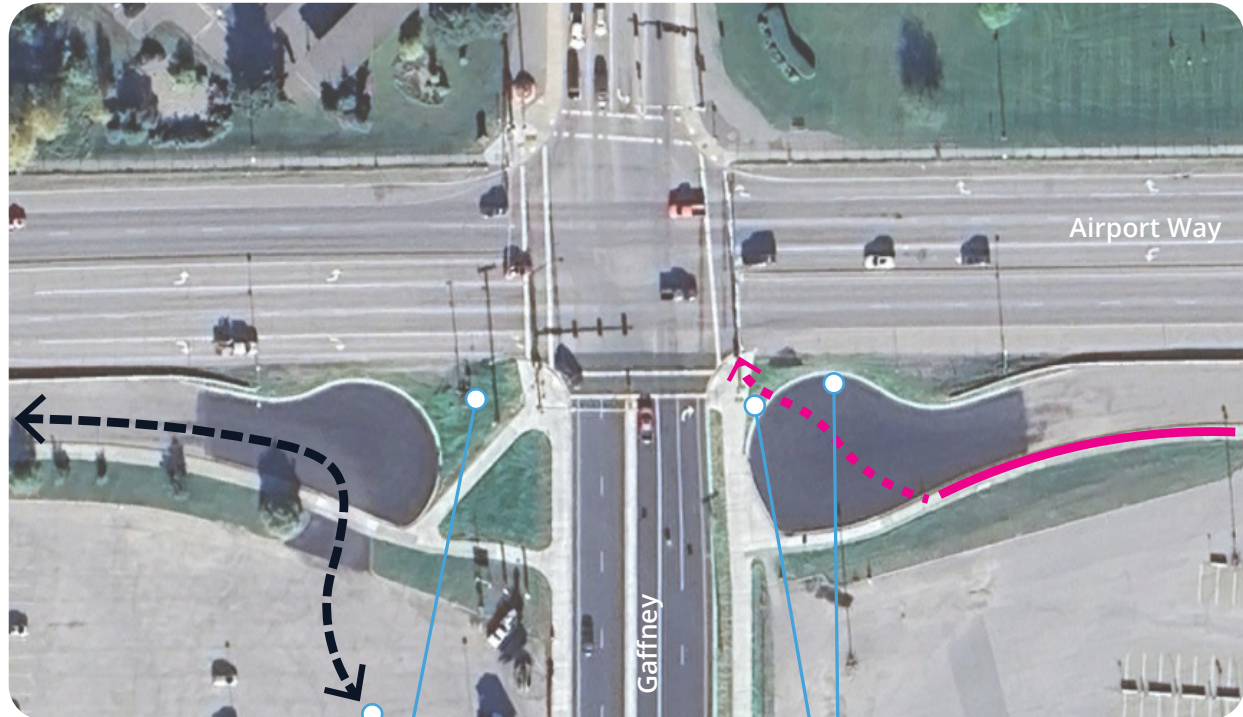
From: Corey DiRutigliano <corey.diru@fastplanning.us>**Sent:** Wednesday, July 29, 2026 11:49 AM**To:** Schacher, Sarah <sarah.schacher@mbakerintl.com>; Sue Sprinkle <SSprinkle@fairbanks.gov>**Cc:** Jackson Fox <jackson.fox@fastplanning.us>; Kayde Whiteside <kayde.whiteside@fnsb.gov>; Daniel Adamczak (DOT) <daniel.adamczak@alaska.gov>; Olivia Lunsford <olivia.lunsford@fastplanning.us>**Subject:** EXTERNAL: Stroads to Main Streets; Airport Way Projects and planning

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

University Avenue Fence

Site Screening

Overview

The wooden fence along University Avenue, adjacent to the river corridor, was installed during the recent University Avenue reconstruction to address safety and security concerns, including limiting unauthorized access along the river edge. While it has served that purpose, the fence now presents growing concerns related to visual quality, functionality, and overall corridor experience. It has become weathered and subject to vandalism, resulting in an inconsistent and often unsightly appearance along a highly visible route. Its solid design also blocks views to the river—one of Fairbanks' defining natural assets—limiting connection to the landscape. For pedestrians, the long, uninterrupted fence creates a closed-off and inactive environment, reducing visual interest and comfort.

