



 WALK, RIDE, & ROLL ADVISORY COMMITTEE

Meeting Agenda

Thursday, August 6th, 5:00 – 7:00 PM

100 Cushman Street, Suite 205 (Key Bank Building)

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom
Zoom Meeting Phone Number: 1 (253) 215-8782, enter Webinar ID: 822 4704 9214

1. Call to Order
2. Introduction of Members and Attendees
 - a. Welcoming Faith Espinosa and Beezy Bentzen to the WRRAC
3. Approval of August 6, 2026 Agenda
4. Approval of March 26, 2026 Minutes (p. 2-5)
5. Staff/Working Group/Chair Report (p. 6-14)
6. Public Comment Period
7. Bike Friendly FBX Updates (verbal updates)
 - a. Data Bike Postponement
 - b. Bike and Ped Count
 - c. BFFBX Partnership Renewals, bi-annual model
 - d. Free Bike Valet
8. Old Business Item
 - a. Metropolitan Planning Area Boundary Update (p. 15)
 - b. Active Mobility Leadership Lab (p. 16-25)
 -  FBX Bike Month Planning Group, seeking additional participants
 - c. Trainor Gate & F Street Updates and Next Steps (p. 26-40)
9. New Business Item
 - a. Geist Road Corridor Study Update, *Alaska DOT&PF* (p. 41-48)
 -  Signal timing concerns at crosswalks
 - b. State Law/Regulation Review (p. 45-99)
 -  E-bike Classifications + the E-moto Question (p. 45-91)
 -  Speeding in School Zones (explore Title 13 – not attached)
 -  Entering crosswalks when users are present (p. 45-48 +)
 -  All purpose vehicles (APVs) on public roads (explore Title 13 – not attached)
10. Other Issues
 - a. Motorcyclist/Bicyclist Collision (p. 100-102)
11. Committee Member Comments
12. Adjournment

Next Scheduled Meeting: Thursday, September 24, 2026 | 5:00 – 7:00 P.M.



WALK, RIDE, AND ROLL ADVISORY COMMITTEE

Meeting Minutes

MARCH 26, 2026 • 5:00 - 7:00 PM

FAST Planning Office, 100 Cushman Street, Suite 215, Fairbanks, AK

Web Conference at: <https://fastplanning.us/keepup/zoom/>

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 841-0199-4636

1. Call to Order

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

2. Introduction of Members and Attendees

- *Susan Bissell
- *Ron Davis (absent)
- **Corey DiRutigliano
- **Jackson Fox
- *Matt Layral
- **Olivia Lunsford, **Vice Chair**
- *Travis Naibert
- *Jim Richardson
- *Kim Streeter, **Chair**

**BPAC Representative, **FAST Planning Staff*

3. Approval of the March 26, 2026, Agenda

Motion: To approve the March 26, 2026 Agenda. (Naibert/Richardson).

Discussion: Agenda Item 8c - City of Fairbanks Planning Efforts was moved after-Agenda Item 5 - Staff/Chair Report.

Vote on Motion: None opposed. Approved.

4. Approval of the January 29 and March 13, 2026 Meeting Minutes

Motion: To approve the January 29 and March 13, 2026 Meeting Minutes. (Richardson/Layral).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Chair Report

The FAST Planning Community Grant Program was approved by the Policy Board. The grant application period is April 1-30, 2026. The application is posted on the FAST Planning website. The Project Enhancement Committee will score the applications.

6. Public Comment Period

No public comment.

7. Old Business

a. Chena Riverwalk Phase III Project Update

The WRRAC held a special meeting on March 13, 2026 to discuss and make recommendations for the Chena Riverwalk Phase III project. The recommendations were presented to the Policy Board at the March 26, 2026 meeting. The Policy Board discussed the recommendations and postponed this item with the public comment period remaining

open. WRRAC members are welcome to attend the April 15, 2026 Policy Board meeting to make public comments. The public is also welcome to attend and provide comments.

b. Committee Vacancies

The WRRAC currently has three vacancies: one for City of Fairbanks, one for City of North Pole, and one for the DOT&PF. Four applications were received to date. One of the applicants is from DOT&PF. The vacancies were advertised on social media, the FAST Planning website, as well as word of mouth.

c. Active Mobility Leadership Labs

 Seeking WRRAC Member Volunteer(s) for Action Plan Work Group

Ms. Lunsford explained that it was officially time to start building a work group list for the Active Mobility Leadership Labs and she would appreciate having WRRAC members involved in this work group.

d. Data Bike Update

The materials are purchased to build a data bike for FAST Planning. A trailer to travel behind the data bike is being built by Bankstown Bike & Ski. The data obtained by the data bike could be downloaded and used to assess cracks, determine root wear and tear, and create a prediction model for where pavement is going to degrade.

e. Alaska Walkability Action Institute (AWAI) Updates

 Trainor Gate & F Street WRRAC Involvement Opportunity

One of the recommendations made in 2012 was to put in a rapid flashing beacon at this intersection. The school put out a crossing guard which may have negated the need for the beacon and the Alaska Railroad thought that the beacon would interfere with the train crossing signal. The project was then dropped. A child was hit on Trainor Gate in the crosswalk. A City of Fairbanks police officer was stationed at the intersection to enhance safety and eliminate speeding in the crosswalk area. The most recent solutions that will be implemented in that area are: installation of three speed tables across the crosswalk, No Parking signs along F Street frontage where parents are parking during pick up and drop off, installing signs to prohibit left turn off of F Street heading south during pick up and drop off, put out a request for a quote to put a suspend a flashing yellow bulb over the top of the crosswalk, and suspend signs across Trainor Gate on either side of the road so that people know what the lanes are and where the lanes are, putting in stop bars on either side of three of the four legs of the intersection on Trainor Gate so that folks that are traveling eastbound on Trainor Gate know that they should not get into the middle of the intersection and wait at the crosswalk but stop before the crosswalk. The AWAI discussed curb extensions/bulb outs for pedestrian traffic, closing the turning lane and deploying a pedestrian refuge island (modular median) for people to wait. AWAI will be doing a citizen/scientist study with the kids from the schools. They will do vehicle counts at the intersection crosswalk, non-motorized use counts, speed studies using a radar gun. All data collected will be done prior to and after the safety measures are implemented. The students will perform this study during the week of May 5th. The students will present their findings at the November 2026 Policy Board meeting. The Fairbanks City Engineer is working on a drawing depicting what the bulb outs will look like in the intersection before they are built.

 AARP Walk Audit, FBX 50+, Senior Volunteers through MAST

There was an event at the Carlson Center with Fairbanks seniors to discuss pedestrian safety and a walk audit will be performed on May 7, 2026 at Pioneer Park.

8. New Business

a. Bike Month

🔊 *Planning for Annual Bike and Ped Counts, Bike to Work Day Collaboration with Parks and Recreation, Data Bike Launch, Downtown Market and Tiny Bike Valet*

There is no meeting in May because it is Bike Month. Volunteers will be needed for the bike and pedestrian counts which will be May 26-28, 2026. FAST Planning staff will be attending the NACTO Conference that is scheduled during Bike Week. FAST Planning will not be doing tabling during Bike Week. A day will be scheduled for Bike to Work Day instead of making it a whole week. The data bike will be launched. FAST Planning will be tabling the Downtown Market and having a tiny bike valet for that. Interviews will also be conducted during that event.

b. Street Sweeper (video)

A video was shown to the Committee showing a bike lane sweeper. There is a chance to win a sweeper by submitting video of the conditions of various bike lanes/paths. If anyone has content of gravel on the bike lanes or paths, they could submit it to Olivia. If we don't win the contest, the cost to buy the sweeper outright is approximately \$4K.

To view the street sweeper giveaway video go to:

<https://www.instagram.com/explore/tags/sweepergiveaway2026/>,

<https://www.youtube.com/hashtag/sweepergiveaway2026>, or

<https://www.tiktok.com/tag/sweepergiveaway2026>

c. City of Fairbanks Engagement | Vertical and Horizontal Planning

🔊 *Update from Corey DiRutigliano about City of Fairbanks Related Efforts*

Mr. DiRutigliano explained that he was invited by Mayor O'Neill to participate in the Mayor's Institute on City Design fellowship called "Just Cities." The focus of this fellowship the mayor selected was the Polaris site and the Request for Proposals (RFP) that is being developed for that. There are two levels to this program. There are both immediate and long-term goals. The immediate goal is to look at improving street activation in the downtown area. The long-term goal is to come up with a developer's playbook for downtown. A guidance document that is not legally binding like code but is intended to be a list of design criteria for downtown if someone was considering developing or renovating in the downtown area.

9. Other Issues

Mr. Richardson asked if there was a way to convince the two entities to better maintain the area of Cowles Street to Airport Way.

10. Committee Member Comments

- 🔊 Mr. Richardson** commented that he went underneath the Peger Road bridge today and that path up the hill to the residential area is a total disaster. He would think that some neighbor nearby, if you paid them some money, they would go and make sure that thing's open; bring a snowblower down, or whatever. He'd even be willing to finance part of it.
- 🔊 Mr. Naibert** commented that it was interesting to see a news article when New York City had all the snow and there were these articles about the mayor basically saying that anyone with a shovel would get paid \$30/hr. to shovel the sidewalks. He didn't know if that was a model they could use either in the city or the Borough for key places. Obviously, they don't want to pay people \$30/hr. to shovel right in front of their own house.
- 🔊 Mr. Layral** commented that he thinks that specific area is kind of a no man's land because the State does Peger. Technically that's part of that whole Peger but then it goes up to the residential area, which is City, and then the Borough maintains everything from the Dog Park to the bridge. So, it's just this 100-ft. long section that nobody really wants to touch. He understands from an operations point of view getting a skid steer down there but then where do you put the snow?

11. Adjournment

Motion to Adjourn: (Richardson/Layral). The meeting was adjourned at **6:44 p.m.** The next meeting is **Thursday, June 25, 2026.**

Approved: _____ **Date:** _____

Kim Streeter, Chair
FAST Planning BPAC



POLICY BOARD

Action Items

04.15.2026

Motion: To approve the purchase of the land [from the Alaska Railroad for the Chena Riverwalk project]. (Crass/Terch). Four in favor. (Hopkins, Crass, Terch, O'Neill). Three opposed. (Little, Tidwell, Czarnecki). Approved.

Motion: To have DOT come back with a range of options [design alternatives for the Chena Riverwalk project] within the right-of-way for around \$3.6 million [construction cost] by the next meeting. (Hopkins/Little). None opposed. Approved.

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). None opposed. Approved.

Motion: To table this item [Metropolitan Planning Area Boundary] to the next Policy Board meeting. (Crass/Terch). None opposed. Approved.

Motion: That the Project Enhancement Committee (PEC) meetings go from quarterly to bimonthly starting April 2026. (Crass/Little). None opposed. Approved.

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 and PEC. (Crass/Little). None opposed. Approved.

Mayor Grier Hopkins, Chair
FAST Planning Policy Board

4/16/26
Date



TECHNICAL COMMITTEE

Action Items

05.06.2026

Motion: To recommend to the Policy Board to move forward with Option 2, the partial boardwalk [for the Chena Riverwalk project]. (Zinza/Loaiza).

Amendment: To amend the motion to recommend the Policy Board consider Alternatives 2 and 3 for reevaluation of the environmental document and additional public feedback. (Spillman/Netardus).

Vote on Amendment to carry Main Motion: None opposed. Approved.

Motion: To raise the budget from \$1M to \$2M for the 2027 construction season, and \$2M for the 2028 season as well [for the FAST Improvement Program]. (Zinza/Netardus). None opposed. Approved.

Motion: To accept as read [FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #8]. (Zinza/Theurich).

Amendment: To add a new program block to the TIP for the FAST Improvement Program, Project #NFHWY01221, for 2027 to 2029 and include all current programmed funding; and move the Holmes Road Rehabilitation utilities phase from 2026 to 2027. (Netardus/Zinza). None opposed. Approved.

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

Motion: To recommend to the Policy Board to direct staff to prepare an Amendment to the TIP to add the Airport Way Connected Corridor project, conduct an interagency consultation for air quality conformity, and release the Amendment for a 30-day public comment period. (Zinza/Dueber). None opposed. Approved.

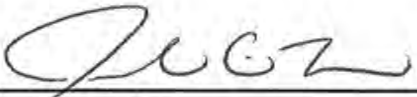
Motion: To recommend the Policy Board support implementation of the three-lane configuration for College Road. (Zinza/Theurich). Fourteen in favor. (Bredlie, Fisher, Hoke, Dueber, Glidden, Nelson, Netardus, Olds, Roberts, Loaiza, Spillman, Stumpf, Theurich, Zinza). Two abstentions. (Greene, Wienberger). One absent for roll call. (Richardson). Approved.

Motion: To recommend the Policy Board support consideration of roundabouts at the high crash intersections identified along Badger Road. (Netardus/Theurich).

Amendment: To change the name of the project to 'Badger Road Intersection Review Project' and add "...or other intersection improvements..." after the word 'roundabouts'. (Spillman/Netardus). Five in favor. (Hoke, Nelson, Spillman, Stumpf, Theurich). Eight opposed. (Bredlie, Dueber, Glidden, Netardus, Olds, Roberts, Loaiza, Zinza). Two abstentions. (Greene, Wienberger). Two absent for roll call. (Richardson, Fisher). Motion failed.

Vote on Main Motion: Thirteen in favor. (Bredlie, Hoke, Dueber, Glidden, Nelson, Netardus, Olds, Roberts, Loaiza, Spillman, Stumpf, Theurich, Zinza). Two abstentions. (Greene, Wienberger). Two absent for roll call. (Richardson, Fisher). Approved.

Motion: To postpone to the next meeting [Federal Transit Administration (FTA) Section 5307 Funding Split]. (Hoke/Netardus). None opposed. Approved.


Jackson C. Fox
 Chair, Technical Committee

5/7/2026
 Date



POLICY BOARD SPECIAL MEETING

Action Items

05.08.2026

Motion: To approve the construction increase for Chena Lake Recreation Area Access via Plack Road project in the amount of \$655,145. (Terch/Tidwell). None opposed. Approved.

Motion: To award the Community Transportation Grant Program applications [as recommended by the Project Enhancement Committee]. (Tidwell/O'Neall). None opposed. Approved.

Motion: To retain an Alaska Fellow for 2026/27. (Tidwell/O'Neall). None opposed. Approved.

**Mayor Grier Hopkins, Chair
FAST Planning Policy Board**

Date



POLICY BOARD

Action Items

05.20.2026

Motion: To have the Policy Board Chair contact the Governor's Office and impress upon them the importance of approving the new Boundary, and then authorize Mr. Fox to write a letter from the Policy Board urging signature by the Governor. (Crass/Terch). Five in favor. (Crass, Hopkins, O'Neill, Terch, Tidwell). Two abstentions. (Little, Czarnecki).

Motion: To approve FY2023-27 Transportation Improvement Program [TIP] Administrative Modification #8. (Little/Terch). None opposed. Approved.

Motion: To add 'Airport Way Connected Corridor' to the TIP via an Amendment. (Little/Tidwell). None opposed. Approved.

Motion: To move the College Road three lane configuration forward. (O'Neill/Tidwell). None opposed. Approved.

Motion: To move forward with the Badger Road roundabouts. (Terch/Little). None opposed. Approved.

Motion: To include the [North Pole] 5th Avenue Park Improvements into the TIP Amendment. (Terch/Little). None opposed. Approved.

Mayor Grier Hopkins, Chair
FAST Planning Policy Board

Date



TECHNICAL COMMITTEE

Action Items

06.03.2026

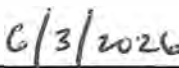
Motion: To postpone this action item [FTA Section 5307 funding split] to the July Technical Committee meeting. (Denton/Dueber). None opposed. Approved.

Motion: To recommend to the Policy Board to approve the release of the Draft FFY2027-28 Unified Planning Work Program [UPWP] for a 30-day public comment period. (Spillman/Denton).

Amendment: To recommend the addition of an Airport Way Audit under Task 300. (Spillman/Campbell). None opposed. Approved.

Amended Motion: To recommend to the Policy Board to approve the release of the Draft FFY2027-28 Unified Planning Work Program [UPWP] for a 30-day public comment period, and the addition of an Airport Way Audit under Task 300. None opposed. Approved.


 Jackson C. Fox
 Chair, Technical Committee


 Date



POLICY BOARD

Action Items

06.17.2026

Motion: The Policy Board will author an OpEd for submission [to the Fairbanks Daily News-Miner] by July 1. (Crass/Tidwell). Five in Favor. (Crass, Hopkins, O'Neill, Terch, Tidwell). One Abstention. (Czarnecki).

Motion: To release the Draft UPWP [Unified Planning Work Program] for the 30-day public comment period. (Crass/O'Neill). None opposed. Approved.

Mayor Grier Hopkins, Chair
FAST Planning Policy Board

Date



TECHNICAL COMMITTEE

Action Items

07.01.2026

Motion: To move this [FFY2027-28 FAST Improvement Program] project list forward as written as a recommendation to the Policy Board. (Zinza/Netardus).

Amendment: To amend the motion to add a note that projects could be removed from the FFY2028 list when the new TIP comes out if other large projects have a funding need. (Spillman/Campbell). Twelve in favor. One abstention. (Weinberger). Approved.

Amended Motion: To move this [FFY2027-28 FAST Improvement Program] project list forward as written to the Policy Board, and add a note that projects could be removed from the FFY2028 list when the new TIP comes out if other large projects have a funding need. None opposed. Approved.

Motion: To move [FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #9] forward as written. (Zinza/Nelson). None opposed. Approved.

Jackson C. Fox

Chair, Technical Committee

Date



POLICY BOARD

Action Items

07.15.2026

Motion: To approve the [FFY2027-28 FAST Improvement Program] Subcommittee recommendations. (Crass/Terch).

Amendment: To mill and pave Finnel Road from behind Hotel North Pole down to the intersection at Cross Way. (Terch/Little). None opposed. Approved.

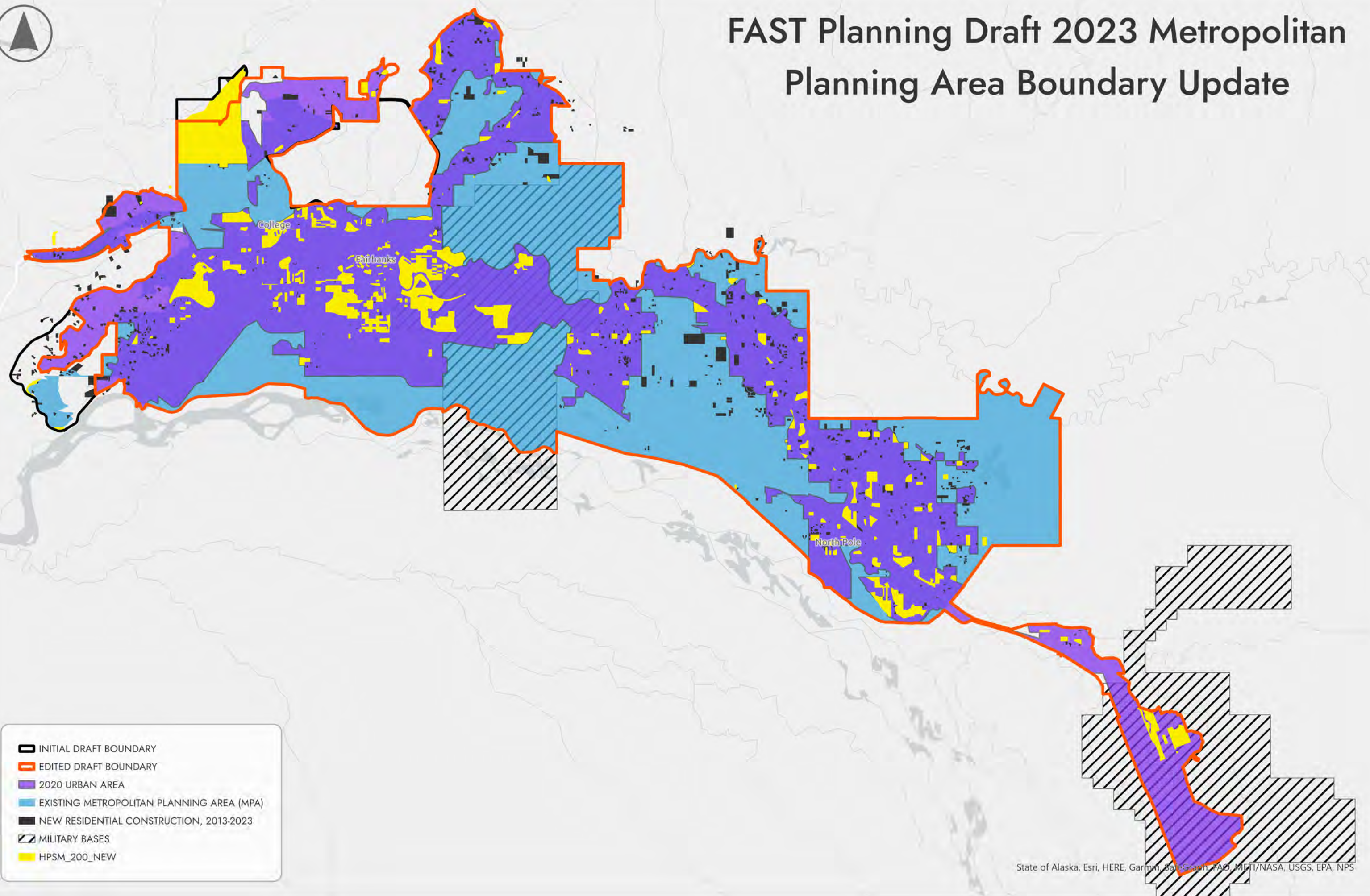
Vote on Motion, as Amended: None opposed. Approved.

