



## PROJECT ENHANCEMENT COMMITTEE (PEC) MEETING

Thursday, October 15, 2026, 11:00 a.m. - 1:00 p.m.

Key Bank Building, 100 Cushman Street, Suite 215

To join the Zoom Meeting via computer, go to: [www.fastplanning.us/keepup/zoom](http://www.fastplanning.us/keepup/zoom)

Zoom Meeting Phone Number: 1 (253) 215 - 8782 Meeting ID: 815 - 9126 - 7208

### Agenda

1. Call to Order
2. Introduction of Members and Attendees (page 2) and Meeting Schedule (page 3)
3. Approval of October 15, 2026 Agenda
4. Approval of August 6, 2026 Meeting Minutes (pages 4 - 9)
5. Committee/Working Group/Staff Updates (including the Chair's Report)
6. Public Comment Period (page 10)
7. Old Business
  - a. Airport Way Corridor Improvements (pages 11 - 12)
  - b. Airport Way Cul-De-Sacs (page 13)
  - c. Turner Street Improvements (pages 14 - 17)
  - d. Downtown Sign Audit (page 18)
  - e. Dark Sky Initiative (page 19)
8. New Business
  - a. UPWP: Downtown Traffic Study Scoping (pages 20 - 29)
  - b. Intersection Quick Builds (pages 30 - 31)
  - c. Jersey Barrier Enhancement (page 32)
9. Agenda Setting for December 3, 2026 Meeting (page 33)
10. Committee Member Comments (page 34)
11. Adjournment



## Project Enhancement Committee (PEC)

| Seat | Sponsor | Member           | Phone           | Email                           |
|------|---------|------------------|-----------------|---------------------------------|
| A    | CoF     | John O'Brien     | 459-6745        | Jobrien@fairbanks.gov           |
| B    | CoF     | Robert Carlson   | 459-6770        | RCarlson@fairbanks.gov          |
| C    | CoNP    | Bethany Spence   | 452-2000 x11361 | Bethany.Spence@k12northstar.org |
| D    | CoNP    | Jeff Jacobson    |                 | jjacobson57@gmail.com           |
| E    | FNSB    | Dave Hayden      | 474-0064        | David@l64design.com             |
| F    | FNSB    | Kayde Whiteside  | 459-1260        | Kayde.Whiteside@fnsb.gov        |
| G    | SoA     | Dan Adamczak     | 451-2294        | Daniel.Adamczak@alaska.gov      |
| H    | SoA     | VACANT           |                 |                                 |
| I    | FAST    | Trisha Levasseur | 459-1074        | Trisha.Levasseur@fnsb.gov       |
| J    | FAST    | Sue Sprinkle     | 452-4166        | Suesprinkle@alaska.net          |

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

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

2026 Amended Meeting Dates: January 22, April 2, June 4, August 6, October 15, Dec 3, from 11am - 1pm.



## FAST Planning 2027 Meeting Dates

|                 | Technical Committee                           | Policy Board                                  | Walk, Ride, & Roll Advisory Committee      | Project Enhancement Committee                            |
|-----------------|-----------------------------------------------|-----------------------------------------------|--------------------------------------------|----------------------------------------------------------|
| Meeting Timing* | 1 <sup>st</sup> Wednesday Monthly<br>12 - 2pm | 3 <sup>rd</sup> Wednesday Monthly<br>12 - 2pm | Last Thursday Every Other Month<br>5 - 7pm | 1 <sup>st</sup> Thursday Every Other Month<br>11am - 1pm |
| January         | 6                                             | 20                                            | 28                                         |                                                          |
| February        | 3                                             | 17                                            |                                            | 4                                                        |
| March           | 3                                             | 17                                            | 25                                         |                                                          |
| April           | 7                                             | 21                                            |                                            | 8                                                        |
| May             | 5                                             | 19                                            | Bike Month                                 |                                                          |
| June            | 2                                             | 16                                            | 24                                         | 3                                                        |
| July            | 7                                             | 21                                            |                                            |                                                          |
| August          | 4                                             | 18                                            | 26                                         | 5                                                        |
| September       | 1                                             | 15                                            |                                            |                                                          |
| October         | 6                                             | 20                                            | 28                                         | 7                                                        |
| November        | 3                                             | 17                                            |                                            |                                                          |
| December        | 1                                             | 15                                            | 30                                         | 2                                                        |

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

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



## Project Enhancement Committee Meeting MEETING MINUTES

August 6, 2026 • 11:00 am -1:00 p.m.

By computer at [www.fastplanning.us/keepup/zoom](http://www.fastplanning.us/keepup/zoom)

By telephone at: 1 (253) 215-8782 Meeting ID: 872-7838-0767

### 1. Call to Order

Jackson Fox called the meeting to order at 11:01 a.m.