This segment of University Avenue represents both a challenge and an opportunity. The Project Enhancement Committee is asked to provide input on how best to balance safety considerations with improvements to visual quality and corridor experience, including enhancing durability, addressing vandalism, and restoring connections to the river. Feedback is also sought on how this corridor could better support welcoming, engaging pedestrian space aligned with broader placemaking and Complete Streets goals.



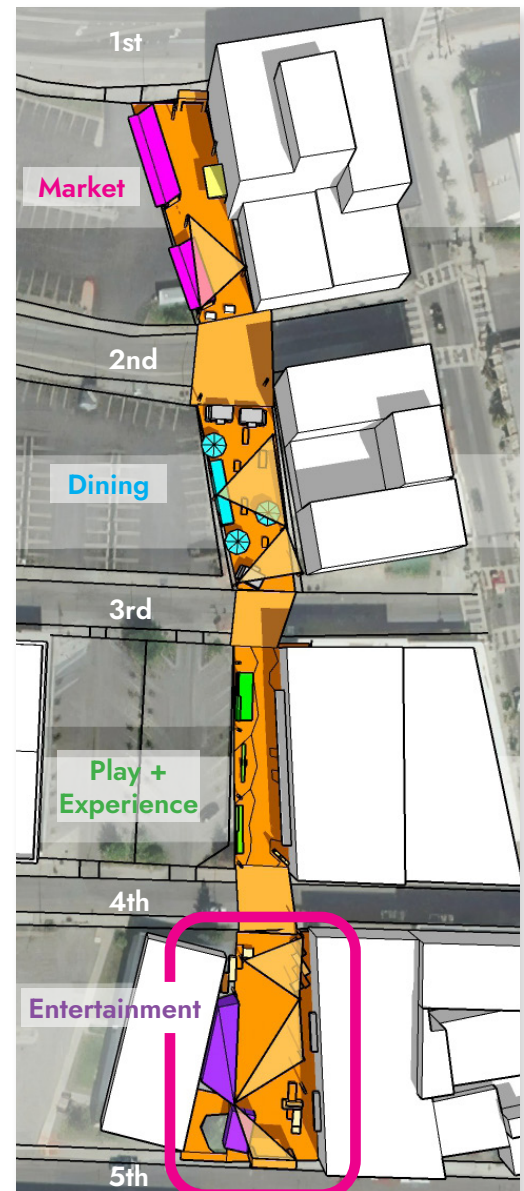
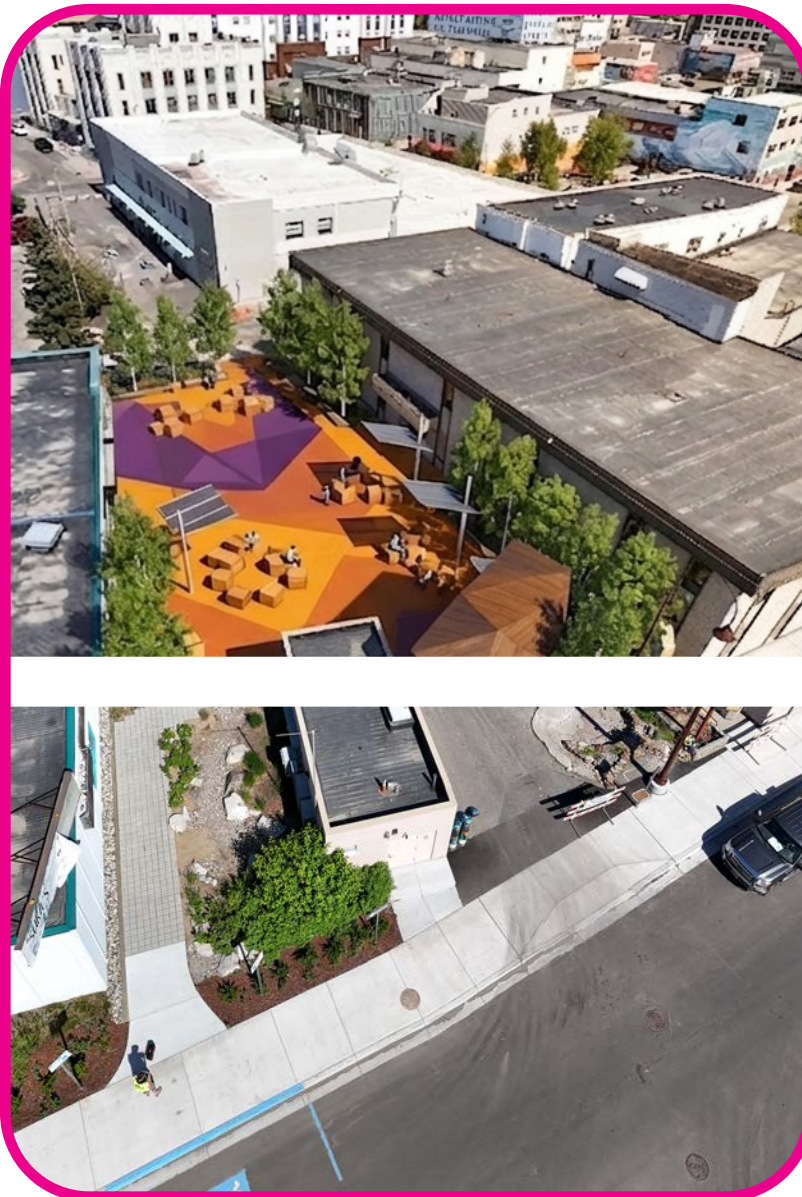
Turner Street