Motion: To approve TIP [Transportation Improvement Program] Administrative Modification #9. (Crass/Terch). None opposed. Approved.

**Mayor Grier Hopkins, Chair
FAST Planning Policy Board**

Date

FAST Planning Draft 2023 Metropolitan Planning Area Boundary Update



- INITIAL DRAFT BOUNDARY
- EDITED DRAFT BOUNDARY
- 2020 URBAN AREA
- EXISTING METROPOLITAN PLANNING AREA (MPA)
- NEW RESIDENTIAL CONSTRUCTION, 2013-2023
- MILITARY BASES
- HPSM_200_NEW

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Home (<https://bikeleague.org/>) » Blog (<https://bikeleague.org/blog/>) » Building Community Around Biking in Fairbanks, Alaska

Building Community Around Biking in Fairbanks, Alaska

July 6, 2026 / Marlee Townsend (<https://bikeleague.org/author/marlee-t/>)

When people think of Fairbanks, Alaska, they tend to picture snow, darkness, and inhospitably cold

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 reasons people don't bike there more often. In fact, quite a few Fairbanks residents already bike year-round. According to the most recent U.S. Census (2019), 2.7% of Fairbanks commuters bike to work (<https://data.census.gov/table/ACSST5Y2024.S0801?q=Fairbanks+city,+Alaska>), more than five times the national average of 0.5% (<https://data.bikeleague.org/data/national-rates-of-biking-and-walking/#percentage-of-workers-who-primarily-bike-or-walk-to-work-over-time>).

Students at the University of Alaska Fairbanks are often spotted using the campus's bike rental program to get around. International workers arriving through the J-1 visa program to support the local tourism economy regularly rely on bikes provided through local partnerships. More and more families are choosing to explore Fairbanks's connected bikeways (<https://www.arcgis.com/apps/mapviewer/index.html?webmap=090611e184504b6c87c6aef32fc9c88a>), and the area's Metropolitan Planning Organization, Fairbanks Area Surface Transportation (FAST) Planning, recently distributed more than 600 high-visibility safety vests to local children.

Olivia Lunsford, a transportation planner at FAST Planning, has experienced how much biking can offer firsthand. "So many people don't even realize how convenient and fun biking is," said Lunsford.

"I've used our active transportation network for years, mostly on rollerblades. In 2019, I got my first bike, a hot pink Cannondale, and realized this is a way more fun way to get around Fairbanks."

After realizing the joys of biking herself, Lunsford hoped to make the option more readily available through her work at FAST Planning.

"We have so many dark winter days, and bikes are excellent for mental health," Lunsford explained. Fairbanks residents could benefit deeply from being able to bike more places, more often.

Despite her best efforts (and a dedicated core of passionate local bike commuters), it's been challenging for Lunsford to get the wider community on board with biking. Many residents worry about traffic safety.

That's the challenge Lunsford brought when she applied to join the League's Active Mobility Leadership Lab.



Students at Golden Heart Performing Arts help install one highly anticipated bicycle rack from the Girls Who Weld + FAST Planning collaboration that occurred in Summer 2025. (<https://fastplanning.us/2025/12/31/gww/>)

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The Active Mobility Leadership Lab is a 16-week training program, generously funded by the U.S. Centers for Disease Control and Prevention (CDC), People, Healthy Nation (<https://www.cdc.gov/active-people-healthy-nation/php/about/index.html>)SM Initiative. Participants (local government agency staff in emerging and aspiring Bicycle Friendly Communities) form a working group, develop an Active Mobility Action Plan, and receive training, resources, and direct technical assistance from the League to implement it.

Throughout the Leadership Lab, League staff guided Lunsford and participants from four other communities through training sessions, peer learning opportunities, one-on-one coaching, and the development of community action plans. A key part of the program asks participants to assemble a local working group, helping to build local collaboration, accountability, and community buy-in for projects that can help increase walking and biking.

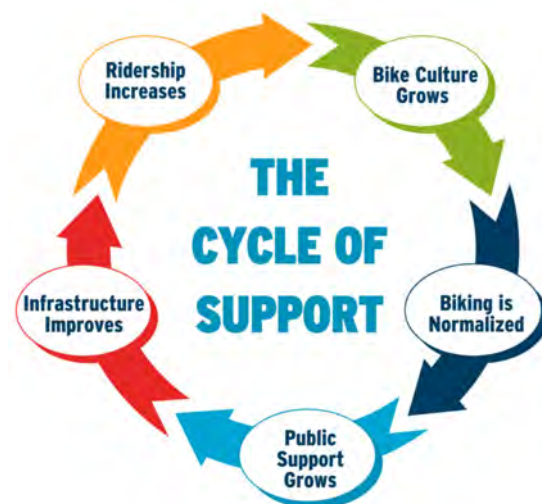
For Lunsford, that local working group became the most valuable part of the experience.

"I often feel very isolated in my work," she said. "There are a lot of people heavily reliant on what I do [as a transportation planner], and yet the work is not super participatory. The Leadership Lab has been a really nice way to reorient with people who are willing to participate."

As the local working group began discussing Fairbanks' needs, one idea quickly gained traction: Bike Month (<https://bikeleague.org/bikemonth>). National Bike Month, held each May, gives communities a framework to bring the community together to celebrate and encourage biking, and to help build bike culture.

For Lunsford and her local working group, normalizing biking and building public support through initiatives like Bike Month is an important step toward longer-term change in Fairbanks. By helping more residents experience the benefits of biking firsthand, the group hopes to build support for the programs, policies, and infrastructure improvements that make it easier and safer for people to bike as part of daily life.

Beyond shaping the Bike Month action plan, Lunsford says the Leadership Lab changed how she approaches community engagement and coalition-building. "It has helped me figure out best outreach practices and standards, made me ask how I can find new ways to strategize, and inspired new creative tactics," she said. "I made a 'gravel for breakfast' video (<https://www.instagram.com/reel/DXaEJBAt-G/>) as part of an effort to win a street sweeper, and that creative energy came from the Leadership Lab for sure."



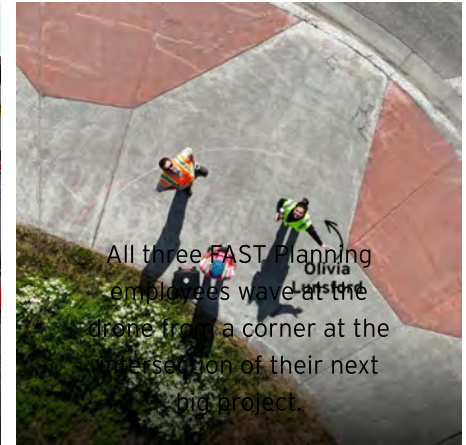
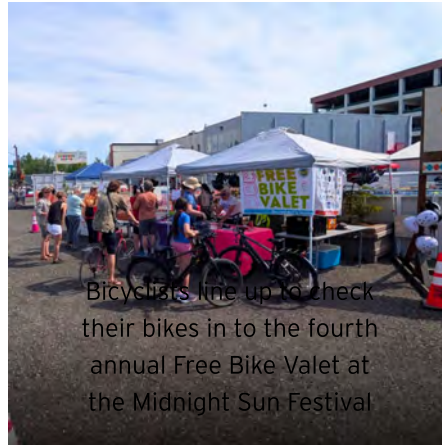
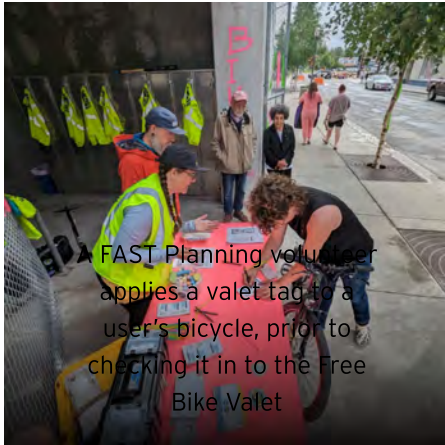
The BFC 'Cycle of Support' graphic illustrates how many communities have seen programming efforts like Bike Month lead to increased demand for bicycle infrastructure, which in turn creates a positive feedback loop by further increasing ridership and bike culture.

Perhaps most importantly, the Leadership Lab helped turn what felt like a personal ambition into

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The first Fairbanks Bike Month is still taking shape, planned for May 2027. But for Lunsford, that's already a sign of success. What started as one planner's idea has grown into a community effort, with partners across Fairbanks helping build a stronger culture around biking and creating more opportunities for people to experience the city by bike. By bringing more people into the conversation today, Fairbanks is laying the groundwork for the community support needed to make biking and walking a more visible and accessible part of everyday life.



This project was made possible by the Centers for Disease Control and Prevention (CDC) (Cooperative Agreement CDC-RFA-PW-24-0080). Its contents are solely the responsibility of the authors and do not necessarily represent the official views of CDC. These efforts are part of the CDC's Active People, Healthy NationSM Initiative (<https://www.cdc.gov/active-people-healthy-nation/php/about/index.html>) that is working to help 27 million Americans become more physically active by 2027.

Posted in Bicycle Friendly America (<https://bikeleague.org/category/bicycle-friendly-america/>)



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(<https://twitter.com/share?url=https%3A%2F%2Fbikeleague.org%2Fbuilding-community-around-biking-in-fairbanks-alaska%2F>)



(<https://www.linkedin.com/shareArticle?url=https%3A%2F%2Fbikeleague.org%2Fbuilding-community-around-biking-in-fairbanks-alaska%2F>)

← League Members: Climate Ride is Calling! (<https://bikeleague.org/league-members-climate-ride-is-calling/>)

BIKE LANES SAVE LIVES

DONATE NOW!

([HTTPS://GIVE.BIKELEAGUE.ORG/PAGE/100733/DONATE/1?](https://give.bikeleague.org/page/100733/donate/1?ea.tracking.id=website-header)
[EA.TRACKING.ID=WEBSITE-HEADER](https://give.bikeleague.org/page/100733/donate/1?ea.tracking.id=website-header))

LEAGUE OF AMERICAN BICYCLISTS ([HTTPS://BIKELEAGUE.ORG](https://bikeleague.org))

(<https://www.facebook.com/leagueamericanbicyclists>) 

(<https://www.instagram.com/bikeleague/>)  (<https://twitter.com/BikeLeague>) 

(<https://www.youtube.com/user/bikeleaguevideo>) 

(<https://www.linkedin.com/company/league-of-american-bicyclists>) 



(<https://www.strava.com/clubs/1187466>)
1612 K Street NW, Suite 1102 (<https://goo.gl/maps/2HC9sVz1iDnRuPNh8>)
Washington, DC 20006 (<https://goo.gl/maps/2HC9sVz1iDnRuPNh8>)
202-822-1333 (tel:2028221333)

PROGRAMS

Bicycle Friendly America (<https://bikeleague.org/bfa/>)

Smart Cycling (<https://bikeleague.org/ridesmart/>)

Advocacy (<https://bikeleague.org/take-action/policy-advocacy/>)

Events (<https://bikeleague.org/events/>)

QUICK LINKS

About Us (<https://bikeleague.org/about/>)

Press Releases (<https://bikeleague.org/news/press-releases/>)

Action Alerts (<https://bikeleague.org/take-action/action-center/>)

Search Local Resources (</bfa/search/map>)

Shop (<http://shop.bikeleague.org/>)

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Join/Renew (<https://bikeleague.org/join-now/>)

Donate (<https://secure.givelively.org/donate/league-of-american-bicyclists>)

BFA Login (<http://apply.bikeleague.org/member.php?act=login>)

LCI Login (<https://connect.bikeleague.org/>)

Media Inquiries (<https://bikeleague.org/contact/media/>)

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Non-profit websites by Design TLC (<https://designtlc.com>)

Active People, Healthy NationSM Plan Action Plans

An Active People, Healthy Nation Action Plan is a document that helps ensure a community's vision for increasing physical activity through community design is concrete. An Action Plan is a public-facing, locally focused plan that provides detailed action steps for achieving high-priority community-driven goals related to changes in policies, systems, and/or environmental changes intended to equitably increase community design for physical activity. This document provides Active People, Healthy Nation Action Plan [guidance](#), [template](#), and an [example](#).

Guidance

Creating an Action Plan

[The Active People, Healthy Nation Active Communities Tool Action Planning Guide](#) (especially pages 11-13) can help cross-sector teams create an action plan for improving built environments to promote physical activity.

When working with a community, encourage representation from three or more relevant sectors as community partners. Encourage at least one of the sectors on the project team include an organization or individual representing the interests of the priority populations and/or communities experiencing the greatest burden of physical activity inequities and disparities. The Action Planning Guide outlines specific steps of the planning process, such as Completing the Active Communities Tool's [Assessment Modules](#) to identify opportunities for action.

Active People, Healthy Nation Action Plans should include the following:

- ✓ **SMART** (specific, measurable, achievable, relevant, and timebound) goals and action items.
- ✓ At least **one reference to Active People, Healthy Nation**

Incorporating the Active People, Healthy Nation Design Element/and or Initiative Name

Anyone who works with an Active People funded partner and creates an Action Plan is eligible for an adapted design element with their specific state or local geography. Using the design element shows that the group or organization is part of the larger Active People, Healthy Nation movement to help get people more physically active. To request an adapted design element, please contact Kaitlin Graff, Health Scientist in CDC's Physical Activity and Health Branch and manager of the Active People, Healthy Nation initiative (mpy6@cdc.gov). Also copy your Active People funded partner training or project contact for awareness.

Here are some examples of how to use the Active People design element branding or co-brand:

- "Active People, Healthy NationSM" OR "Active People, Healthy [jurisdiction name here]," for example:



- Co-brand with Active People, Healthy Nation using the national or adapted design element.
- If the organization or group has their own brand and they don't want to co-brand with Active People, Healthy Nation, they should use the following language, "in support of Active People, Healthy NationSM"

Template: Active People, Healthy [Insert Local Name] Action Plan

If helpful, you may use the following template as a guide when creating the action plan.

Name of Organization: FAST Planning

Goal #1:

By May 2027, FAST Planning, in collaboration with partner agencies and local Bike Friendly Businesses, will launch a month-long FBX Bike Month initiative. This community-wide campaign will increase opportunities for residents to engage with the local bicycle network and connect with fellow cyclists, encourage individuals who are new or interested in bicycling to explore available resources and riding opportunities, and provide education to all roadway users on safe navigation and the shared responsibility of coexisting with bicyclists.

Action Item	Responsible Agency/Individual/Team	Additional Comments
Specific steps to help you in accomplishing your goal. Include an estimated general timeline	Who will be the main person(s) for completing this action item? Who will support this work, if needed?	Important/useful notes/resources
Action Item 1.1: By end of August, 2026 - define monthly meeting times, eventual bi-monthly meeting times, and create calendar invites for the Working Group.	FAST Planning, Olivia Lunsford	All Working Group Members
Action Item 1.2: Identify ideal month-long Event Calendar throughout Winter 2026/2027.	Working Group	
Action Item 1.3: Engage existing Bike Friendly FBX Businesses and other community partners to participate.	FAST Planning, WRRAC Members, Working Group Members	Media, bike maintenance clinics, group rides, punch cards, etc.
Action Item 1.4: Launch FBX BIKE MONTH for May 2027	Working Group + Bike Friendly Businesses	Engage the media!

Action Item	Responsible Agency/Individual/Team	Additional Comments
Specific steps to help you in accomplishing your goal. Include an estimated general timeline	Who will be the main person(s) for completing this action item? Who will support this work, if needed?	Important/useful notes/resources
Action Item 1.5: Evaluate outcomes immediately upon closure of Bike Month (June 2027)	FAST Planning, Working Group, Businessses	Send out a survey for those who engaged in the process, complete an evaluation template to transfer to later iterations of Bike Month

Goal #2:

Estimated Reach: How many people will this goal potentially reach?

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

Action Item	Responsible Agency/Individual/Team	Additional Comments
Specific steps to help you in accomplishing your goal. Include an estimated general timeline	Who will be the main person(s) for completing this action item? Who will support this work, if needed?	Important/useful notes/resources
Action Item 2.1: By (insert month/year), enter action step here (row will expand)		
Action Item 2.2: By (insert month/year), enter action step here (row will expand)		

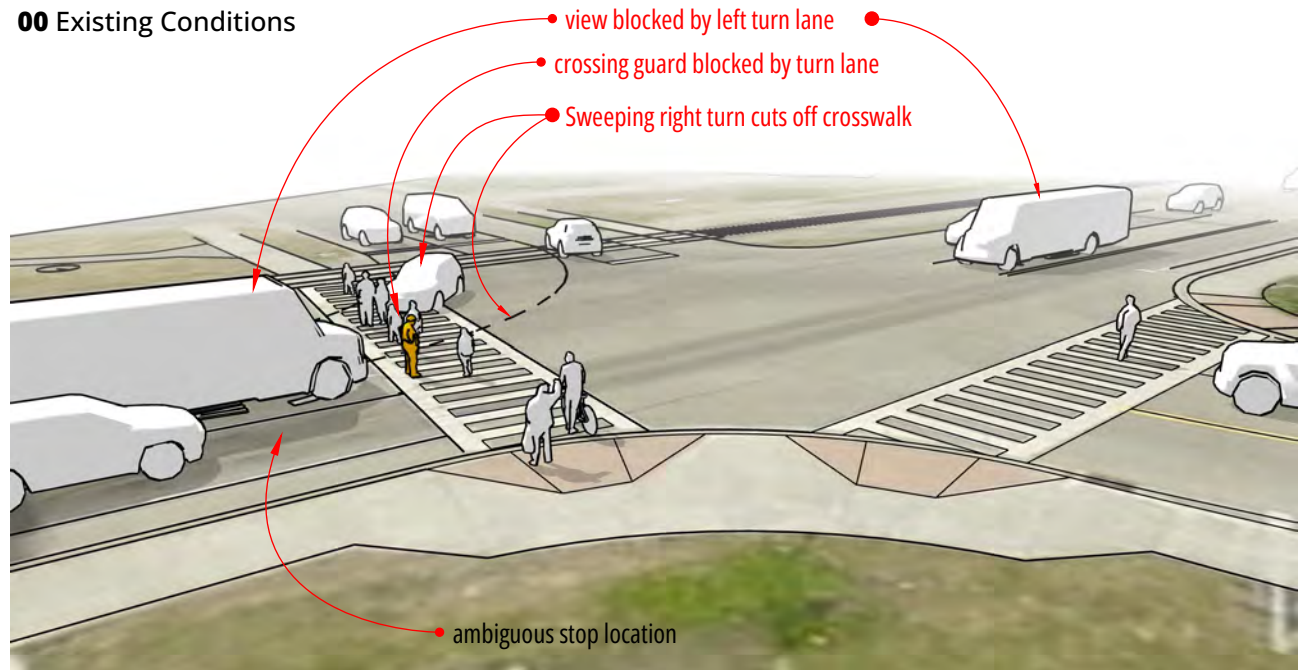
Trainor Gate & F Street Summary

The proposed improvements at the Trainor Gate & F Street crossing are intended to be implemented as a phased, low-cost pilot that incrementally improves visibility, pedestrian safety, and driver behavior while allowing real-world testing and refinement. Existing conditions are characterized by limited visibility of the crossing guard and crosswalk due to the dedicated left-turn lane, sweeping right-turn movements that encroach on the pedestrian space, and an unclear stopping location for vehicles.

Phase 01 introduces cyan-colored shoulder art and temporary delineation treatments that visually narrow the roadway, increase driver awareness, and begin reinforcing desired vehicle paths. These initial treatments are intended to test concepts, build public familiarity, and collect operational data with minimal infrastructure investment.