### 2. Introduction of Members and Attendees

| NAME                                                | REPRESENTING                 |
|-----------------------------------------------------|------------------------------|
| *Dan Adamczak (absent)                              | State of Alaska DOT&PF       |
| *Jeremiah Cotter                                    | City of Fairbanks            |
| *David Hayden                                       | Fairbanks North Star Borough |
| *Jeff Jacobson, <b>Vice Chair</b> (absent)          | City of North Pole           |
| *Trish Levasseur                                    | FNSB Parks & Recreation      |
| *John O'Brien                                       | City of Fairbanks            |
| *Bethany Spence                                     | City of North Pole           |
| *Sue Sprinkle                                       | City of Fairbanks            |
| *Kayde Whiteside                                    | Fairbanks North Star Borough |
| **Corey DiRutigliano                                | FAST Planning                |
| **Jackson Fox                                       | FAST Planning                |
| **Olivia Lunsford                                   | FAST Planning                |
| **Deborah Todd                                      | FAST Planning                |
| Randi Bailey                                        | State of AK DOT&PF           |
| Don Galligan (absent)                               | Fairbanks North Star Borough |
| Pamela Miller                                       | Participant                  |
| <b>*PEC Committee Member, **FAST Planning Staff</b> |                              |

### 3. Approval of the August 6, 2026 Agenda

**Motion:** To approve the August 6, 2026 Agenda. (Levasseur/Cotter).

**Discussion:** No discussion.

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

### 4. Approval of the June 4, 2026 Meeting Minutes

**Motion:** To approve the June 4, 2026 Meeting Minutes. (Sprinkle/Levasseur).

**Discussion:** No discussion.

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

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

- a. **Trainor Gate Road & F Street:** Trainor Gate Road is a safety project. It is in an area with various authorities. It has had numerous injuries to pedestrians resulting in a call to action from the City of Fairbanks Mayor to implement safety measures on the road. Speed tables were added to the FAST Improvement Program project that is going out to bid. A larger, more permanent traffic safety project is also being discussed for Trainor Gate Road. In the interim, a temporary safety project that included students from Tanana Middle and Ladd Elementary schools at Trainor Gate and F Street intersection was accomplished this summer. This spring, students participated with teachers and FAST Planning staff to collect speed data using radar guns and paint curb corners and crosswalks to encourage safer turning motions at the crosswalks and slower speeds. Even with the temporary measures in place, traffic was observed speeding through the intersection in both directions even while the painting was going on.
- b. **North Pole 5<sup>th</sup> Avenue Park:** This is a new project start for FAST Planning and there is enough money to cover the project. The Borough has a capital improvement program project to upgrade the facilities in the park. FAST Planning would do the access road improvements, parking lot, and pave the gravel trails.

**6. Public Comment Period**

 **Pamela Miller:** I spend a lot of time driving around town helping elders get to where they need to go. My pet peeve is the fence still up along University Avenue. I have a general challenge to your committee. What if there were no more chain-link fences along our roads and can you set that standard? Airport Way, no chain-link fences. Barriers, the wrought-iron type fence that's beautiful, that has our artistic things like we have along the Chena River, and bike lanes or pedestrian lanes that don't pose greater risks to the public. But you've got so many lanes to work with on Airport Way. We have rush hour. It's busy at rush hour. It's not busy most of the time but it is a superhighway. In general, I do not use the Airport Way to Steese interchange whatsoever. I almost drove off that road in the wintertime and slid on the ice. It was not a flat road. It's banked. So, when you make that U-turn to go left, and every time I'm coming back from that road to Airport Way, that light is at least five minutes long.

 **Ms. Sprinkle:** You're talking about GARS, right? That big loopy loop?

 **Pamela Miller:** Yes. Right. That's the biggest mistake ever. You literally cannot turn right. You're waiting for all these left-turning people, and I went through the red light one time after five minutes. There were no cars anywhere in the whole intersection. The other lights in town are programmed at four seconds in summer and winter. They should be longer in winter so that people can stop and get out of the intersection before you're driving. I think that's my mindset of driving around town. We have a beautiful city. A beautiful setting. We've taken down so many trees by GVEA for powerline abatement, the sound levels are much higher for traffic on the edge of town up to the north. I think taking into account if the trees are healthy enough to keep where they are if there's roadwork to be done and on most of your projects that's not an issue and can we put in sustainable shrubbery or whatever that's safe for pedestrians to walk and be seen, but also, it's more like a modern city.

 **Ms. Sprinkle:** I'm with you on the chain-link fences Ms. Miller.

**Pamela Miller:** There's one contractor. I've checked. All around town. One person has that job.

**Ms. Sprinkle:** To just put them up?

**Pamela Miller:** I don't know. They're a fence contractor. So, it's not an easy thing to demobilize. There are places where it's appropriate but most places it isn't.

**Mr. Cotter:** I think one of the challenges though is also the cost of the project doing the wrought iron type fencing. In my experience, it also then becomes the maintenance. When a car runs it all over, how much is it to replace it? I know that those are the types of things that when the project is planned why jersey barriers have become the thing instead of a nice fancy fence. We've already replaced some on the bridge from damage.

**Mr. O'Brien:** Can you tell me a little bit more? I've seen a lot of chain-link too. Are you talking about chain-link that's above barriers to keep cars from flying off the road, or what is the purpose of the chain-link?