Activating a Pedestrian Corridor in Downtown Fairbanks

Overview

The Turner Street project is being reactivated by the City and Borough Mayors as a renewed effort to transform an underutilized and fragmented downtown corridor into a more vibrant, people-oriented place that supports local businesses and attracts visitors. Long identified as a neglected remnant roadway with unrealized potential, Turner Street presents an opportunity to evolve into a series of connected, pedestrian-focused spaces that bring energy, activity, and economic vitality back into the downtown core.

This renewed effort is focused on taking practical first steps to bring the vision to life—testing ideas through incremental, flexible improvements such as temporary activations, seasonal programming, and small-scale infrastructure that support gathering, events, and business engagement. The Project Enhancement Committee is asked to help outline these initial, surgical steps—identifying where to start, what interventions could have the most immediate impact, and how to build early momentum that can guide and inform longer-term investment in the corridor.



Turner Street

Activating a Pedestrian Corridor in Downtown Fairbanks

Fairbanks Turner Street Urban Renewal Corridor Concept Ideas

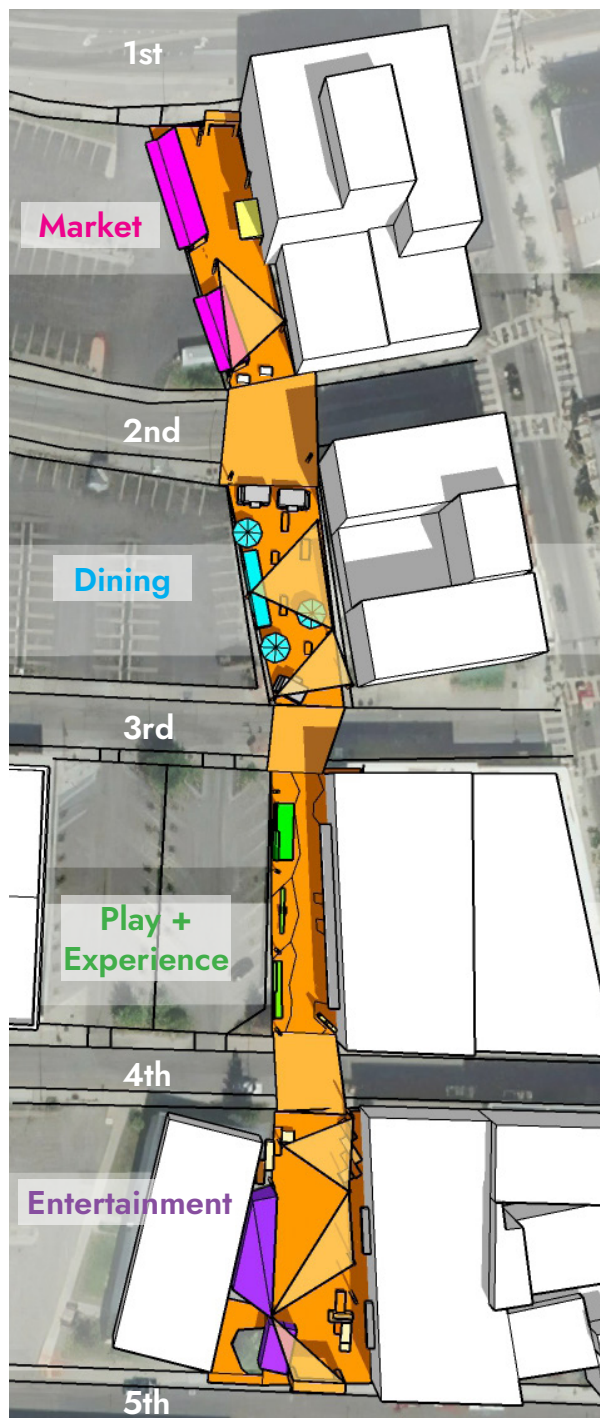
DRAFT Project Introduction_03

Corridor Concepts

The concept for the corridor, is to create a set of linked and interrelated plazas, that have individual identities and functions. Horizontal surfaces throughout could be painted a uniform color to reinforce continuity. The color, design, and function of vertical elements vary by block and reinforce plaza theme and use. Consistent throughout are also vertical poles that support seasonal features and amenities such as Solar shades to provide respite from ever present summer sun, power for dynamic winter lighting or color projection, speakers for music and events, etc. The block transitions through active right of ways would be elevated to the side walk level (a crossing table), and also be painted to reinforce a blended traffic presence. Multi-use furniture and sculpture throughout could function as traffic bollards, but also be removable for instances that loading is required. Existing loading zones would be accommodated as well as other existing necessary building access. This corridor would shift from a non productive abandoned ROW, used by vehicles to shortcut the 1-way traffic patterns, into active vibrant spaces utilized by public and private users alike.