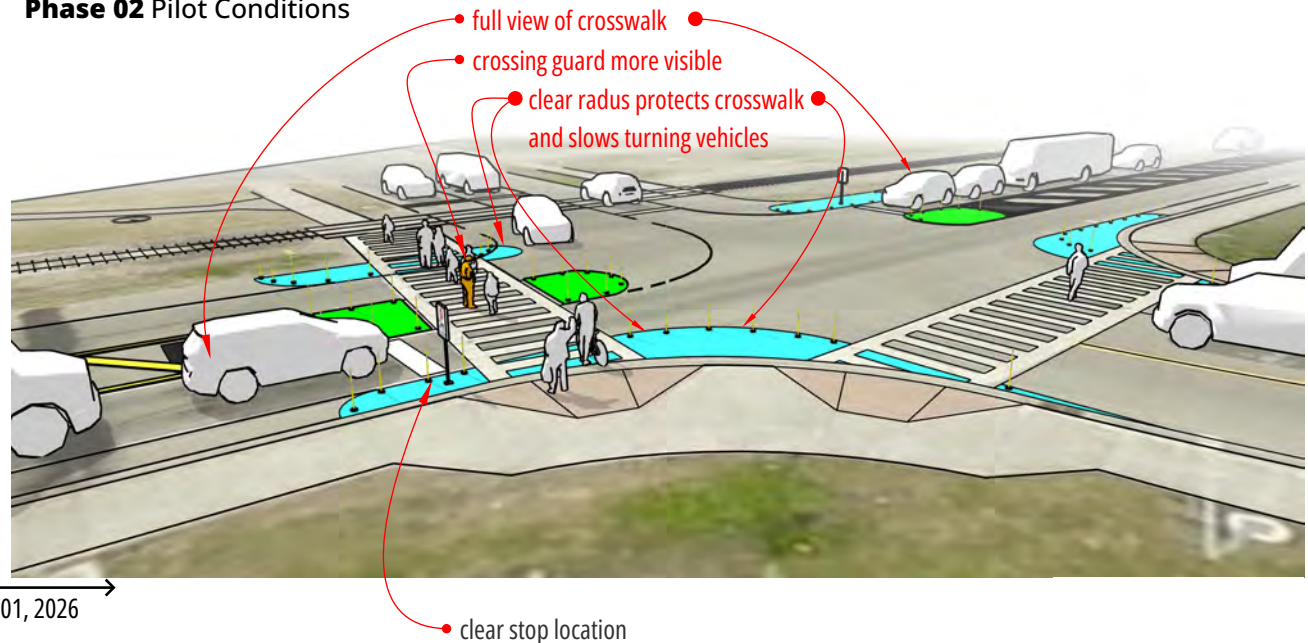
Phase 02 expands upon the successful elements of the pilot with green curb extensions, refuge islands, and additional geometric changes that more directly address the underlying safety concerns. Together, these improvements create clearer stopping positions, improve visibility between drivers and crossing users, reduce turning speeds, and provide greater protection and comfort for pedestrians. The phased approach allows each step to inform the next while steadily progressing toward a safer and more intuitive crossing environment.

00 Existing Conditions



Phase 01 Pilot Conditions (not pictured)

Phase 02 Pilot Conditions

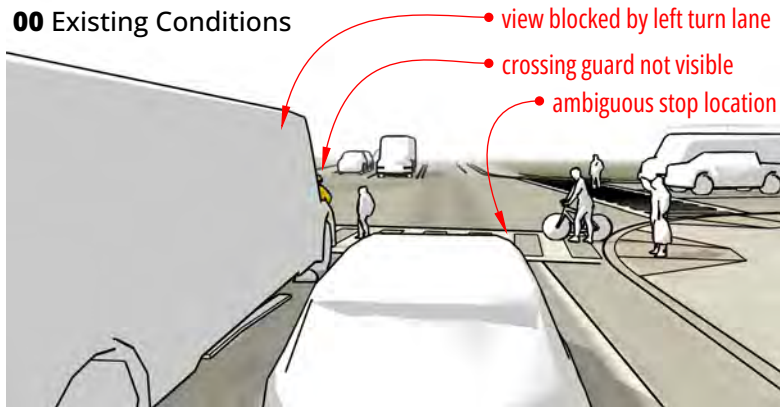


aa01

North East Corner Conditions

Trainor Gate & F Street | Concept Design | June 01, 2026
olivia.lunsford@fastplanning.us

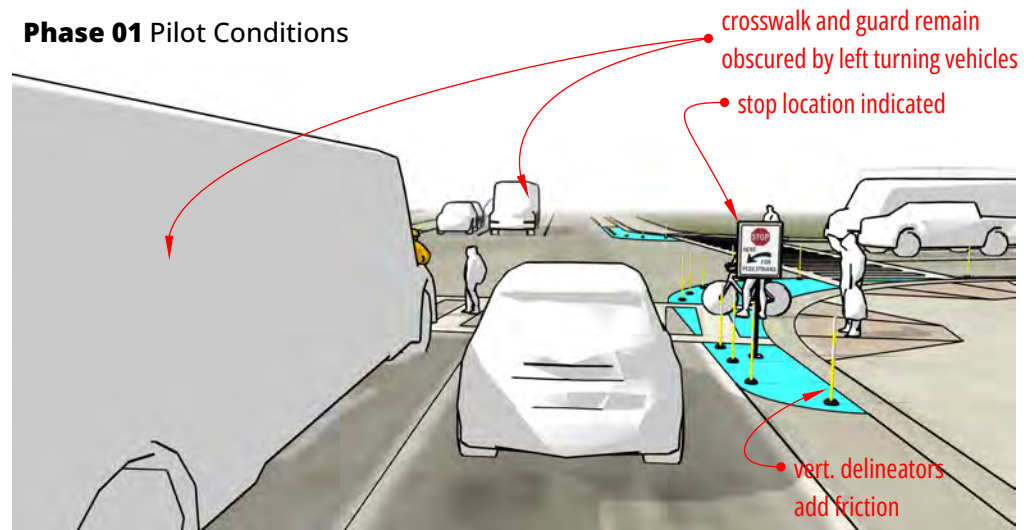
00 Existing Conditions



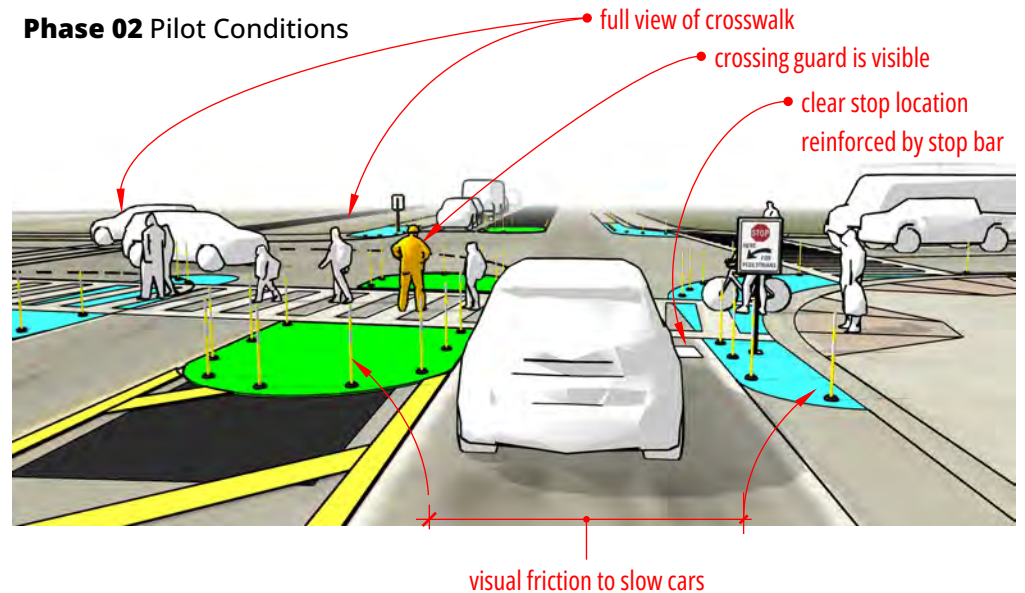
West Bound Conditions Summary

Existing conditions create a significant visibility challenge for westbound drivers approaching the Trainor Gate & F Street crossing. The dedicated left-turn lane allows vehicles to queue in a position that obscures both the crosswalk and the crossing guard, while also creating uncertainty about where drivers should stop. Phase 01 introduces temporary curb extensions, pavement treatments, and vertical delineators to better define the stopping location and increase driver awareness. While these measures improve roadway definition and add visual friction that can encourage slower speeds, they do not fully resolve the underlying visibility issue, as left-turning vehicles may still obstruct views of the crossing guard and pedestrians. Phase 02 addresses the root cause by removing the left-turn lane and introducing a median refuge island, establishing a clear stopping position, improving sightlines between drivers and crossing users, and creating a narrower, more self-enforcing roadway environment. Together, these changes substantially improve pedestrian visibility, crossing guard recognition, and overall crossing safety.

Phase 01 Pilot Conditions



Phase 02 Pilot Conditions

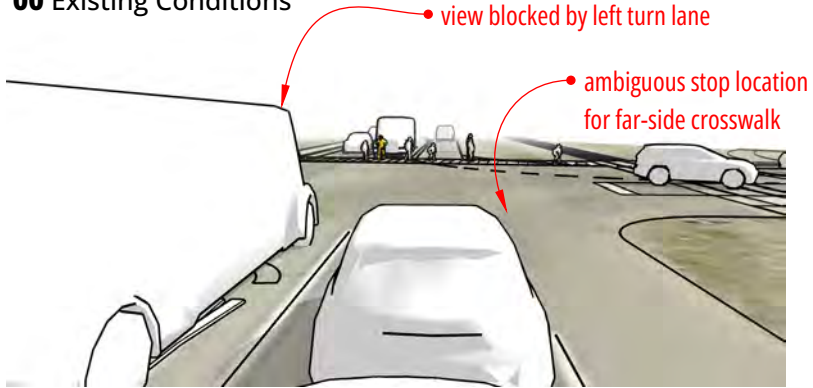


aa02

West Bound Perspective

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 olivia.lunsford@fastplanning.us

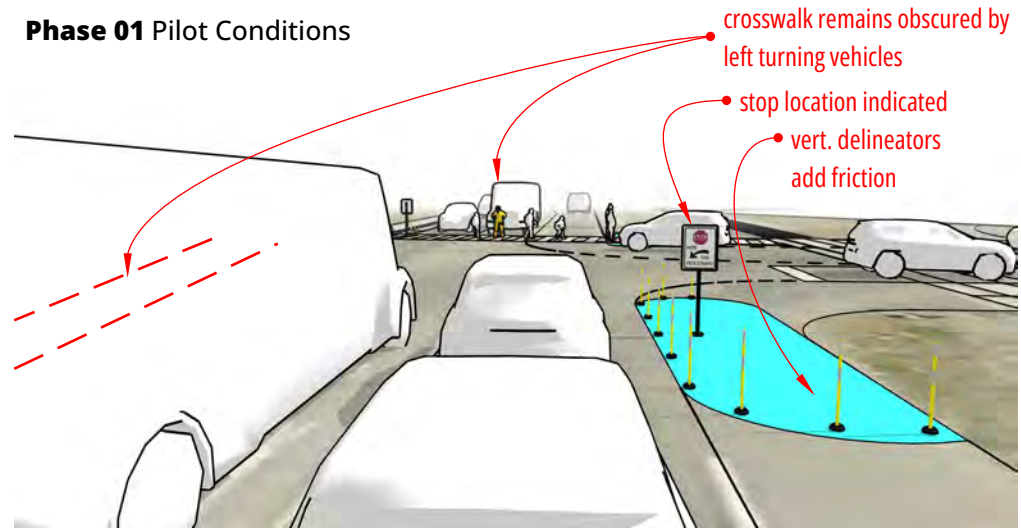
00 Existing Conditions



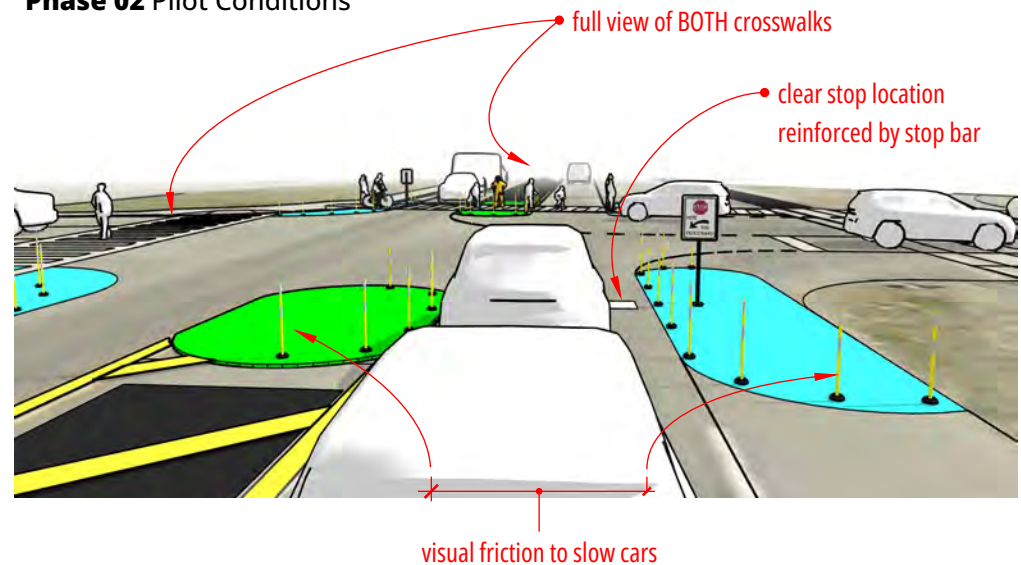
East Bound Conditions Summary

Existing eastbound conditions create a visibility challenge for drivers approaching the Trainor Gate & F Street crossing. The dedicated left-turn lane limits sightlines to the crosswalk and crossing guard, while the absence of a clearly defined stopping location can lead to inconsistent driver behavior. Phase 01 introduces temporary curb extensions, pavement treatments, and vertical delineators to establish a more recognizable stop location, increase driver awareness, and improve roadway definition. While these measures provide incremental safety benefits, left-turning vehicles can still partially obscure the crossing area and limit visibility of pedestrians. Phase 02 builds upon these improvements by removing the left-turn lane and introducing a median refuge island, creating a clear stopping position, improving sightlines to the crosswalk, and adding visual friction that encourages lower vehicle speeds. The result is a safer and more intuitive crossing environment with improved pedestrian visibility, more predictable driver behavior, and greater comfort for all users.

Phase 01 Pilot Conditions



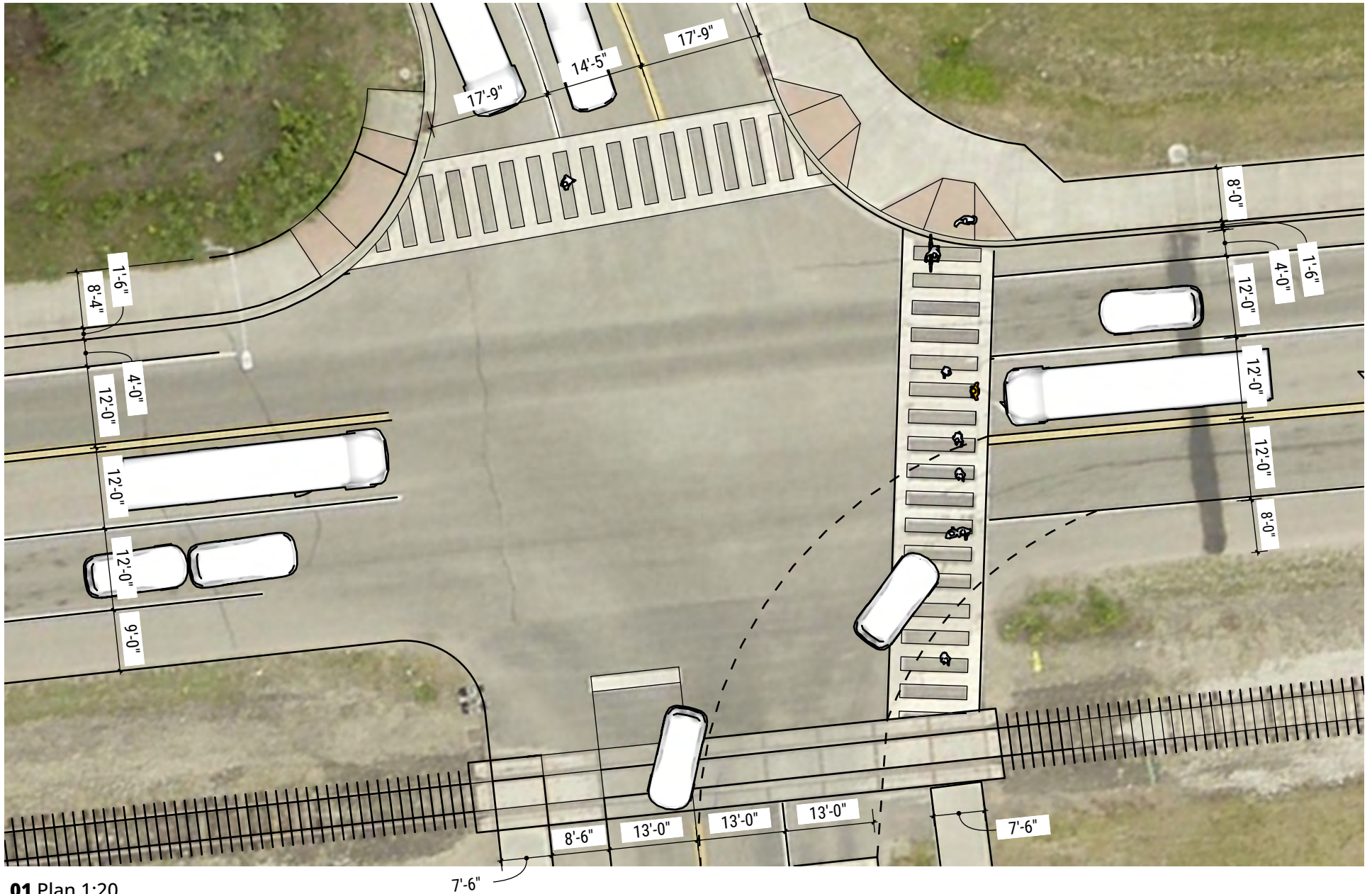
Phase 02 Pilot Conditions



East Bound Perspective

aa03

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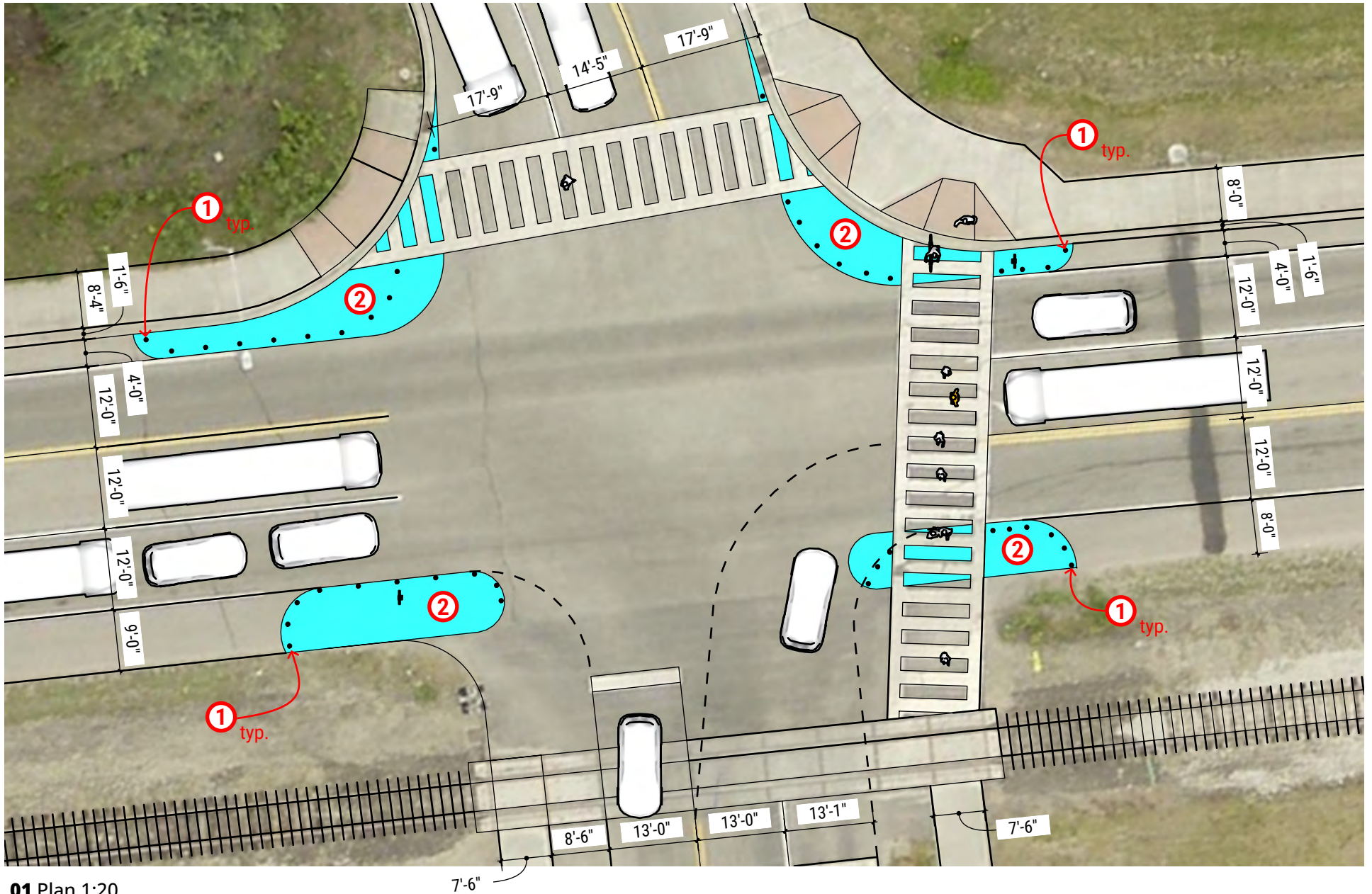
01 Plan 1:20

aa04

Existing Plan Current Conditions

Trainor Gate & F Street | Concept Design | June 01, 2026
 olivia.lunsford@fastplanning.us





01 Plan 1:20

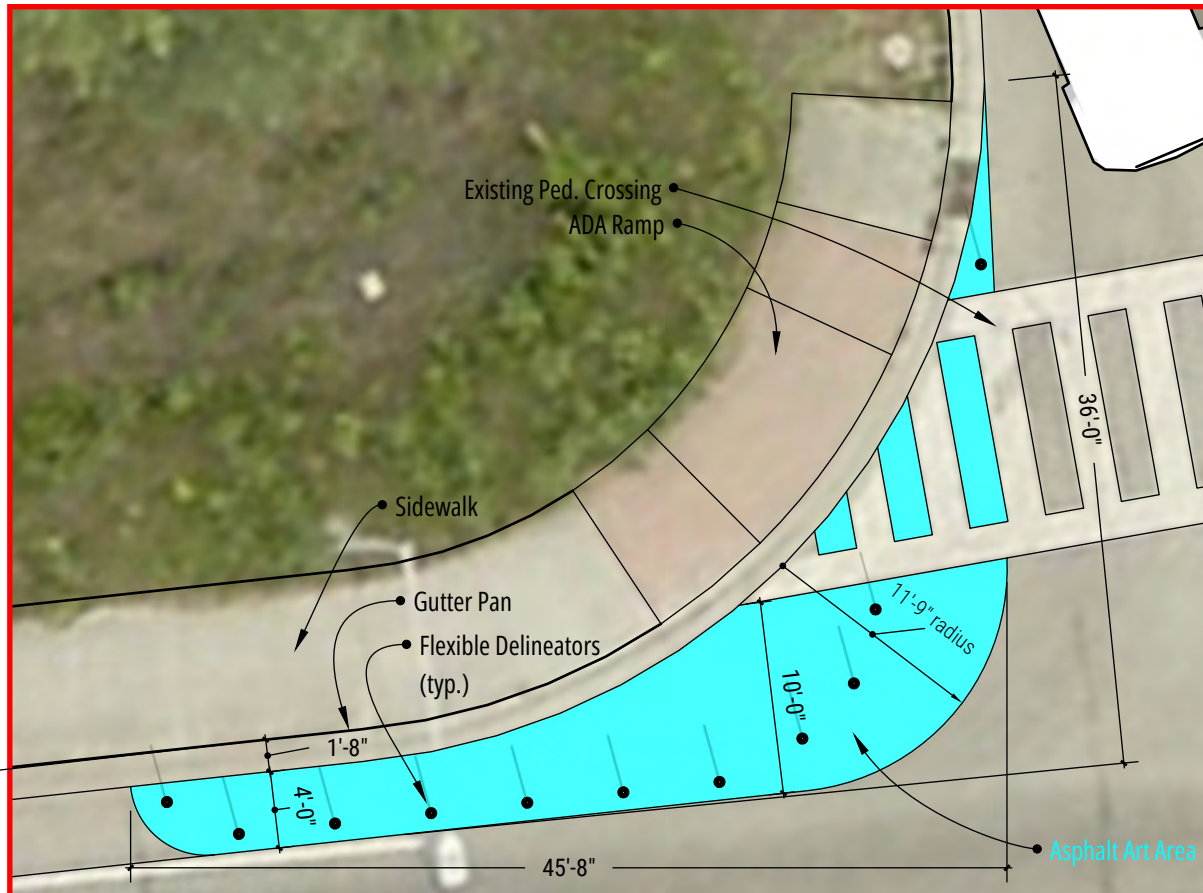
aa05

Pilot Plan Concept Phase 1

Trainor Gate & F Street | Concept Design | June 01, 2026
 olivia.lunsford@fastplanning.us

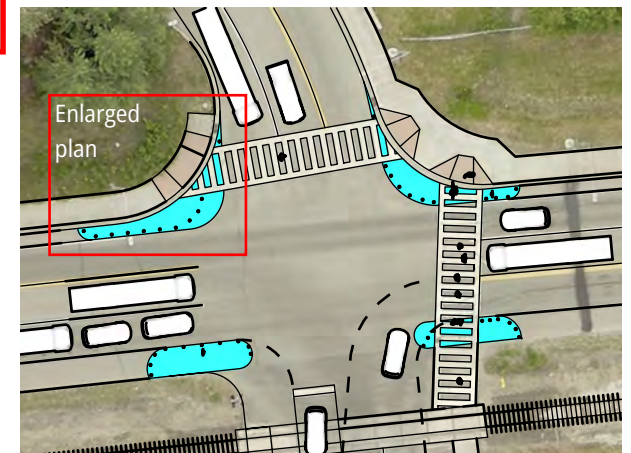
- (1) June 11, 2026 Place Flexible Delineators (40)**
- (2) June 29, 2026 Paint Shoulder Art (1,035 SF)**

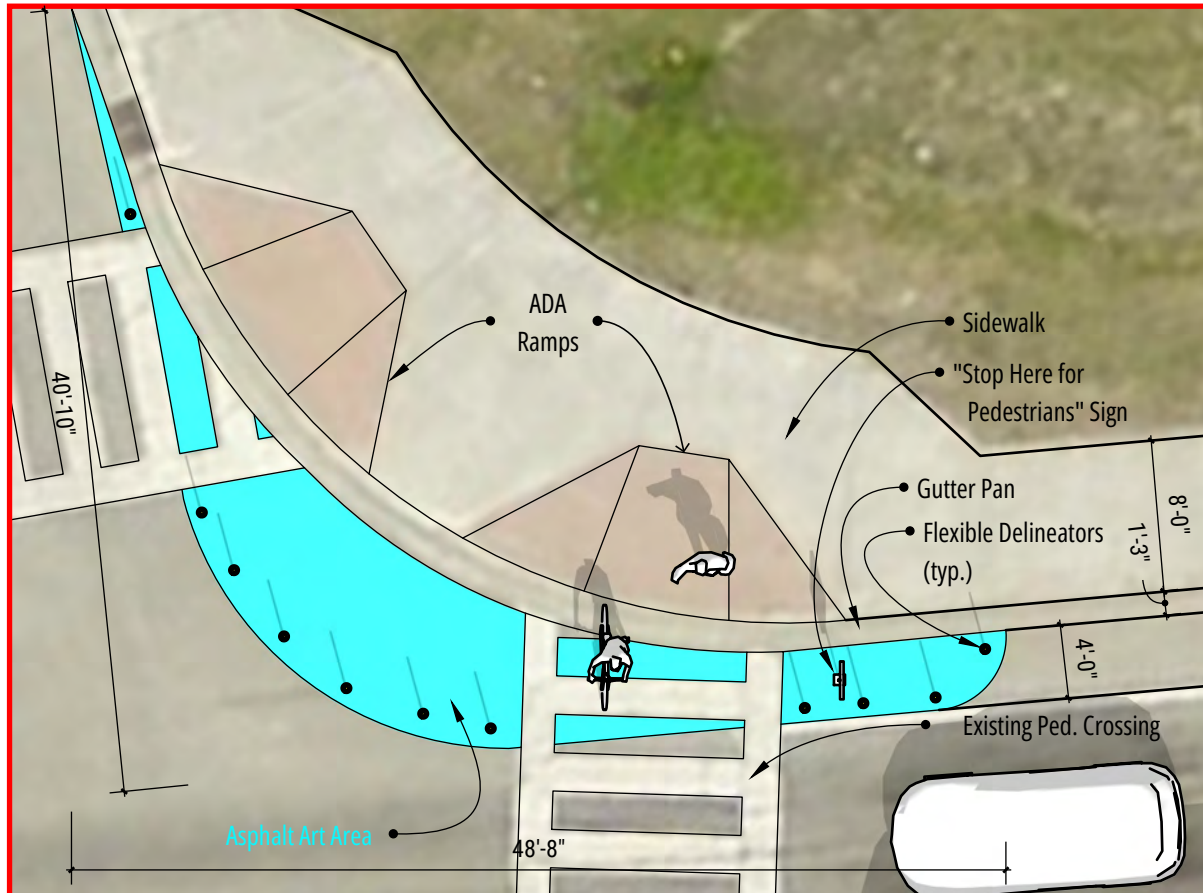




01 Enlarged Plan Northwest Corner | Art Shape Detail | Scale: 1"=10'-0"

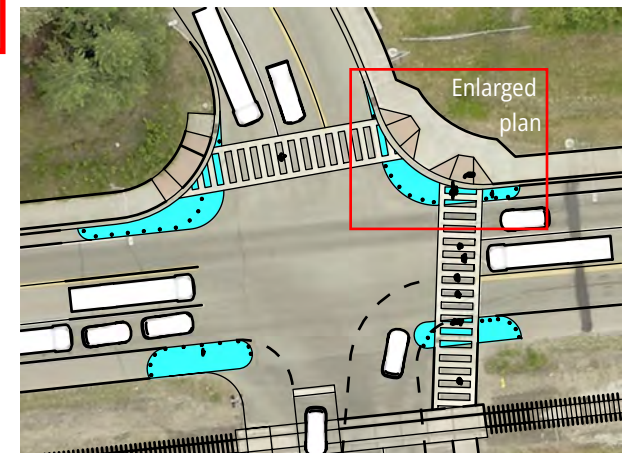
- 330 SF of art
- 11 Flex posts





01 Enlarged Plan Northeast Corner | Art Shape Detail | Scale: 1"=10'-0"

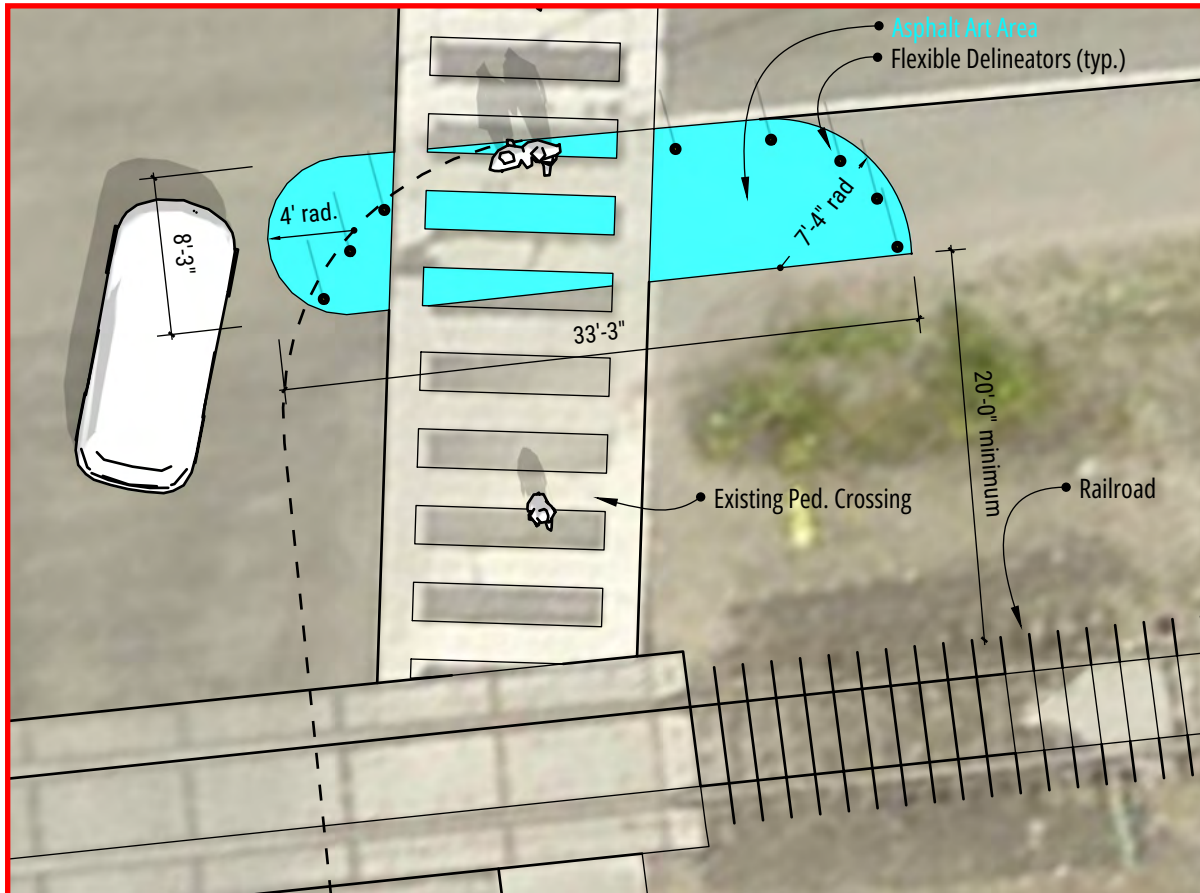
- 245 SF of art
- 11 Flex posts



aa07

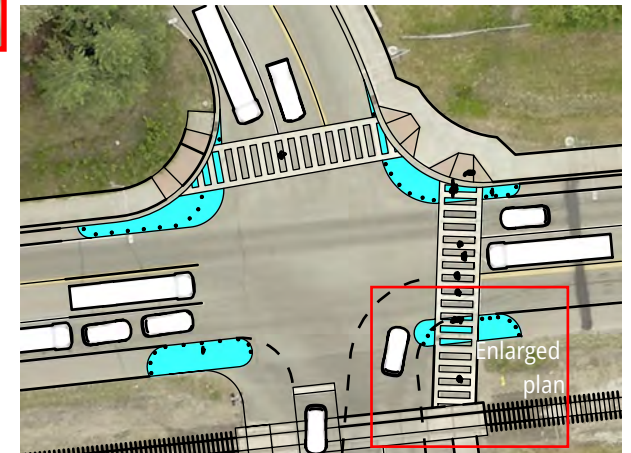
Pilot Plan Concept Phase 1

Tranor Gate & F Street | Concept Design | June 01, 2026
 olivia.lunsford@fastplanning.us



01 Enlarged Plan Southeast Corner | Art Shape Detail | Scale: 1"=10'-0"

- 180 SF of art
- 8 Flex posts



aa08

Pilot Plan Concept Phase 1

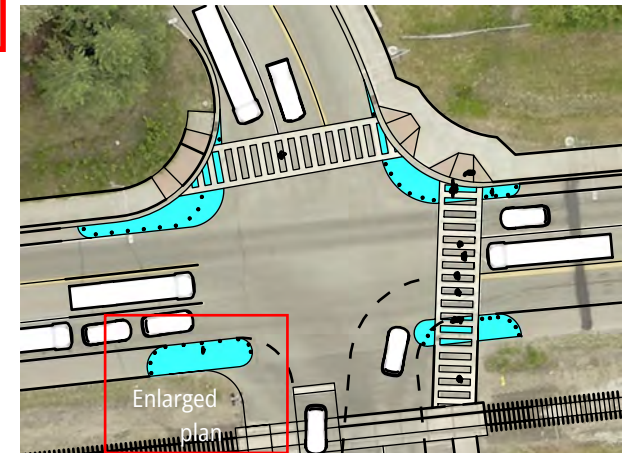
Trainer Gate & F Street | Concept Design | June 01, 2026
 olivia.lunsford@fastplanning.us





01 Enlarged Plan Southwest Corner | Art Shape Detail | Scale: 1"=10'-0"

- 280 SF of art
- 10 Flex posts

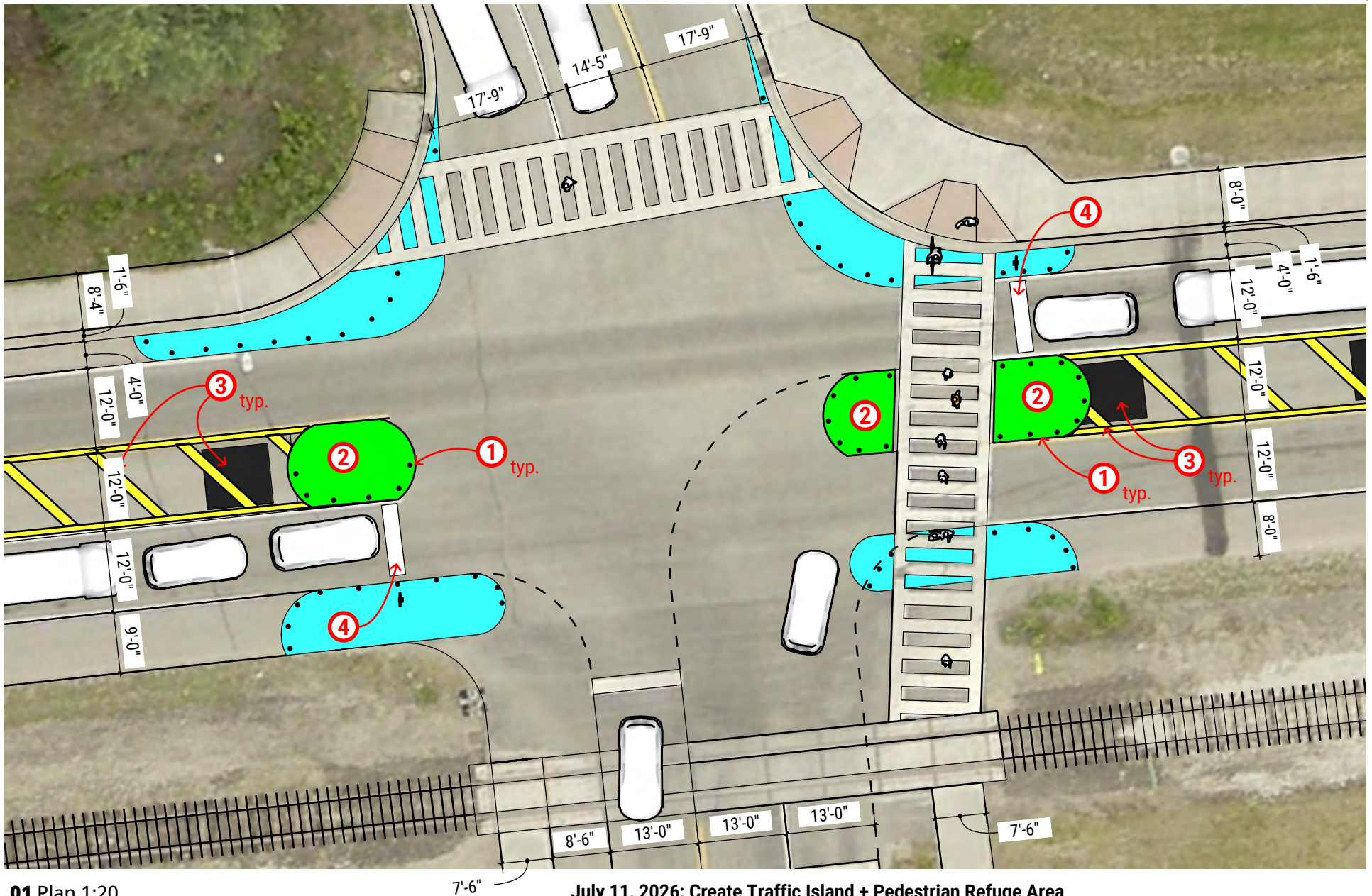


aa09

Pilot Plan Concept Phase 1

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01 Plan 1:20

aa10

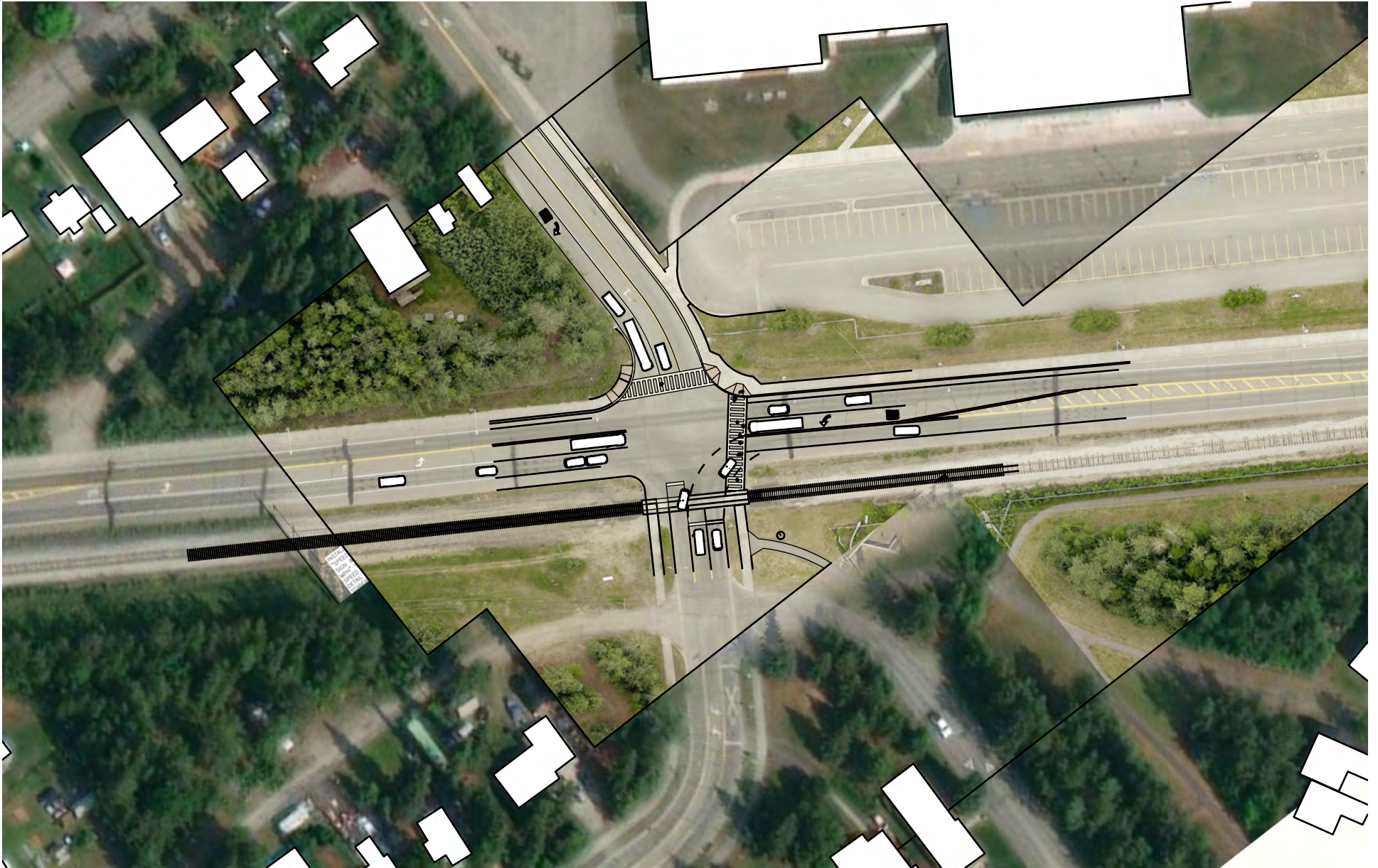
Pilot Plan Concept Phase 2

Trainor Gate & F Street | Concept Design | June 01, 2026
olivia.lunsford@fastplanning.us