Project Enhancement Committee
FAST Planning



March 10, 2023

Turner Street

Activating a Pedestrian Corridor in Downtown Fairbanks

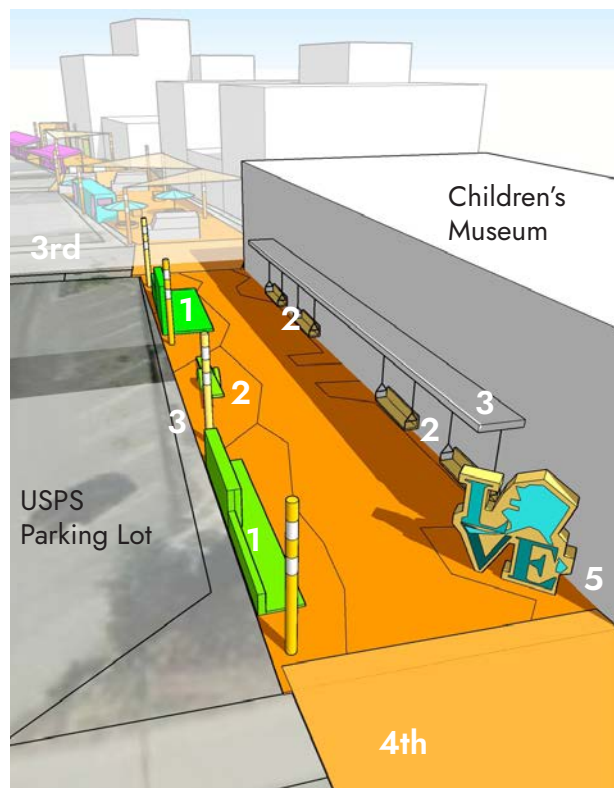
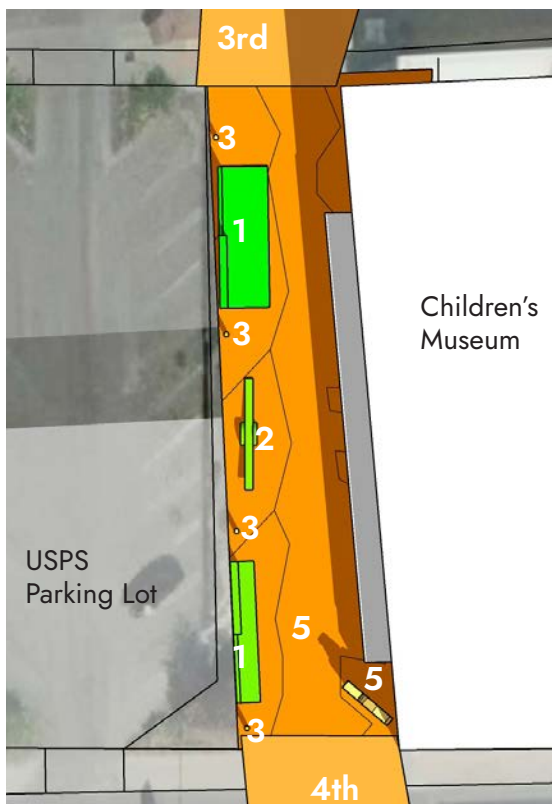
Fairbanks Turner Street Urban Renewal Corridor Concept Ideas

PLAY | EXPERIENCE | SHARE

This space is about play and experiential events. Horizontal surfaces are painted the uniform color to reinforce continuity. The anchoring vertical elements include parking for informal “performance” stages (1), play equipment (2), Vertical poles (3) support seasonal features and amenities: Solar shades (not pictured) for summer sun, speaker systems, and winter lighting. Rotating Placemaking sculptures (5) created by local artists could also create “instagrammable” moments, attractive to locals and visitors alike.

Design considerations for this block include pedestrian ADA building access and loading zones.