July 11, 2026; Create Traffic Island + Pedestrian Refuge Area

- ① **Place** Flexible Delineators (22)
- ② **Paint** Median Art (475 SF)
- ③ **Paint** Turn Lane (700 LF) (black out arrows/text + restripe)
- ④ **Paint** Stop Bars (2)





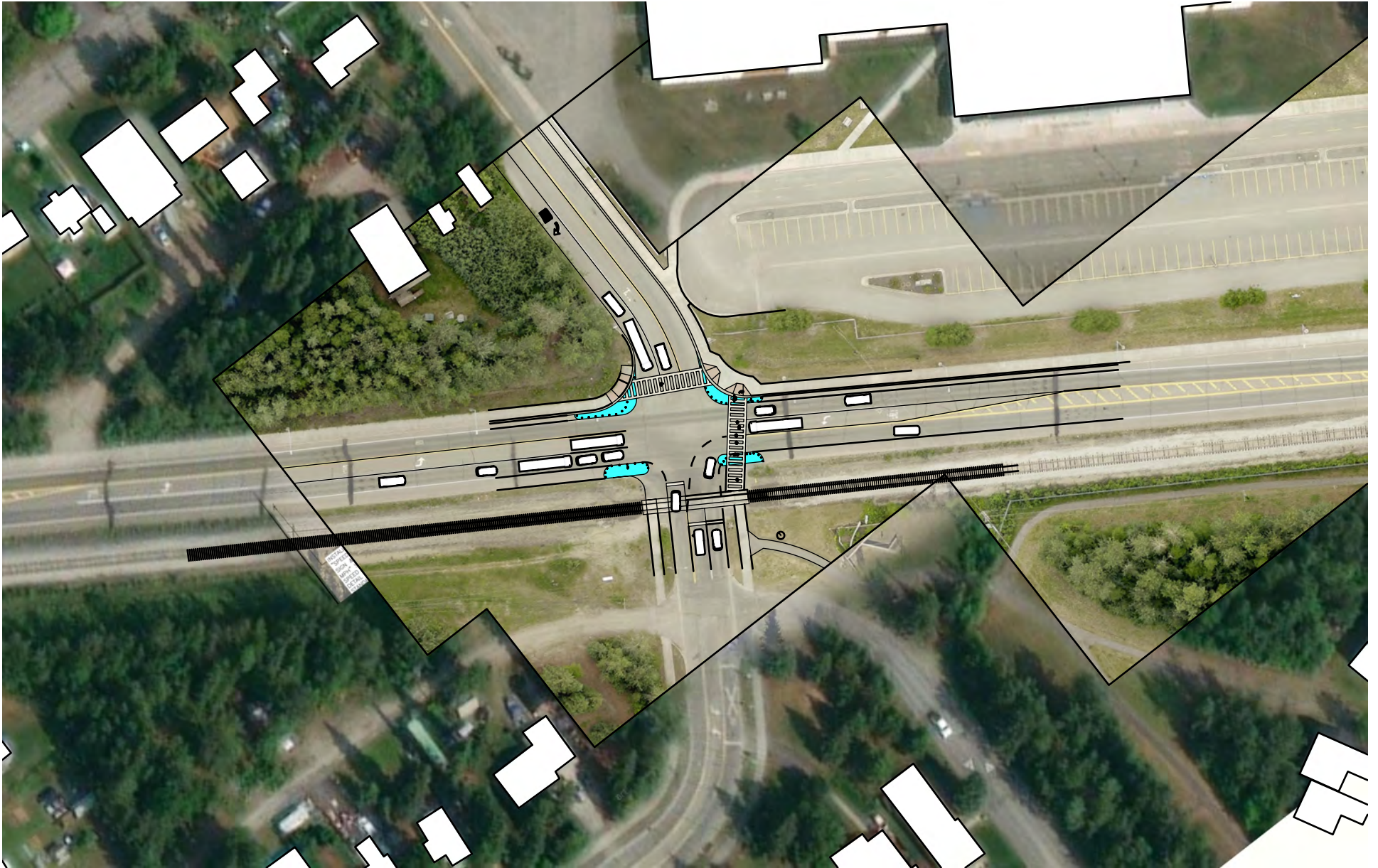
01 Plan 1:100

aa11

Existing Conditions Base Aerial

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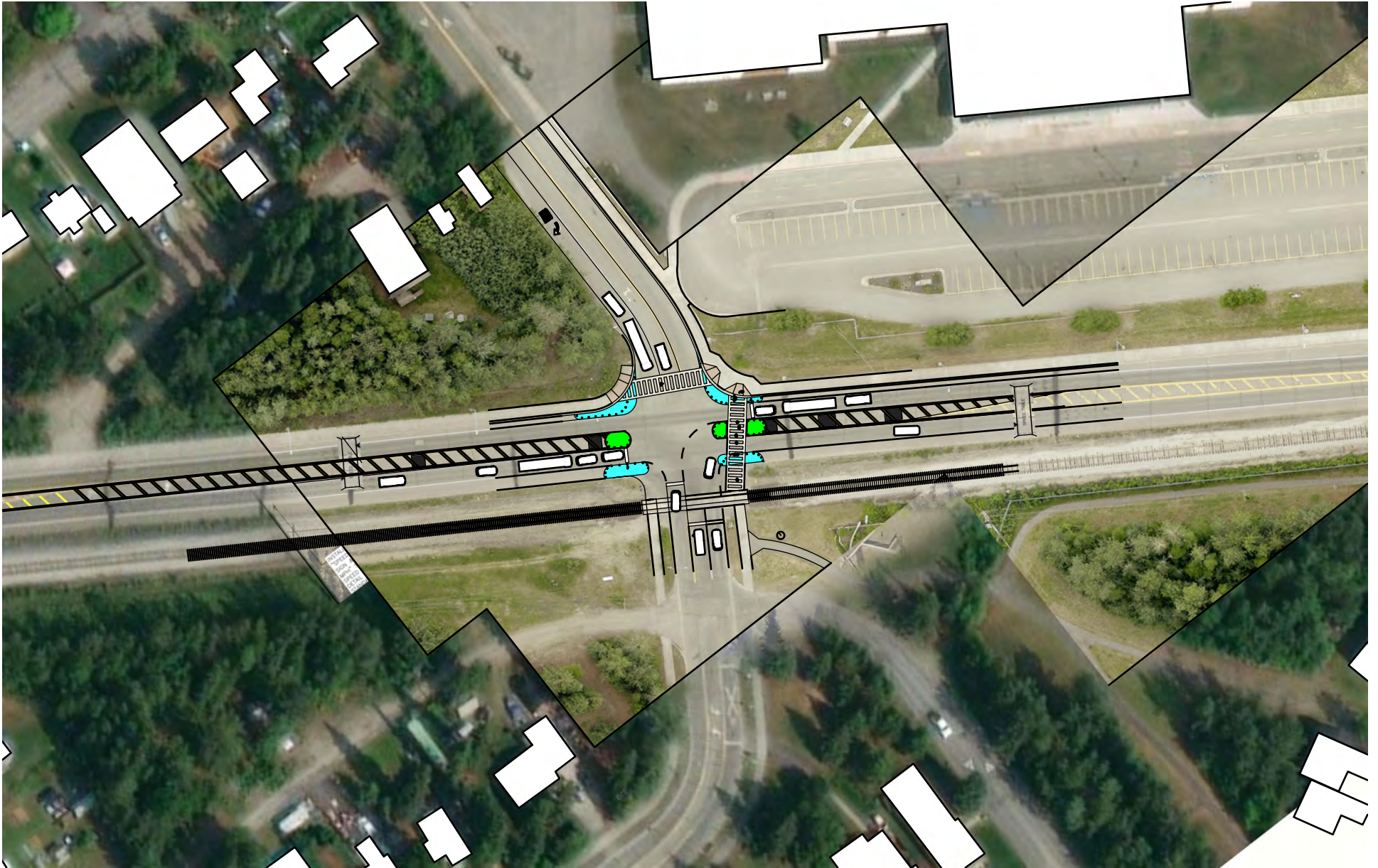
01 Plan 1:100

aa12

Pilot Plan Phase 1

Tractor Gate & F Street | Concept Design | June 01, 2026
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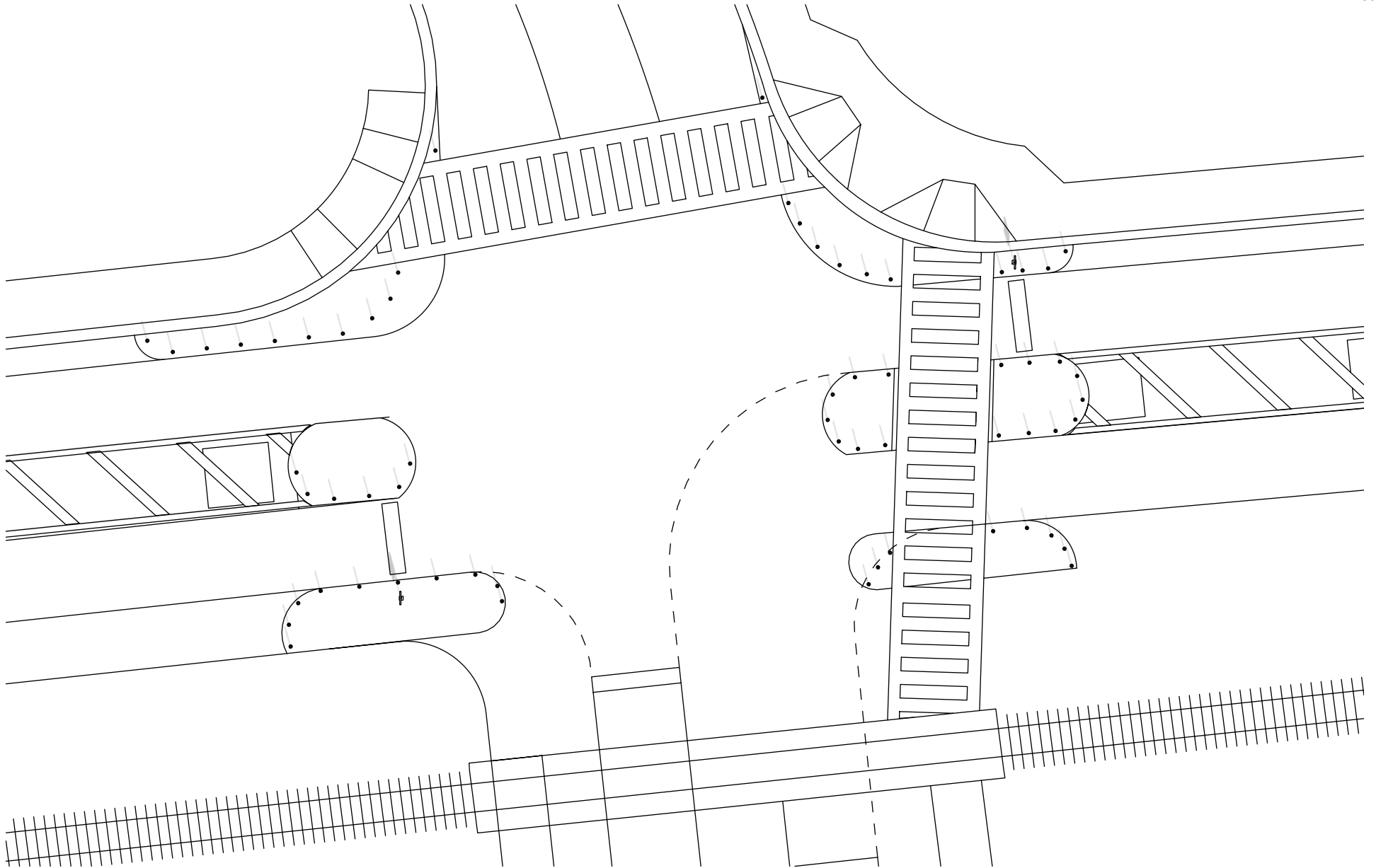
01 Plan 1:100

aa13

Pilot Plan Phase 2

Tranor Gate & F Street | Concept Design | June 01, 2026
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01 Plan 1:20



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Motorcyclist dies of injuries sustained in wreck in Fairbanks

KUAC | By **Tim Ellis**

Published July 28, 2026 at 4:18 PM AKDT



KUAC File Photo

Troopers are investigating a fatal motorcycle wreck that occurred Saturday in Fairbanks at the intersection of the Steese Expressway and 10th Avenue.

City's second fatal motorcycle accident in one week

A motorcyclist died Saturday of injuries sustained in an accident on Geist Road at an intersection near the Parks Highway in Fairbanks, according to Alaska State Troopers.

A trooper spokesperson identified the victim as 22-year-old Ozzy Rodriguez of Fairbanks.

Troopers say a preliminary investigation indicates the wreck happened when the eastbound motorcycle collided with a vehicle turning left from Geist onto Loftus Road.



KUAC FM
Performance Today



The spokesperson says no citations were issued. He said an investigation into the accident is ongoing.

Saturday's fatal wreck is the second time a motorcyclist has died of injuries sustained in a collision. On July 19th, 19-year-old Aiden Cowles of Fairbanks died of injuries he suffered in an accident at the intersection of 10th Avenue and the Steese Expressway.

[Law enforcement](#)



Tim Ellis

Tim Ellis has been working as a KUAC reporter/producer since 2010. He has more than 30 years experience in broadcast, print and online journalism.

[See stories by Tim Ellis](#)

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KUAC FM

Performance Today



RE: WRRAC Item, Could you be present?

From Graetz, Ethan E (DOT) <ethan.graetz@alaska.gov>

Date Fri 7/31/2026 12:35 PM

To Olivia Lunsford <olivia.lunsford@fastplanning.us>

Cc Jackson Fox <jackson.fox@fastplanning.us>; Heim, Carl F (DOT) <carl.heim@alaska.gov>; Skinner, Alan F (DOT) <alan.skinner@alaska.gov>

Olivia,

I will not be able to attend the August 6 meeting but will work with Alan to get you something about the signal timings that could be distributed to the group on Monday. There might be a DOT person able to attend on the Department's behalf.

-Ethan

From: Olivia Lunsford <olivia.lunsford@fastplanning.us>

Sent: Friday, July 31, 2026 11:43 AM

To: Graetz, Ethan E (DOT) <ethan.graetz@alaska.gov>

Cc: Jackson Fox <jackson.fox@fastplanning.us>

Subject: Re: WRRAC Item, Could you be present?

Hey Ethan -

That update is helpful!

For background, I have been contacted by a couple members of the public on concerns regarding signal timing and unsafe crossings for pedestrians/bicyclists in the community - notably along Geist Road. Of course, we know that if it weren't a problem road, Geist Road Corridor wouldn't have been nominated for this project. These concerns, compounded with the accident that happened at Geist and Loftus last week, gave us the need to slate Geist Road as an agenda item to give folks the avenue to comment. Jackson said you were the project manager for the Corridor Study, so wanted to start with you and give you the opportunity to be there/hear the feedback from concerned folks.

Any additional information you and the signal tech and/or TSMO Engineer can provide before next Thursday would be amazing! I can amend the packet if I need to. My hope is to get it out Monday. I'll be working on it a little throughout the weekend, as I was also mostly out of office all last week and this! Got our fish though 🐟

Thanks for prioritizing this through your backlog journey.

Cheers,

Olivia K. Lunsford (she/her/hers)

Transportation Planner

FAST Planning

call/text (907) 251-7248

From: Graetz, Ethan E (DOT) <ethan.graetz@alaska.gov>
Sent: Friday, July 31, 2026 11:06 AM
To: Olivia Lunsford <olivia.lunsford@fastplanning.us>
Cc: Jackson Fox <jackson.fox@fastplanning.us>
Subject: RE: WRRAC Item, Could you be present?

Olivia,

I was out this last week most of the week and going through my backlog. I will not be able to attend the August 6 meeting. However I have reached out to our signal technician and TSMO Engineer for an update on current signal timings and problems along Giest for a more accurate picture of corridor issues. I won't be meeting with them until next week. I could give an update on the signals at the next meeting beyond August 6th.

Giest corridor study is still in contract negotiations. No work has been performed by the consultant on this project at this time.

-Ethan

From: Olivia Lunsford <olivia.lunsford@fastplanning.us>
Sent: Tuesday, July 28, 2026 10:14 AM
To: Graetz, Ethan E (DOT) <ethan.graetz@alaska.gov>
Cc: Jackson Fox <jackson.fox@fastplanning.us>
Subject: WRRAC Item, Could you be present?

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hey Ethan -

We are needing to slate the Geist Road Corridor Study for our Walk, Ride, and Roll Advisory Committee Agenda for Thursday, August 6th, 5-7 PM.

I'm wondering if you'd be available to attend the meeting, provide an update, and likely engage in dialogue with the Committee and attendees?

Please let me know as soon as you can.

Thank you!

Get [Outlook for iOS](#)

Statutory Authority:

Authority:

AS 28.05.011

13 AAC 02.010. Traffic-control signal legend.

(a) When traffic is controlled by an official traffic-control signal displaying colored lights or lighted arrows, only green, red, and yellow may be used, except for a special pedestrian signal carrying a word legend. The lights indicate and apply to drivers of vehicles and pedestrians as follows:

(1) green indication

(A) vehicular traffic facing a circular green signal may proceed through or turn right or left, unless a sign at the location prohibits the turn; vehicular traffic, including vehicles turning right or left, must yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time the signal is exhibited;

(B) vehicular traffic facing a green arrow signal may cautiously enter the intersection to make the movement indicated by the arrow, or other movement permitted by other indications shown at the same time; vehicular traffic must yield the right-of-way to pedestrians within an adjacent crosswalk and to other traffic lawfully using the intersection; display of a green arrow signal indicates that the movement indicated by the arrow is not impeded by oncoming traffic;

(C) unless otherwise directed by a pedestrian-control signal, as provided in 13 AAC 02.015, pedestrians facing a green signal, except when the green signal is a turn arrow, may proceed across the roadway within a marked or unmarked crosswalk;

(2) steady yellow indication

(A) vehicular traffic facing a steady yellow signal is warned that the movement allowed under (a)(1) of this section is being terminated and that a red indication will be exhibited immediately following the yellow indication;

(B) pedestrians facing a steady circular yellow or yellow arrow signal, unless otherwise directed by a pedestrian-control signal as provided in 13 AAC 02.015, may not start to cross the roadway, as there is insufficient time to cross before a red indication will be exhibited;

(3) steady red indication

(A) vehicular traffic facing a steady circular red signal may not enter the

intersection and must stop at a clearly marked stop line or, if none, before entering the crosswalk on the near side of the intersection or, if none, before entering the intersection; vehicular traffic must remain standing until an indication to proceed is shown, except as provided in (a)(3)(B) of this section;

(B) a driver of a vehicle who has stopped as provided in (a)(3)(A) of this section may, after stopping, cautiously proceed to turn right or left from the lawful lane for the turn, except that no person may turn left onto a two-way street when facing a steady red indication; these movements are not allowed if an official traffic-control device prohibits them or directs the driver's attention to a green arrow signal which controls these movements; vehicular traffic making such a turn must yield the right-of-way to another vehicle or to a pedestrian lawfully within the intersection or an adjacent crosswalk at the time the signal is exhibited;

(C) vehicular traffic facing a steady red arrow indication may not enter the intersection to make the movement indicated by the arrow and, unless entering the intersection to make a movement permitted by another indication, must stop at a clearly marked stop line or, if none, before entering the crosswalk on the near side of the intersection or, if none, before entering the intersection, and must remain standing until an indication permitting the movement indicated by the red arrow is shown;

(D) unless otherwise directed by a pedestrian-control signal as provided in 13 AAC 02.015, no pedestrian facing a steady circular red or red arrow signal may enter the roadway.

(b) If an official traffic-control signal is maintained at a place other than an intersection, the provisions of this section are applicable to the signal, except as to those provisions which by their nature have no application. A required stop must be made at a sign or marking on the pavement indicating where the stop must be made or, if none, the stop must be made at the signal.