DRAFT Segment 3: 3rd to 4th



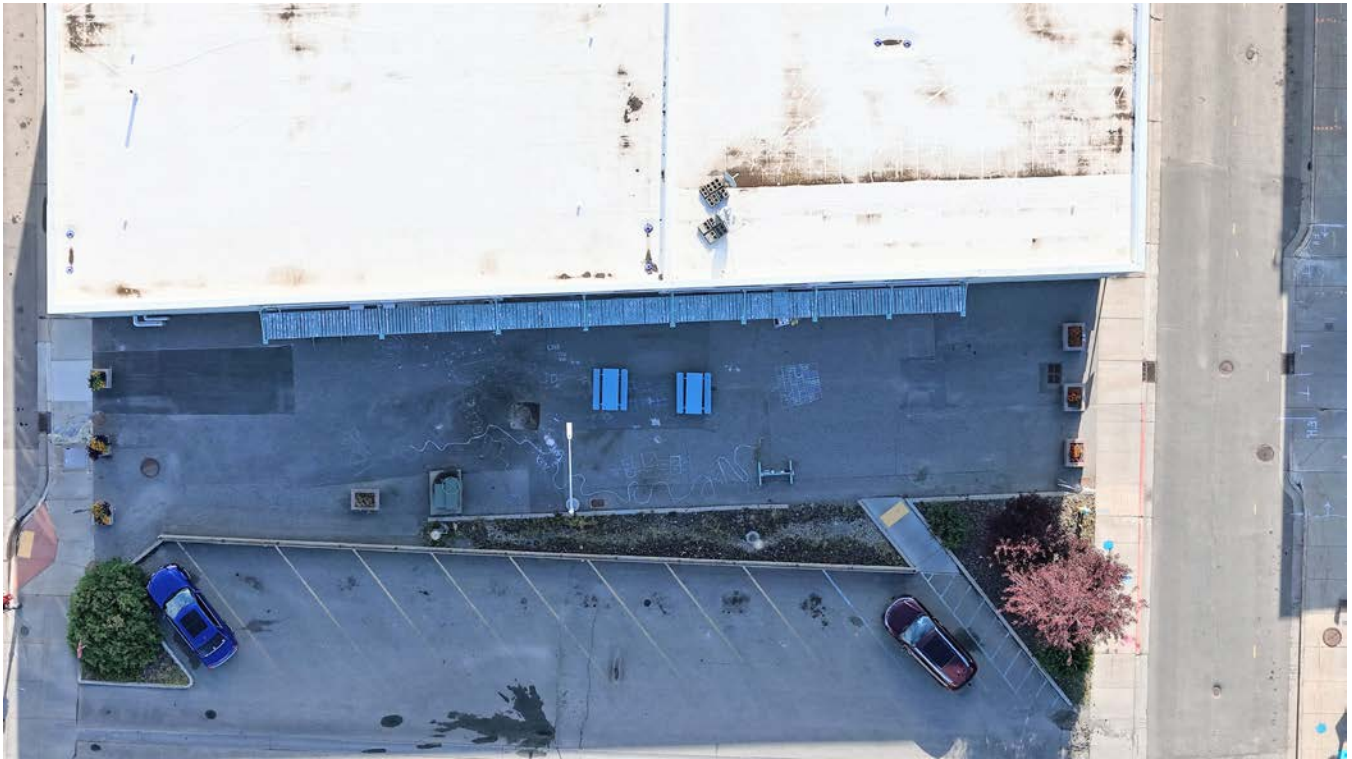
Project Enhancement Committee
FAST Planning