(In effect before 7/28/59; am 12/15/61, Register 3; am 8/10/66, Register 22; am 12/31/69, Register 31; am 6/28/79, Register 70)

Statutory Authority:

Authority:

AS 28.05.011

13 AAC 02.015. Pedestrian-control signals.

When a pedestrian-control signal exhibiting the words "walk" or "don't walk" is in place, the signal indicates as follows:

(1) “walk” — a pedestrian facing this signal may proceed across the roadway in the direction of the signal, and every driver must yield the right-of-way to the pedestrian;

(2) “don’t walk” — no pedestrian may start to cross the roadway in the direction of this signal; a pedestrian who has partially completed his crossing on the “walk” signal shall proceed to a sidewalk or safety island while the “don’t walk” signal is showing.

(In effect before 7/28/59; am 12/15/61, Register 3; am 8/10/66, Register 22; am 12/31/69, Register 31; am 6/28/79, Register 70)

Statutory Authority:

Authority:

AS 28.05.011

13 AAC 02.020. Flashing signals.

(a) A flashing red or yellow light which appears in a traffic signal or a traffic sign requires obedience by vehicular traffic as follows:

(1) flashing red (stop signal) — when a red lens is lighted with rapid intermittent flashes, drivers of vehicles must stop at a clearly marked stop line or, if none, before entering the crosswalk on the near side of the intersection or, if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering it; the right to proceed is subject to the rules applicable after making a stop at a stop sign;

(2) circular flashing yellow (caution signal) — when a yellow circular lens is lighted with rapid intermittent flashes, drivers of vehicles may proceed cautiously through the intersection or past the yellow signal; drivers must yield the right-of-way to other vehicles lawfully within the intersection, to other vehicles approaching on another roadway so closely as to constitute an immediate hazard, and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time the signal is exhibited;

(3) flashing yellow arrow (yield turn signal) — when a yellow arrow lens is lighted with rapid intermittent flashes, drivers of vehicles may proceed cautiously through the intersection to make the movement indicated by the arrow; drivers must yield the right-of-way to other vehicles lawfully within the intersection, to other vehicles approaching on another roadway so closely as to constitute an immediate hazard, and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time the signal is exhibited.

(b) This section does not apply at railroad grade crossings where the conduct of drivers is

https://www.newsminer.com/news/local_news/fairbanks-borough-weigh-e-bike-concerns/article_ffe2af62-de94-4f75-bfb3-12664ddcd95b.html

Fairbanks, borough weigh e-bike concerns

Jack Barnwell
Jun 19, 2026



An e-bike rider crosses at Cushman Street and Doyon Place on Thursday, June 18, 2026.
Jack Barnwell/News-Miner

Two local governments are weighing whether to consider restrictions on electric-assisted or motorized bicycles and scooters in some areas of Fairbanks.

The Fairbanks North Star Borough Parks and Recreation Commission discussed the option of making Pioneer Park/Alaskaland and other facilities non-motorized spaces on Monday.

Lee Williams, the Parks and Recreation riverside superintendent, said pedestrian safety is the biggest concern.



“Many of these devices operate at higher speeds than walking traffic and operate quietly, making it difficult for pedestrians to detect them sometimes,” Williams said.

Williams said e-bikes, scooters and e-motos are split into five classifications. Class 1 and 2 e-bikes are either pedal-assisted or throttle-powered with top speeds of 20 miles per hour. A Class 3 e-bike can hit 28 MPH, while an e-scooter has a throttle speed of up to 25 MPH. A fully motorized bicycle, or e-moto, can hit at least 30 MPH.

“While they may all look similar ... their impact on our facilities varies significantly,” Williams said. He said increased use of the devices has reduced a sense of safety for families and children. Parks and Recreation has received numerous complaints, including phone calls, emails and social media messages about the issue.

“The theme is a fear of potential injury and a strong request for us to take action,” Williams said.

Williams added he’s already observed damage to facilities as e-bike riders use them off designated routes, including rutting and damage to baseball fields and playground equipment.

Williams said his staff is monitoring the complaints and impacts, coordinating with the Fairbanks Police Department and reviewing best practices from other communities.

Technically, the higher-powered devices are also prohibited on non-motorized pedestrian/bicycle trails.

Pioneer Park already has a 5 MPH speed limit, but Williams said it can be difficult to enforce. The current recommendation includes a pilot program by designating Pioneer Park as a seasonal non-motorized area. All higher-speed motorized e-bikes, e-motos and scooters would be banned in the

park.

“We get a lot of feedback on how this should be a pedestrian area,” he said. Normal bikes would be allowed, provided they are operated safely.

Williams later clarified he doesn’t want to give the perception that Parks and Recreation is attacking e-bikes.

“We’re trying to manage e-bikes and the changing technology,” Williams said. He added he doesn’t think most young people who own them are intentionally damaging facilities. He stressed education is another goal.

Mark Oldmixon, the commission chair, said he’s aware that e-bike conflicts are an evolving issue across the country. He added that there is a strong contingent who passionately disagree with concerns similar to Williams.

Commissioner Ken Barrick said he supports a seasonal ban for Pioneer Park. He added he witnessed two e-bike riders doing “wheelies” in front of the miniature golf area at Pioneer Park.



Other commissioners proposed finding ways to “welcome e-bike riders into other areas,” such as parts of Tanana Lakes Recreation Area.

Matt Boyer, the Parks and Recreation Director, agreed with the premise.

“The bikes are there, and we need to find an outlet to go recreate safely,” Boyer said. “It may come to a point where we have to channel that activity.”

E-bike concerns were addressed at a Fairbanks City Council work session on Tuesday as well.

Councilmember Jerry Cleworth said he doesn't know where policies stand with regulating e-bikes when compared to gas-powered versions.

Member John Ringstad had similar concerns, adding that higher-speed ones aren't licensed, insured or registered.

FPD Deputy Chief Rick Sweet noted that regulations can be difficult. The Alaska Legislature considered a bill in 2023 that would have defined e-bike classifications. However, the bill died in committee.

"The DMV does not require a license, registration or insurance," Sweet said. "In essence, it is a bicycle without a further definition."

Had they been classified as motorized scooters, state law would require a specialized permit and parental signatures for youth.

However, Sweet said state law allows cities and municipalities to regulate e-bikes on a local level. He added he's seen both respectful groups riding e-bikes and "abuses as well."

Police Chief Ron Dupee said FPD has received several complaints and has its own safety concerns over e-bikes. He asked for guidance from the City Council on how far we want to go with regulating."

Dupee recommended some provisions, such as speed limit enforcement or restrictions on sidewalks.

A few councilmembers, including Crystal Tidwell proposed a balance that didn't restrict young adults while prioritizing safety. She acknowledged that there are "some disrespectful kids out there and that's a parenting problem." Valerie Therrien recommended asking state lawmakers for a legislative solution.

Lonney Marney, however, supported a local solution.

"As a city, we tag team with the borough to get this done soon, this summer," Marney said.

Fairbanks Mayor Mindy O'Neill stressed that the council consider the difference between lower level⁵³ e-bikes and the higher-speed ones.



Contact reporter Jack Barnwell at 907-459-7587 or jbarnwell@newsminer.com.

[jbarnwell](#)

PEOPLEFORBIKES is working to update state laws governing the use of electric bicycles (e-bikes) across the U.S. In many states, e-bikes lack a specific vehicle classification and it is unclear how they are regulated. They may be interpreted to fall within terms primarily aimed at combustion engine vehicles such as mopeds or scooters. Our goal is to clearly define e-bikes and provide sensible roles for their use.

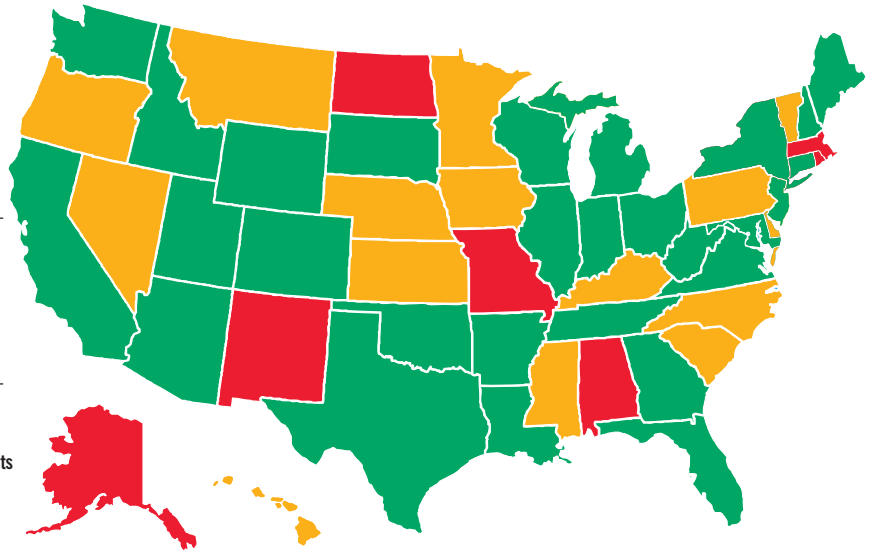
The objective of this initiative is to ensure that:

- » Outdated vehicle regulations are updated to reflect technological advances.
- » Low speed e-bikes are regulated similarly to traditional bicycles.
- » Consumers and retailers are not confused about their state's e-bike law.
- » The public is encouraged to take advantage of the benefits that e-bikes offer.

Nearly 30 states have incorporated e-bikes into their traffic codes and regulated them similarly to traditional bicycles. However, approximately 20 states still have outdated laws that lack a specific classification for electric bicycles.

E-BIKE REGULATIONS

	MODEL LEGISLATION	» PeopleForBikes enacted our model law, which defines and regulates three classes of e-bikes.
	ACCEPTABLE	» Regulated as a bicycle » Passengers allowed » No age minimum » No licensing or registration required » Can use existing bike infrastructure
	PROBLEMATIC	» Regulated as a moped or motor vehicle » Confusing equipment + use requirements » Confusing licensing + registration requirements » Confusing access to bike infrastructure



THREE CLASS E-BIKE MODEL:

- » **CLASS 1:** Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 20mph.
- » **CLASS 2:** Bicycle equipped with a throttle-actuated motor, that ceases to provide assistance when the e-bike reaches 20mph.
- » **CLASS 3:** Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28mph.

In the interest of safety, local governments would be allowed to restrict, regulate or prohibit the use of e-bikes in their parks, on paths and on trails. In the absence of local ordinances, Class 1 and Class 2 e-bikes would be allowed on paths and trails; while Class 3 e-bikes would only be allowed on roadways. The e-bike class model also allows local agencies to permit e-bikes on paths or bikeways where they are traditionally not allowed, in the event that the alternative route is considered hazardous. This is a local jurisdictional decision.



These regulatory updates would also mean that:

- » E-bikes are not subject to the registration, licensing, or insurance requirements that apply to motor vehicles.
- » Helmets are required for riders of Class 3 e-bikes.
- » Persons under 16 years of age are not be able to ride a Class 3 e-bike (unless as a passenger).
- » All e-bike manufacturers must apply a standard label to each e-bike specifying its type and wattage to help law enforcement agencies determine if an e-bike has access to a particular bikeway.
- » The same rules of the road apply to both e-bikes and human powered bicycles when it comes to speed, proper passing, local traffic laws, speed limits, equipment and other ordinances.

WITH AN E-BIKE, BICYCLISTS CAN RIDE MORE OFTEN, FARTHER, AND FOR MORE TRIPS.

Electric bicycles are designed to be as safe as traditional bicycles, do not compromise consumer safety, and benefit bicyclists who may be discouraged from riding a traditional bicycle due to limited physical fitness, age, disability or convenience.

LEARN MORE: [PEOPLEFORBIKES.ORG/E-BIKES](https://peopleforbikes.org/e-bikes)

ELECTRIC BIKES, SCOOTERS & DIRT BIKES

AS DEFINED BY ANCHORAGE MUNICIPAL CODE (AMC) 9.04.010



E-BIKES



WHERE YOU CAN RIDE

- Streets
 - Follow all traffic laws applicable to bicycles
- Sidewalks
 - Allowed except in the Central Business District (downtown)
- Bike paths & shared-use paths

ELECTRIC SCOOTERS



WHERE YOU CAN RIDE

- Streets
 - Follow all traffic laws applicable to bicycles
- Sidewalks
 - Allowed except in the Central Business District (downtown)
- Bike paths & shared-use paths

DIRT BIKES

(ELECTRIC OR GAS)



WHERE YOU CAN RIDE

- Designated off-highway (ATV) vehicle trails
- Private property with the owners permission

CAN'T RIDE

- ✗ Sidewalks
- ✗ Bike lanes
- ✗ Shared-use paths
- ✗ Parks or recreation areas unless specifically designated for use
- ✗ Public streets unless registered, insured, licensed

PROPOSED AAC REVISIONS FOR PEDESTRIAN & BICYCLIST SAFETY



March 19, 2021

Fairbanks Area Surface Transportation (FAST) Planning is the State-designated transportation planning organization for the Fairbanks and North Pole area and we recently adopted a Resolution in support of revisions to Title 13 of Alaska Administrative Code (AAC) to improve safety for pedestrians and bicyclists. Alaska is currently ranked #1 in the U.S. for the number of people who walk and bike to work per capita, but #44 in the U.S. with respect to laws that create protections for people who walk and bike. The below-listed sections of AAC have not been updated since 1979 and most recent 5-year averages of fatalities and serious injuries for pedestrians and bicyclists exceed the goals of Alaska Strategic Highway Safety Plan and are trending upward. **We would like to know if other communities throughout the State support new provisions in AAC as well:**

- **13 AAC 02.050** New provisions to improve safety of vehicles passing bicyclists in the roadway (i.e. safe passing law)
- **13 AAC 02.400** New provisions for bicycle lane and shared lane use markings (i.e. sharrows) for riding bicycles on roadways
- **13 AAC 02.455** New provisions to improve safety and reduce conflicts for bicyclists and pedestrians with off-highway vehicles traveling on sidewalks and other locations officially designated for non-motorized use only

Attached to this cover is a copy of the Resolution, FAST Planning's recommended revisions to 13 AAC 02, supporting documents, and an overview of the regulation adoption process. The language for the revisions was developed by our Bicycle & Pedestrian Advisory Committee and vetted through the Traffic & Safety Section of the Alaska Department of Transportation & Public Facilities (DOT&PF) Regional and Headquarters Offices. The Resolution was passed unanimously on March 17, 2021, by FAST Planning's Policy Board, which consists of the Fairbanks North Star Borough (FNSB) Mayor, City of Fairbanks Mayor, City of North Pole Mayor, Alaska DOT&PF Northern Region Director, Alaska Department of Environmental Conservation Air Quality Division Director, and representatives from the FNSB Assembly and Fairbanks City Council.

Since FAST Planning only represents two communities in the State, we would like to know if other communities throughout the State support these revisions as well before we submit an official proposal to the Alaska Department of Public Safety (who oversees these sections of AAC). We are sharing this Resolution with Cities, Boroughs, and other interested organizations for feedback, which may be in the form of Resolutions, Letters of Support/Opposition, or general comments. **Please direct your feedback to FAST Planning at the letterhead address or email jackson.fox@fastplanning.us by June 30, 2021.**

Please contact Jackson Fox, FAST Planning's Executive Director, at (907) 205-4276 or jackson.fox@fastplanning.us if you have any questions or would like additional information.

March 17, 2021

FAIRBANKS AREA SURFACE TRANSPORTATION (FAST) PLANNING

A RESOLUTION IN SUPPORT OF REVISIONS TO ALASKA ADMINISTRATIVE CODE TO IMPROVE SAFETY FOR PEDESTRIANS AND BICYCLISTS USING THE TRANSPORTATION NETWORK

WHEREAS, FAST Planning is the State-designated transportation planning organization for the Fairbanks and North Pole area and supports local and Statewide policy, programmatic, and infrastructure improvements that improve safety and comfort of pedestrians and bicyclists using the transportation network; and

WHEREAS, Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances have not been updated since 1979; and

WHEREAS, provisions are needed in 13 AAC 02.050 to improve safety of vehicles passing bicyclists in the roadway; and

WHEREAS, provisions are needed in 13 AAC 02.400 for bicycle lane and shared lane use markings (i.e. sharrows) for riding bicycles on roadways; and

WHEREAS, provisions are needed in 13 AAC 02.455 to improve safety and reduce conflicts for bicyclists and pedestrians with off-highway vehicles traveling on sidewalks and other locations officially designated for non-motorized use only; and

WHEREAS, residents of the State of Alaska recognize that pedestrians and bicyclists share transportation networks with motorized vehicles; and

WHEREAS, the most recent five-year averages of fatalities and serious injuries for pedestrians and bicyclists exceed the goals of Alaska Strategic Highway Safety Plan and are trending upward; and

WHEREAS, one of the goals of the Alaska Statewide Active Transportation Plan is to improve safety for pedestrians and bicyclists who use the transportation network by reducing the number and severity of conflicts between people walking, bicycling, and driving; and

WHEREAS, in 2016 Alaska was ranked #1 in the U.S. by the Alliance for Walking & Bicycling for the number of people who walk and bike to work per capita; and

WHEREAS, the rates of walking and bicycling in Anchorage and Fairbanks, Alaska's two largest population centers, have increased since 2017; and

WHEREAS, in 2019 Alaska was ranked 39th in the U.S. by the League of American Bicyclists for bicycle friendliness receiving a grade of "F" in 6 out of 17 categories including state transportation funding, planned and recently built bicycle and pedestrian facilities, laws that create protections for people who bike and walk, design and access policies, understanding people who bike and walk, and formal user group engagement; and

WHEREAS, 35 of the 50 states in the U.S., not including Alaska, have adopted Safe Passing Laws to improve safety for bicyclists, and the League of American Bicyclists has recommended the State of Alaska adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety and has provided a white paper that provides examples of how other states have adopted and implemented this type of law; and

WHEREAS, the State of Alaska ranked 44th in the U.S. with respect to laws that create protections for people who bike and walk; and

WHEREAS, the FAST Planning Bicycle & Pedestrian Advisory Committee has provided recommended revisions to 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 for consideration of the Alaska Department of Public Safety to initiate changes, which are attached to this Resolution.

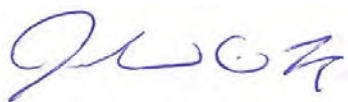
NOW, THEREFORE, BE IT RESOLVED that FAST Planning supports the review and revision of 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 by the Alaska Department of Public Safety to improve safety for pedestrians and bicyclists using the transportation network in accordance with the recommended revisions attached to this Resolution.

PASSED AND APPROVED THIS 17TH DAY OF MARCH 2021.



Ryan Anderson, P.E.
Chair, FAST Planning Policy Board

ATTEST:



Jackson C. Fox
Executive Director, FAST Planning

AYES: Mayor Welch, Mayor Matherly, Mayor Ward, Mr. Tomaszewski, Ms. Edwards, Mr. Anderson

NOES:

ABSENT: Mr. Gibson

ABSTAIN:

Use of Roadway

13 AAC 02.050. Driving on right side of roadway - exceptions and special situations

(a) Upon a roadway of sufficient width, a vehicle must be driven upon the right half of the roadway, except as follows:

(1) when overtaking and passing another vehicle proceeding in the same direction, or when preparing for a left turn at an intersection or into an alley, private road or driveway;

(2) when traveling upon a roadway marked or divided as provided by [13 AAC 02.025](#), [13 AAC 02.085](#), or [13 AAC 02.095](#), or within an urban district upon a roadway restricted to one-way traffic; or

(3) when an obstruction exists making it necessary to drive to the left of the center of the highway; a driver must yield the right-of-way to all vehicles traveling in the opposite direction upon the unobstructed portion of the highway.

(4) repealed 6/28/79;

(5) repealed 6/28/79.

(b) Upon all roadways outside an urban district, a vehicle other than an emergency vehicle proceeding at less than the maximum authorized speed of traffic must be driven in the right-hand lane or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into an alley, private road, or driveway. However, on a two-lane highway outside an urban district where passing is unsafe because of oncoming traffic or other conditions, the driver of a motor vehicle proceeding at less than the maximum authorized speed of traffic and behind whom five or more vehicles are formed in a line shall turn off the roadway at the nearest place designated as a turnout or wherever sufficient area for a safe turnout exists in order to permit following vehicles to pass.

[\(c\) When overtaking or passing a person operating a bicycle proceeding in the same direction of travel, the driver of a motor vehicle shall pass to the left of the person operating a bicycle, not less than three feet between any portion of the vehicle and the bicycle, and shall not return to the center of the travel lane until the vehicle is clear of the overtaken person operating a bicycle.](#)

[\(d\) The driver of a motor vehicle may pass a person operating a bicycle by driving to the left of the centerline of a roadway, including if necessary in a no passing zone, provided the roadway to the left is unobstructed and the driver can pass the bicycle without interfering with oncoming traffic. This paragraph does not authorize driving on the left side of the center of a roadway when prohibited by 13 AAC 02.060 and 13 AAC 02.065.](#)

13 AAC 02.060. Limitations on driving left of center

(a) A vehicle may not be driven on the left side of a roadway under the following conditions:

- (1) when approaching within 500 feet of the crest of a grade or a curve in a highway where the driver's view is obstructed for a distance which creates a hazard if another vehicle is approaching from the opposite direction;
- (2) when approaching within 100 feet of or traversing an intersection or railroad grade crossing unless otherwise indicated by an official traffic control device; or
- (3) when the view is obstructed upon approaching within 300 feet of a bridge, viaduct, or tunnel;
- (4) repealed 6/28/79.

(b) The provisions in (a) of this section do not apply to a vehicle on a one-way roadway, or under the conditions described in 13 AAC 02.050(a)(3), or to the driver of a vehicle turning left from an alley, private road, or driveway.