March 10, 2023

Turner Street

Activating a Pedestrian Corridor in Downtown Fairbanks

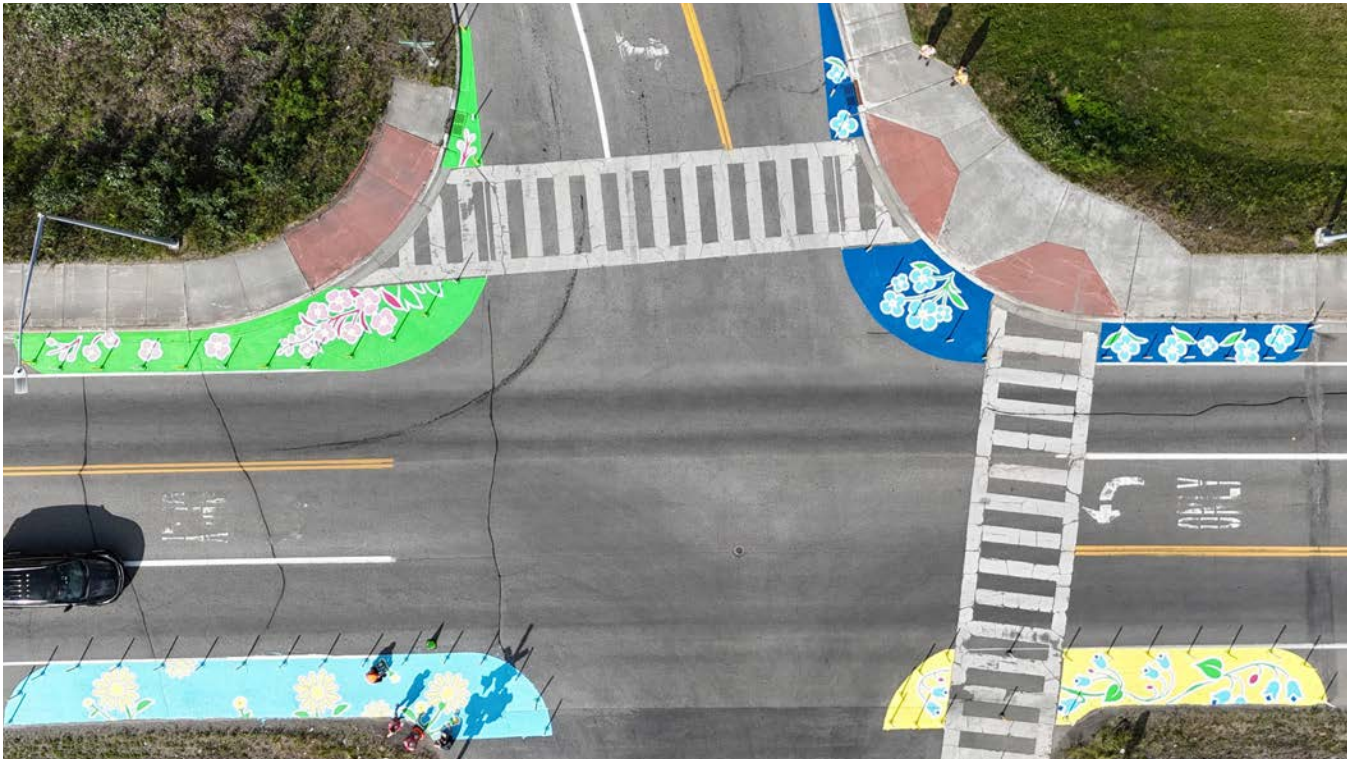
Turner Street - between 3rd and 4th



Turner Street

Activating a Pedestrian Corridor in Downtown Fairbanks

Stencil + color pallet available for Turner



Dark Sky Initiative

Protecting Night Sky Access in Fairbanks

Overview

Dark Sky initiatives focus on reducing light pollution and improving nighttime visibility through thoughtful, well-designed outdoor lighting. These efforts emphasize using lighting that is properly shielded, directed only where needed, and appropriately scaled in intensity and color temperature. By minimizing glare, light trespass, and sky glow, Dark Sky principles aim to balance safety and functionality with environmental stewardship and community character.

For Fairbanks, these strategies are particularly relevant given the extended hours of darkness during winter months and the community's strong connection to the natural environment. Well-designed lighting can improve safety for drivers, pedestrians, and cyclists by reducing glare and enhancing contrast, while also lowering energy use and long-term maintenance costs. At the same time, reducing excess lighting helps preserve views of the night sky and the aurora, an important cultural and tourism asset. Incorporating Dark Sky principles into street design, public spaces, and development standards presents an opportunity to enhance winter livability, support sustainable infrastructure, and reinforce Fairbanks' identity as a place closely tied to its natural surroundings.