13 AAC 02.065. Overtaking a vehicle on the left - limitations

(a) Except as provided in sec. 55 of this chapter, the driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left of the overtaken vehicle at a safe distance, and may not return to its right lane until safely clear of the overtaken vehicle. Upon audible signal, the driver of the overtaken vehicle shall give way to the right in favor of the overtaking vehicle. If the driver of the overtaking vehicle must perform the passing maneuver in a lane reserved for oncoming traffic, the driver of the overtaken vehicle may not increase the speed of his vehicle until the overtaking vehicle has passed and driven back to the right side of the roadway.

(b) No vehicle may be driven to the left side of the center of a roadway in overtaking and passing another vehicle proceeding in the same direction unless authorized by this chapter and unless the left side of the roadway is clearly visible and free of oncoming traffic for a sufficient distance ahead to permit the overtaking and passing to be completed without interfering with the flow of traffic approaching from the opposite direction or with a vehicle overtaken. The overtaking vehicle shall return to an authorized lane of travel as soon as practicable and, if the passing movement involves the use of a lane authorized for vehicles approaching from the opposite direction, before coming within 200 feet of an approaching vehicle.

Special Rules for Bicycles, Nonmotorized Conveyances, Motorcycles, and Motor-Driven Cycles

13 AAC 02.400. Riding bicycles on roadways and bicycle paths

(a) A person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, ~~and shall give way to the right as far as practicable to a motor vehicle proceeding in the same direction when the driver of the motor vehicle gives audible signal.~~ except:

- (1) when passing another bicycle or vehicle traveling in the same direction;
- (2) when making a left turn at an intersection or driveway;
- (3) when roadway or other conditions makes riding to the right dangerous or impractical; or
- (4) when authorized by traffic control devices, signs, or markings (i.e. bicycle lanes and shared lane use markings).

(b) Persons riding bicycles on a roadway may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

() Persons riding bicycles two abreast may not impede traffic and, ~~in a laned roadway,~~ shall ride ~~within the~~ as far as possible to the right lane as practicable.

(c) When a shoulder of the highway is maintained in good condition, an operator of a bicycle shall use the shoulder of the roadway.

(d) A person operating a bicycle on a trail, shared use path, sidewalk, or ~~sidewalk area~~ other facility solely intended for the use of non-motorized forms of transportation shall

- (1) exercise care to avoid colliding with other persons or vehicles;
- (2) give an audible signal before overtaking and passing a pedestrian; and
- (3) yield the right-of-way to any pedestrian.

(e) Repealed 6/28/79.

(f) A person riding a bicycle intending to turn left shall, unless ~~he the operator~~ dismounts and crosses as a pedestrian, comply with the provisions of sec. 200 of this chapter. The operator of a bicycle must give a signal by hand and arm continuously during the last 100 feet traveled unless the hand is needed in the control or operation of the bicycle. When stopped to await an opportunity to turn, a hand and arm signal must be given continuously by the operator.

(g) No person may ride a bicycle upon a sidewalk in a business district or where prohibited by an official traffic-control device. (h) No bicycle race may be conducted upon a roadway, except as provided under AS 05.35.

(h) No bicycle race may be conducted upon a roadway, except as provided under AS 05.35.

Special Rules for Snowmobiles and Other Off-Highway Vehicles

13 AAC 02.455. Operation on highways and other locations

(a) A snowmobile or an off-highway vehicle may be driven on a roadway or shoulder of a highway only under the following circumstances:

(1) when crossing a highway as provided in (f) of this section, or when traversing a bridge or culvert on a highway, but then only by driving at the extreme right-hand edge of the bridge or culvert and only when the traverse can be completed with safety and without interfering with other traffic on the highway;

(2) when use of the highway by other motor vehicles is impossible because of snow or ice accumulation or other natural conditions or when the highway is posted or otherwise designated as being open to travel by off-highway vehicles;

(3) when highway driving is authorized by an authority having jurisdiction over the highway, but only in accordance with restrictions which may be imposed by that authority with regard to highway use; or

(4) when driven on the right-of-way of a highway which is not a controlled-access highway, outside the roadway or shoulder, and no closer than three feet from the nearest edge of the roadway; night driving may be only on the right-hand side of the highway and in the same direction as the highway motor vehicle traffic in the nearest lane of the roadway; no person may drive an off-highway vehicle within the area dividing the roadways of a divided highway, except to cross the highway as provided in (f) of this section.

(b) Repealed 6/28/79.

(c) Repealed 6/28/79.

(d) Repealed 6/28/79.

(e) Repealed 6/28/79.

(f) A snowmobile or an off-highway vehicle may make a direct crossing of a highway if

(1) the crossing is made approximately at a right angle to the highway and at a location where visibility along the highway in both directions is clear for a sufficient distance to assure safety, and the crossing can be completed safely and without interfering with other traffic on the highway; and

(2) the vehicle is brought to a complete stop before crossing the shoulder or roadway, and the driver yields the right-of-way to all traffic on the highway.

(g) ~~No~~ A person operating a snowmobile or other off-highway vehicle may not cross or travel on or within three feet of a sidewalk, a location intended for pedestrian ~~use or other~~ nonmotorized traffic, a bicycle lane, a path or other trail, an alley, or a vehicular way or area which is not open to snowmobile or off-highway vehicle operation, except as provided in (f) of this section.



BICYCLE FRIENDLY STATE REPORT CARD

ALASKA

RANKED

39

OF 50

STATE ADVOCACY GROUP:
WALK BIKE ALASKA

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Alaska, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Alaska.

Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects. These once in a generation projects should create connections for all transportation users rather than build barriers.

Alaska has set a safety target [https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Alaska should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

Alaska has begun the process of updating its Bicycle and Pedestrian Plan. This is a great opportunity for the state DOT to work with Alaska communities and plan for a future where people in Alaska have safe and accessible biking and walking facilities.

Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

Adopt a goal to increase the prevalence of people biking. More people biking can improve rates of physical activity, reduce emissions, and reduce cost of transportation projects compared to motor vehicle projects.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. The League has a white paper that provides examples of how other states have adopted and implemented this type of law: https://bikeleague.org/sites/default/files/BFS_WP-Safe_Passing_Law-07_2018.pdf

Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

Allow the flexibility for all units of government statewide to use NACTO and AASHTO standards as well as the state's own design standards. Or, alternatively incorporate NACTO and AASHTO standards into state design standards and guidance.

Install a Protected Bike Lane on a state-owned road.

	Infrastructure & Funding	D
	Education & Encouragement	D
	Legislation & Enforcement	D+
	Policies & Programs	D
	Evaluation & Planning	C

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	
Safe Passing Law (3ft+)	
Statewide bike plan last 10 years	New in 2019
2% or more federal funds on bike/ped	
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	1% of commuters biking to work	7/50
Safety	3.7 fatalities per 10K bike commuters ⁱⁱ	12/50
Spending	\$11.90 per capita FHWA spending on biking and walking ⁱⁱⁱ	1/50

ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.

ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.

ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.

Category Breakdown:

ALASKA



BICYCLE FRIENDLY STATE REPORT CARD

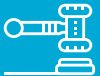
64

 Infrastructure & Funding Ranked 45 of 50 States D	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	D
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	F
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	B-
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	F

 Policies & Programs Ranked 47 of 50 States D	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	D-
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	F
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	C-
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	D

 Education & Encouragement Ranked 50 of 50 States D	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	D
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	C-

 Evaluation & Planning Ranked 38 of 50 States C	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	C-
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	B
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	F+
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	F

 Legislation & Enforcement Ranked 44 of 50 States D+	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	C
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	C-
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	F

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.



**WE'RE ALL IN THIS
TOGETHER!**

**THE LEAGUE
OF AMERICAN BICYCLISTS**

JOIN US!

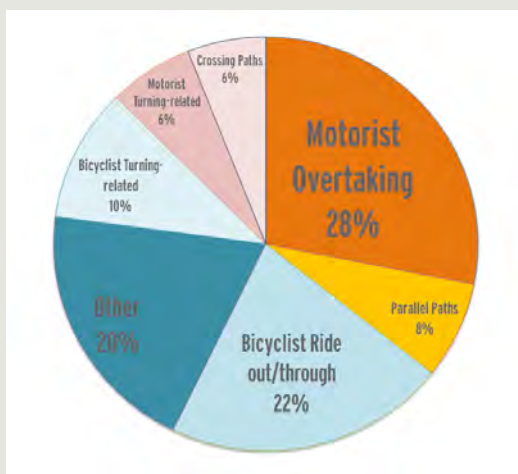
As a member, you'll receive *American Bicyclist*, *Bicycling* magazine, and help propel the bike movement forward as we work to make bicycling safer, more convenient, and accessible to all. JOIN TODAY AT BIKELEAGUE.ORG/JOIN



BICYCLE FRIENDLY STATE

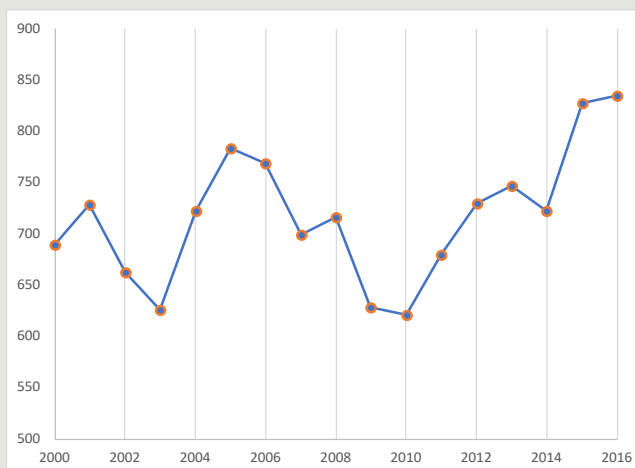
ACTION: SAFE PASSING LAW

SAFE PASSING LAWS TARGET THE MOST COMMON BEHAVIOR THAT KILLS PEOPLE WHO BIKE - UNSAFE PASSING



NHTSA Crash Types for Pedalcyclist fatalities 2014-2016

NUMBER OF ANNUAL BICYCLIST FATALITIES



NHTSA Fatality Analysis Reporting System (FARS)

THE PROBLEM

Overtaking motorists are consistently the most common cause of death for people who bike. While the specifics of each crash may be different, and overtaking crashes may be a relatively small portion of all bicycle-involved crashes, there is no denying that motorists overtaking bicyclists are a clear threat to bicyclists.

Without clear laws that specifically make it illegal to overtake a bicyclist unsafely there is no basis for law enforcement, judges, and juries to ensure that bicyclists are protected and/or compensated when they are injured due to unsafe passing.

THE SOLUTION

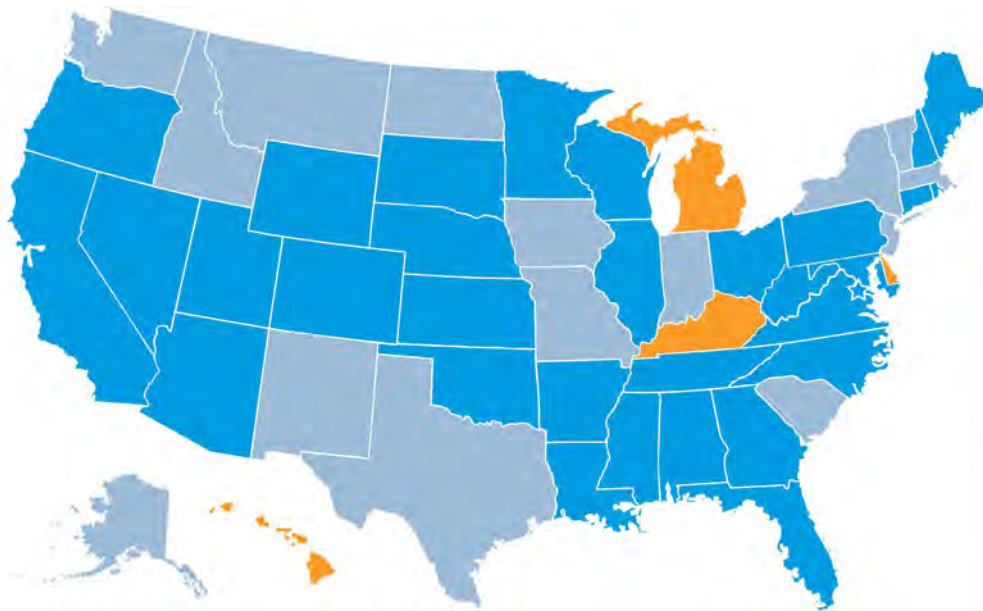
Safe passing laws that provide a defined distance for motorists overtaking a bicyclist are a clear response to the threat that overtaking motorists pose to bicyclists. To have maximum effect these laws should be:

1. **CLEAR** – they should define a minimum safe passing distance with an easy to remember standard that can be communicated in public signage and other public messages.
2. **ENFORCEABLE** – they should provide a consistent basis for enforcement that can be used by law enforcement officers.
3. **STATEWIDE** – they should be statewide to minimize local signage requirements and to be integrated into statewide licensing and education programs for drivers.

SAFE PASSING LAW FACTS



66



35 STATES have taken our Safe Passing Law Bicycle Friendly Action!

4 STATES have updated/adopted their Safe Passing Law since 2016

15 STATES lack a Safe Passing Law that meets our Bicycle Friendly Action criteria

See each state's law at bikeleague.org/bike-law-university

THE LEAGUE OF AMERICAN BICYCLISTS' MODEL LAW

When overtaking or passing a person operating a bicycle proceeding in the same direction, the driver of a motor vehicle shall exercise due care and:

» If there is more than one lane for traffic proceeding in the same direction, move the vehicle to the lane to the immediate left, if the lane is available and moving into the lane is reasonably safe; or

» If there is only one lane for traffic proceeding in the same direction, pass to the left of the person operating a bicycle at a safe distance, which must be not less than 3 feet between any portion of the vehicle and the bicycle, and shall not move again to the right side of the highway until the vehicle is safely clear of the overtaken person operating a bicycle.

The driver of a motor vehicle may drive to the left of the center of a roadway, including when a no passing zone is marked, to pass a person operating a bicycle only if the roadway to the left of the center is unobstructed for a sufficient distance to permit the driver to pass the person operating the bicycle safely and avoid interference with oncoming traffic. This paragraph does not authorize driving on the left side of the center of the roadway when prohibited under [the state's equivalent to UVC sections 11-303 (Overtaking a vehicle on the left), 11-305 (limitations on overtaking on the left), and 11-306 (further limitations on driving on left of the center of roadway).]

The collision of a motor vehicle with a person operating a bicycle is prima facie evidence of a violation of this section.

QUICK FACTS

A 2014 review of media reports by the League of American Bicyclists found that 40% of deaths with reported crash types were rear-end crashes, likely resulting from unsafe passing.

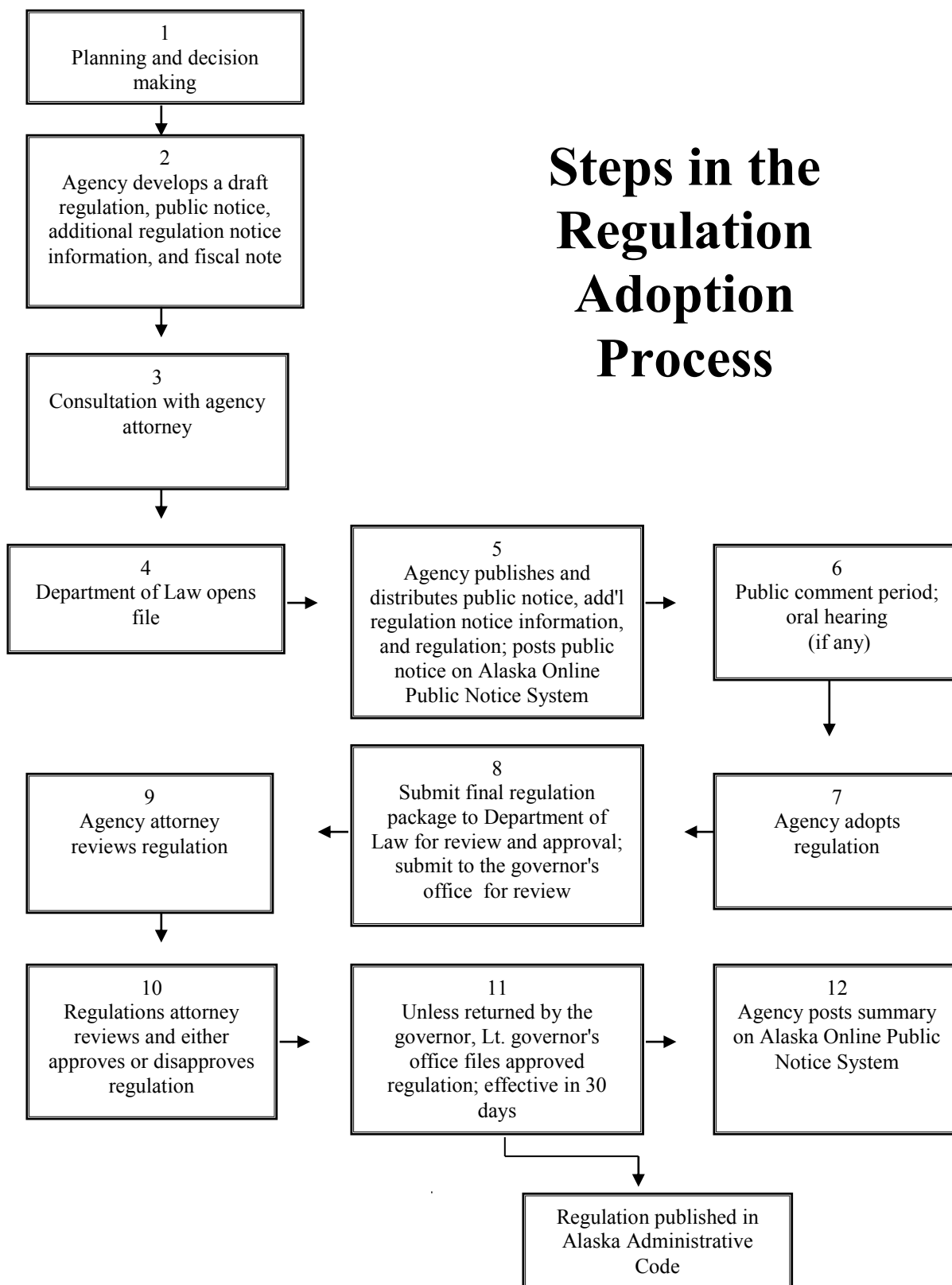
» Learn more at https://bikeleague.org/sites/default/files/EBC_report_final.pdf

Data from the Insurance Institute for Highway Safety suggests that 45% of bicyclist deaths may be due to unsafe passing. Even where no crash occurs, unsafe passing contributes to bicyclist attitudes towards safety and motor vehicles.

» Learn more at <http://www.iihs.org/iihs/sr/status-report/article/50/3/3>.

According to a 2012 survey by NHTSA, 39% of people who reported a fear for their personal safety said it was due to a motorist driving very close to them - the most common reason for fear while riding.

» Learn more at <https://one.nhtsa.gov/Driving-Safety/Research-&-Evaluation/2012-National-Survey-of-Bicyclist-and-Pedestrian-Attitudes-and-Behavior>.



August 4, 2021

Alaska Department of Public Safety
5700 East Tudor Road
Anchorage, Alaska 99507

Subject: Letter of Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

To whom it may concern:

Anchorage Metropolitan Area Transportation Solutions (AMATS) is the State-designated transportation planning organization for the Anchorage Bowl and Chugiak-Eagle River areas. The Bicycle & Pedestrian Advisory Committee (BPAC) is the forum to promote public participation and to comment on bicycle planning issues. The BPAC would like to express our support for revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances, which have not been updated since 1979.

Alaska is currently ranked #1 in the U.S. for the number of people who walk and bike to work per capita, but #44 in the U.S. with respect to laws that create protections for people who walk and bike. The most recent 5-year averages of fatalities and serious injuries for pedestrians and bicyclists exceed the goals of Alaska Strategic Highway Safety Plan and are trending upward.

AMATS's counterpart organization in Fairbanks, Fairbanks Area Surface Transportation (FAST) Planning, recently adopted a resolution in support of revisions to these sections of AAC to improve safety for pedestrians and bicyclists. The resolution is accompanied by recommendations for new provisions to improve safety of vehicles passing bicyclists in the roadway (i.e. safe passing law), viable options for bicycle lane and shared lane use markings (i.e. sharrows) for riding bicycles on roadways, and improving safety and reduce conflicts for bicyclists and pedestrians with off-highway vehicles traveling on sidewalks and other locations officially designated for non-motorized use only. The language for the revisions was developed by FAST Planning's Bicycle & Pedestrian Advisory Committee and vetted through the Traffic & Safety Section of the Alaska Department of Transportation & Public Facilities Regional and Headquarters Offices.

The AMATS Bicycle & Pedestrian Advisory Committee has reviewed and supports the language recommended for these revisions, and respectfully requests the Alaska Department of Public Safety amend 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 to include these new provisions.

Thank you in advance for your consideration of our support for this request and if you have any questions or need additional information, please contact me at darrel.hess@anchorageak.gov.

Sincerely,



Darrel Hess
Anchorage BPAC Chair



Aug. 3, 2021

Alaska Department of Public Safety
5700 East Tudor Road
Anchorage, Alaska 99507

Subject: Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

The Alaska Outdoor Alliance is the voice of the state's \$2.2 billion outdoor recreation economy. We have been entrusted to grow the annual bike and walk conference and to that end we have launched a statewide active transportation sub-group with a goal of making Alaska more bike- and pedestrian-friendly.

AOA's Active Transportation subgroup supports Fairbanks Area Surface Transportation (FAST) Planning revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances. We believe the changes, which went through an extensive vetting and review process, would improve safety and reduce conflicts between motorized and non-motorized users on Alaska's roadways.

We applaud FAST Planning's common sense revisions and clarifications that would help modernize code, which has been on the books since 1979, helping Alaska keep pace with best practices in transportation planning and regulations and improve safety for all on Alaska's roads.

Please seriously consider amending 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 as proposed by FAST Planning. If you have any questions or need additional information, feel free to contact me directly.

Sincerely,

A handwritten signature in black ink that reads "Lee Hart". The signature is fluid and cursive, with the first and last names clearly distinguishable.

Lee Hart
Executive Director


Office of the City Manager

155 S. Seward Street

Juneau, Alaska 99801

PHONE: (907) 586-5240

FAX: (907) 586-5385

Rorie.watt@juneau.org

August 10, 2021

Alaska Department of Public Safety
 5700 East Tudor Road
 Anchorage, Alaska 99507

Subject: Letter of Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

To whom it may concern:

The City and Borough of Juneau is a first class borough with the power to provide transportation systems. In 2009 the CBJ adopted the Juneau Non-Motorized Transportation Plan¹ to guide and encourage non-motorized transportation in the Borough. CBJ is committed to providing a safe and well thought out network for pedestrians and cyclists. Part of that commitment is making sure the rules of the road promote the safety of non-motorized traffic and engineers and contractors have clear safety guidelines when developing non-motorized transportation infrastructure. CBJ would like to express support for revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances, which have not been updated since 1979.

The language in the proposed regulation changes recommends safe passing laws, provides useful guidance on bicycle lane and shared land use markings (sharrows), and improves safety by reducing conflict for bicyclists and pedestrians, with off-highway vehicles traveling on sidewalks or other locations officially designated for non-motorized use only.

Thank you in advance for your consideration of our support for this request. If you have any questions or need additional information, please contact the CBJ Engineering and Public Works Director, Katie Koester at katie.koester@juneau.org.

Sincerely,

Rorie Watt
 City Manager

¹ Juneau Non-Motorized Transportation Plan, November 2009.

Available at: <https://juneau.org/community-development/plans-studies>



August 18, 2021

Alaska Department of Public Safety
5700 East Tudor Road
Anchorage, Alaska 99507

Subject: Letter of Support for Revisions to
Alaska Administrative Code for Pedestrian & Bicycle Safety

To whom it may concern:

Center for Safe Alaskans has been working to prevent injuries in Alaska for over 20 years. In this spirit, we would like to express our support for revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances, which have not been updated since 1979.

Safe Alaskans is committed to promoting safe cycling and walking in Alaska. Infrastructure improvements, safer behaviors and respect for all road users are critical to preventing deaths and injuries to nonmotorized road users.

The Center for Safe Alaskans has reviewed and supports the language recommended for these revisions as well, and respectfully requests the Alaska Department of Public Safety consider amending 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 to include these new provisions.

Thank you in advance for your consideration of our support for this request and if you have any questions or need additional information, please contact me at Marcia.Howell@safealaskans.org or (907) 929-3939.

Sincerely,

A handwritten signature in blue ink that reads "Marcia Howell". The signature is written in a cursive, flowing style.

Marcia Howell, Executive Director

Center for Safe Alaskans

4241 B St #100 • Anchorage, AK 99503 • (907) 929-3939 • safealaskans.org

July 28, 2021

Alaska Department of Public Safety
5700 East Tudor Road
Anchorage, Alaska 99507

Subject: Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

CRW Engineering Group, LLC is a multi-disciplinary engineering firm and a leader in planning, designing, and advocating for non-motorized transportation throughout Alaska. We are Alaska's only Platinum level Bicycle Friendly Business according to the League of American Bicyclists, a distinction shared with only 75 other businesses nationwide. Whether hosting smart cycling courses or designing raised intersections and buffered bike lanes, our aim is to make space and improve safety for walking and biking in our communities. It is with the same motivation that we express our support for proposed revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances, which have not been updated since 1979. These proposed revisions are common sense clarifications about the legality and protections for non-motorized transportation and are consistent with best practices.

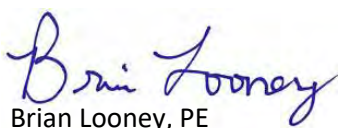
The Fairbanks Area Surface Transportation (FAST) Planning, recently adopted a Resolution in support of revisions to these sections of AAC to improve pedestrian and bicyclist safety. The Resolution and accompanying recommendations:

- Improve safety of vehicles passing bicyclists in the roadway (i.e. safe passing law),
- Allow viable options for bicycle lane and shared lane use markings (i.e. sharrows) for riding bicycles on roadways, and
- Improve safety and reduce conflicts for bicyclists and pedestrians with off-highway vehicles traveling on sidewalks and other locations officially designated for non-motorized use only.

The language for the revisions was developed by FAST Planning's Bicycle & Pedestrian Advisory Committee and vetted through the Traffic & Safety Section of the Alaska Department of Transportation & Public Facilities Regional and Headquarters Offices. The AMATS Bicycle & Pedestrian Advisory Committee has reviewed and supports the language recommended for these revisions as well.

CRW Engineering Group respectfully requests the Alaska Department of Public Safety consider amending 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 to include these new provisions. If you have any questions or need additional information, please contact me at blooney@crweng.com or (907) 646-5605.

Sincerely,
CRW Engineering Group, LLC


Brian Looney, PE
Principal



August 20, 2021

Alaska Department of Public Safety
5700 East Tudor Road
Anchorage, Alaska 99507

Subject: Letter of Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

To whom it may concern:

The Juneau Freewheelers Bicycle Club would like to express our support for revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances, as proposed by the bike advocacy group and FAST. These administrative codes have not been updated since 1979. The proposed revisions will bring Alaska Administrative Code into the twenty-first century, and will enhance bicycle and pedestrian safety.

The proposed regulation changes were reviewed by the State of Alaska, Department of Transportation, Traffic and Safety Section. The proposed changes are also approved by the Statewide Bike-Pedestrian advocacy group, and the Fairbanks Area Surface Transportation committee, FAST. The Juneau Freewheelers also support these proposed changes.

Thank you in advance for your consideration of our support for this request and if you have any questions or need additional information, please contact me at robbrose@gci.net or (907) 364-2779.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert Welton', written over a horizontal line.

Robert Welton
Treasurer
Juneau Freewheelers Bicycle Club

**CITY OF HOMER
HOMER, ALASKA**

Aderhold

RESOLUTION 21-029

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
SUPPORTING THE EFFORTS OF THE FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING ORIGINATION AND REVISION TO
TITLE 13 OF THE ALASKA ADMINISTRATIVE CODE TO IMPROVE
SAFETY FOR PEDESTRIANS AND BICYCLISTS

WHEREAS, Alaska is currently ranked number one in the U.S. for the number of people who walk and bike to work per capita but ranked number 44 in the U.S. with respect to laws that create protections for people who walk or bike; and

WHEREAS, The Fairbanks Area Surface Transportation (FAST) Planning is the State-designated planning organization for the Fairbanks and North Pole area and FAST recently adopted a resolution in support of revisions to Title 13 of Alaska Administrative Code (AAC) to improve safety for pedestrians and bicyclists; and

WHEREAS, Title 13 of AAC, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances have not been updated since 1979; and

WHEREAS, Provisions are needed in 13 AAC 02.050 to improve safety of vehicles passing bicyclists in the roadway; and

WHEREAS, Provisions are needed in 13 AAC 02.400 for bicycle lane and shared lane use markings (i.e., sharrows) for riding bicycles on roadways; and

WHEREAS, Provisions are needed in 13 AAC 02.455 to improve safety and reduce conflicts for bicyclists and pedestrians with off-highway vehicles when traveling on sidewalks and other locations officially designated for non-motorized use only; and

WHEREAS, Residents of the State of Alaska recognize that pedestrians and bicyclists share transportation networks with motorized vehicles; and

WHEREAS, The most recent five-year averages of fatalities and serious injuries for pedestrians and bicyclists exceed the goals of Alaska Strategic Highway Safety Plan and are trending upward; and

WHEREAS, One of the goals of the Alaska Statewide Active Transportation Plan is to improve safety for pedestrians and bicyclists who use the transportation network by reducing the number and severity of conflicts between people walking, bicycling, and driving; and

WHEREAS, Homer's Non-Motorized Transportation Plan, adopted in 2004, recognizes the importance of pedestrians and bicyclists as part of the City's transportation network and states that non-motorized transportation is an integral part of all transportation and design activities; and

WHEREAS, The Homer Cycling Club implemented a "Homer Shares the Road" non-motorized transportation educational and advocacy campaign in 2015 that was endorsed by the Homer Police Department; and

WHEREAS, Most state and local roads in Homer were not built with pedestrian and bicyclist amenities such as sidewalks, bicycle lanes, or wide shoulders; and

WHEREAS, In recent years some State and local roads in Homer have added improvements for pedestrian and bicycle safety and other roads are slated for improvements such as sidewalks, bicycle lands, and wide shoulders; and

WHEREAS, While Homer and the State are working on improvements, Homer City Councilmembers regularly hear from constituents regarding the need to improve access and safety for pedestrians and cyclists on local and State roads.

NOW THEREFORE BE IT RESOLVED that the Homer City Council supports the efforts of FAST and revision to Title 13 of the AAC to improve safety for pedestrians and bicyclists.

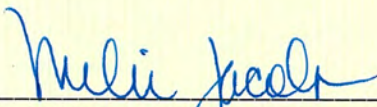
PASSED AND ADOPTED by the Homer City Council this 12th day of April, 2021.

CITY OF HOMER



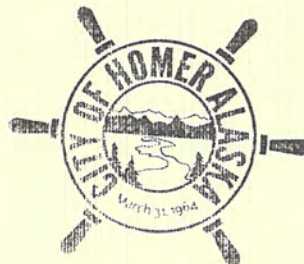
KEN CASTNER, MAYOR

ATTEST:



MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal note: NA



[Home](#) > [Bill & Laws](#) > [Bills](#) > [HB 8 Detail](#) > [FullText](#)



HB 8: "An Act relating to electric-assisted bicycles."

00 HOUSE BILL NO. 8

01 "An Act relating to electric-assisted bicycles."

02 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

03 * Section 1. [AS 19.10.399](#)(9) is amended to read:

04 (9) "motor vehicle" means a vehicle that is self-propell
05 vehicle moved by human or animal power; **"motor vehicle" does not in**
06 **electric-assisted bicycle as defined in [AS 28.90.990](#)(a);**

07 * Sec. 2. [AS 19.10.399](#)(16) is amended to read:

08 (16) "vehicular way or area" means a way, path, or area,
09 highway or private property, that is designated by official traffic
10 customary usage and that is open to the public for purposes of pedestrian
11 travel, and which way or area may be restricted in use to pedestrians, bi
12 specific types of vehicles as determined by the Department of Public Safe
13 agency having jurisdiction over the way, path, or area; **in this paragraph**
14 **has the meaning given in [AS 28.90.990](#)(a).**

15 * Sec. 3. [AS 28.05.011](#)(a) is amended to read:

01 (a) The commissioner of public safety shall, unless otherwise provided b
02 statute, adopt regulations in compliance with [AS 44.62](#) (Administrative Pr
03 Act) necessary to carry out the provisions of this title and other statut
04 administration is vested in the Department of Public Safety. The regulati
05 include

06 (1) rules of the road relating to the driving, stopping, standing, parki
07 and other conduct of vehicles, to pedestrians, and to official traffic co
08 regulations adopted under this paragraph may not prohibit the use of an e
09 personal motor vehicle **or an electric-assisted bicycle** on a sidewalk, bik
10 vehicular way or area restricted to the use of pedestrians; limitations o
11 electric personal motor vehicles **or electric-assisted bicycles** imposed un
12 paragraph do not apply to a municipal ordinance regulating electric perso
13 vehicles, **electric-assisted bicycles, or specific classes of electric-ass**
14 enacted to meet local requirements; **unless otherwise specified by r**

15 **(A) an electric-assisted bicycle is considered a bicycle and**
16 **may not be regulated as another type of vehicle; and**
17 **(B) a user of an electric-assisted bicycle shall be afforded**
18 **the same rights and be subject to the same duties as a user of**

19 (2) minimum equipment for vehicles, including minimum standards of
20 compliance to be met by manufacturers and vehicle sales and repairs
21 (3) inspection of vehicles other than commercial motor vehicles, and
22 the removal of vehicles from areas of public use when they are found to b
23 defective or unsafe condition;

24 (4) abandonment of vehicles;

25 (5) management of records of the Department of Public Safety
26 required for that department's administration of this title and its regul

27 under this title, including provisions for ensuring the accuracy of infor
 28 contained in automated and manual information retrieval systems;
 29 (6) definitions of words and phrases used in this title and in regulatio
 30 adopted under this title unless otherwise provided by statute;
 31 (7) certification and regulation of junk yards.

01 * **Sec. 4. [AS 28.10.011](#)** is amended to read:

02 **Sec. 28.10.011. Vehicles subject to registration.** Every vehicl
 03 moved, or parked **on** [UPON] a highway or other public parking place
 04 shall be registered under this chapter except when the vehicle is
 05 (1) driven or moved on a highway only for the purpose of
 06 highway from one private property to another, including an implemen
 07 as defined by regulation;

08 (2) driven or moved on a highway under a dealer's plate
 09 permit as provided for in [AS 28.10.031](#) and 28.10.181(j);

10 (3) special mobile equipment as defined by regulation;

11 (4) owned by the United States;

12 (5) moved by human or animal power;

13 (6) exempt under 50 U.S.C. App. 501-591 (Soldiers' and Sailors' Civil
 14 Relief Act);

15 (7) driven or parked only on private property;

16 (8) the vehicle of a nonresident as provided under [AS 28](#)

17 (9) transported under a special permit under [AS 28.10.15](#)

18 (10) being driven or moved on a highway, vehicular way, or a public
 19 parking place in the state that is not connected by a land highway

20 (A) the land-connected state highway system; or

21 (B) a highway or vehicular way with an average daily traffic
 22 volume greater than 499;

23 (11) an implement of husbandry operated in accordance with the
 24 provisions of [AS 19.10.065](#);

25 (12) an electric personal motor vehicle;

26 **(13) an electric-assisted bicycle.**

27 * **Sec. 5. [AS 28.90.990](#)(a)(12)** is amended to read:

28 (12) "electric personal motor vehicle" means an electric personal
 29 assistive mobility device that is a self-balancing vehicle with two nonta
 30 designed to transport only one person, has an electric propulsion system,
 31 maximum speed of not more than 15 miles an hour; **"electric personal motor**

01 **vehicle" does not include an electric-assisted bicycle;**

02 * **Sec. 6. [AS 28.90.990](#)(a)(18)** is amended to read:

03 (18) "motor vehicle" means a vehicle **that** [WHICH] is sel
 04 except **for** a vehicle moved by human or animal power; **"motor vehicle**
 05 **include an electric-assisted bicycle;**

06 * **Sec. 7. [AS 28.90.990](#)(a)(19)** is amended to read:

07 (19) "motorcycle" means a vehicle having a seat or saddle for the use
 08 of the rider and designed to travel on not more than three wheels in cont
 09 ground; **"motorcycle"** [THE TERM] does not include a tractor **or an electric**
 10 **assisted bicycle;**

11 * **Sec. 8. [AS 28.90.990](#)(a)(20)** is amended to read:

12 (20) "motor-driven cycle" means a motorcycle, motor scooter,
 13 motorized bicycle, or similar conveyance with a motor attached and having

14 with 50 or less cubic centimeters of displacement; **"motor-driven cycle" d**
15 **include an electric-assisted bicycle;**

16 * **Sec. 9. [AS 28.90.990](#)**(a) is amended by adding new paragraphs to read:

17 (33) "bicycle" includes an electric-assisted bicycle;

18 (34) "class 1 electric-assisted bicycle" means a bicycle equipped with
19 an electric motor that provides assistance only when the rider is pedalin
20 stops providing assistance when the bicycle reaches the speed of 20

21 (35) "class 2 electric-assisted bicycle" means a bicycle equipped with
22 an electric motor that may be used exclusively to propel the bicycle and
23 providing assistance when the bicycle reaches the speed of 20 miles

24 (36) "class 3 electric-assisted bicycle" means a bicycle equipped with
25 an electric motor that provides assistance only when the rider is pedalin
26 stops providing assistance when the bicycle reaches the speed of 28

27 (37) "electric-assisted bicycle" means a bicycle that

28 (A) is designed to travel with not more than three wheels in
29 contact with the ground;

30 (B) has fully operative pedals for human propulsion

31 (C) has a seat or saddle for use of the rider;

01 (D) is equipped with an electric motor that has a p
02 of not more than 750 watts; and

03 (E) is a class 1, class 2, or class 3 electric-assi

04 * **Sec. 10. [AS 41.23](#)** is amended by adding a new section to article 1 to

05 **Sec. 41.23.300. Definitions.** In [AS 41.23.010](#) - 41.23.300,

06 (1) "bicycling" includes the operation of an electric-as

07 (2) "electric-assisted bicycle" has the meaning given in

08 [AS 28.90.990](#)(a).

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Alaska Legislature

Dunleavy vetoes bill deregulating Alaska e-bikes; sponsor says she will seek override

By James Brooks, Alaska Beacon

Published: July 25, 2023



An electric bicycle stands in Alaska eBike in Anchorage. Electric bikes have not been formally regulated in Alaska, despite their increasing popularity. (Sophia Carlisle/Alaska Beacon)

Gov. Mike Dunleavy this month vetoed just the fourth bill of his five-year tenure, canceling legislation [intended to deregulate electric bike use](#) in Alaska.

The governor has frequently used line-item veto powers to shrink the state budget but has rarely vetoed policy bills.

Thirty-nine other states have passed laws similar to the bill the governor vetoed Friday, and the Alaska Legislature approved [House Bill 8](#) by a bipartisan vote of 57-2, but in [his veto message](#) and a statement provided by a spokesperson, the governor said it “creates unnecessary bureaucracy by regulating a recreational activity.”

An official in the governor's office offered an example: Because the bill defines unregulated e-bikes as having no more than 750 watts of electric power, existing bicycles with more than that might now be considered motorcycles or mopeds.

"If people want these types of activities regulated, the governor believes the decision should take place at the local level, where communities can decide for themselves what they permit and prohibit," said Shannon Mason, a spokesperson for the governor.

Bicycles with auxiliary electric motors, commonly called e-bikes, are not currently regulated by the state of Alaska and aren't mentioned in state law. HB 8 would have confirmed that lower-powered versions are not considered motor vehicles and can be used on sidewalks. Some Alaska communities had requested the



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Rep. Ashley Carrick, D-Fairbanks and the lead sponsor of HB 8, said she was told about the governor's decision about a week and a half ago and tried calling his personal cellphone to convince him otherwise.

“It’s frustrating. We have a bill that was supported by the vast majority of the Legislature, and here we are,” she said.

Carrick said she will try to convince her colleagues in the House and Senate to override the governor’s decision.

That would require the support of 40 of the Legislature’s 60 members, meeting in a special joint session when the Legislature reconvenes in January.

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Sen. Scott Kawasaki, D-Fairbanks, said he also tried to convince the governor to allow the bill to become law.

He said that among lawmakers, there’s a belief that the governor’s decision was driven by more than just the bill itself.

Carrick was among the legislators who criticized the governor’s decision to reduce a temporary funding increase for K-12 schools.

She was among several members of the House’s minority caucus who called for a special session to override the governor’s budget reductions and went so far as to write [an opinion column](#) in the Fairbanks Daily News-Miner.

“I can say there’s been chatter about the governor being hard on particular legislators,” Kawasaki said. “I just think the governor’s been a little petty with some of the obvious politics around good bills.”

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Carrick declined to say whether she believes the veto was retaliatory.

“I would prefer that each issue that we take up ... be weighed separately, and I would have liked to see a better dialogue about the contents of House Bill 8 before the veto,” she said when asked.

The governor's office, when asked whether the veto was retaliatory, flatly denied it.

"No, the veto is not retaliation," Mason said.

The governor has signed other bills sponsored by critics of his budget vetoes. On Friday, the same day as his veto of the e-bike bill, he signed a bill [proclaiming October as Filipino-American History Month](#). That bill was sponsored by Rep. Genevieve Mina, D-Anchorage, who also signed a letter calling for a veto-override special session.

Dunleavy's previous policy-bill vetoes were of [a 2019 bill](#) that would have restricted the governor's ability to OK higher pay for some employees; [a 2022 bill](#) regulating and taxing electronic cigarettes; and a bill related to legislative pay increases, with the veto ultimately allowing higher pay for legislators, commissioners, the governor and the lieutenant governor.

Kawasaki said that even if the Legislature fails to override the governor's veto, he has his own version of the e-bikes bill that could be brought up for a vote next year, if lawmakers are willing.

Originally published by the [Alaska Beacon](#), an independent, nonpartisan news organization that covers Alaska state government.

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