The Project Enhancement Committee is asked to consider how Dark Sky principles could be applied to local projects and priorities, including identifying potential pilot areas, informing corridor and public space design, and helping shape guidance that balances safety, functionality, and community character.



DarkSky

Five Lighting Principles for Responsible Outdoor Lighting



DarkSky



Illuminating
ENGINEERING SOCIETY

Responsible outdoor lighting is

1 Useful

Use light only if it is needed

All light should have a clear purpose. Consider how the use of light will impact the area, including wildlife and their habitats.



2 Targeted

Direct light so it falls only where it is needed

Use shielding and careful aiming to target the direction of the light beam so that it points downward and does not spill beyond where it is needed.



3 Low Level

Light should be no brighter than necessary

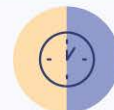
Use the lowest light level required. Be mindful of surface conditions, as some surfaces may reflect more light into the night sky than intended.



4 Controlled

Use light only when it is needed

Use controls such as timers or motion detectors to ensure that light is available when it is needed, dimmed when possible, and turned off when not needed.



5 Warm-colored

Use warmer color lights where possible

Limit the amount of shorter wavelength (blue-violet) light to the least amount needed.



Rev. 08-2023

Agenda Setting

August 6, 2026 Meeting

Old Business

New Business

- a. UPWP: Downtown Traffic Study Scoping
- b. Intersection Quick Builds
- c. Jersey Barrier Enhancement



Committee Member Comments

Adjournment