**Pamela Miller:** The whole way on Airport Way.

**Mr. O'Brien:** It seems like they did take the fence off on the south side of the road.

**Mr. Fox:** Some portions, yes.

**Pamela Miller:** There are some small parts that are lower or whatever. There's one long stretch that's along, I forget what's hidden back in there.

**Mr. Cotter:** That stretch from AIH to Peger?

**Pamela Miller:** Yes. That stretch. If you're a woman in the wintertime, I would not walk on that sidewalk even if you could get through. You're hidden. A tall chain-link fence that you can't jump over. I wouldn't want to walk that route. Just as a general practice. I want to have my 360-degree awareness. How do I move away if there's some strange encounter with a person or an animal, a moose, or a mad dog? So, it's just the challenge of the standard. Think of all of what we're doing and we're getting all this federal money for what? To make our city people be able to get around too fast, so they're driving too fast? We're a tourism city. Hey, it's ugly.

**Ms. Sprinkle:** We should be walking. Right. Encourage that.

**Pamela Miller:** So, I think it'll be a way, you know, we're a winter city but there's people who walk and can get from College and University to downtown faster than me in the car.

**Ms. Sprinkle:** Wow. That's pretty quick. They're running.

**Pamela Miller:** We have a large walking population, not all of them homeless, who get around town quickly. So, how do you set that standard and break that one contract, so it's infrequently used instead of the default to put in a chain-link fence?

**Mr. Fox:** Ms. Miller, you said you had a comment on jersey barriers?

**Pamela Miller:** They're ugly. I mean, when I travel in California or in Arizona, they put an imprint that's beautiful in their concrete so they're not quite so ugly when they have to use them. They have pedestrian (inaudible) roads. In Arizona, they have a rattlesnake across the bridge, like for the school bridges. If those ever have to be replaced, they can be beautiful. They can be (inaudible). People are doing a lot more with their incentive money, that part of it, and I don't see us spending that money here on our federal projects.

**Ms. Sprinkle:** Hear. Hear.

- Mr. Hayden:** I just posted a link in the chat of a black coated chain-link fence, and I've used it before because I have a budget. If you just upgrade to the black, it kind of disappears a lot more and I think it does look way better.
- Ms. Sprinkle:** Yes, but it doesn't take away the threat of someone being frightened to be captured by that space.
- Pamela Miller:** But also, it would be hard to see. I mean, for visibility reasons, maybe it's okay for the driving.
- Ms. Sprinkle:** Is there a reason we have to have that on Airport Way? Because it's federal?
- Mr. Fox:** Airport Way is designated as an 'access-controlled facility.' It's on the National Highway System.
- Ms. Sprinkle:** So, there we are. It's the designation of a road.
- Mr. Fox:** Right. We've been talking about trying to get that designation removed so those barriers can be removed.
- Ms. Sprinkle:** So, once your road is named a certain thing, you can't do certain things to it or undo certain things?
- Mr. Fox:** Yes. There are different ways to do access control. There are other things. These are the cheapest, ugliest options.
- Ms. Sprinkle:** Like we do.
- Mr. Fox:** I'm sorry. I said that on the record, didn't I?
- Ms. Sprinkle:** We're amongst friends.
- Mr. Fox:** We can do better.

## 7. Old Business

### a. Girls Who Weld 2.0 Bike Racks for North Pole

The Girls Who Weld Program was held at North Pole High School this year. The themed bike racks were finished in July 2026, and they will be installed at various locations in North Pole. The racks are at Public Works in North Pole and can be installed where requested. The program was successful again this year and will be continued next year.

### b. Clay Street Connector

Mr. DiRutigliano explained that PEC walked through this area last year and several things were identified as unsafe conditions. Since that time, Ivet Hall of DOT&PF sent the design plans for a path project that DOT is doing in that area that went out to bid.

### c. Airport Way Corridor Improvements

FAST Planning has Airport Way Corridor Improvements project in their long-range transportation plan. Recently there have been discussions about removing access control stipulations in some areas, removing the chain-link fence, and providing driveway access to some businesses off Airport Way.

### d. Airport Way Cul-de-Sacs

This was previously discussed.

### e. University Avenue Fence

There is currently a wood and chain-link fence in that area. There was an opportunity to remove the fence, and DOT was going to meet with the Department of Natural Resources to decide what to do there.

 **Pamela Miller:** This is a state park. During COVID, it was closed. Ever since then it's been defunded from the State. It is a premiere state park. It's really mosquitoey, but it has wonderful picnic areas. We used to do lots of events there. We can either have the Borough take over that park, as a Borough park, or get DNR to fund it. DNR is managing it not State Parks. State Parks doesn't exist anymore, it's part of DNR, I think. It is a beautiful park. This is riverfront. We have people who need help from addictions. We have a drug economy in this town fostered by lots of people, but we can't use that as the excuse to not have access to our public places and premier riverfront.

 **Ms. Sprinkle:** Correct.

 **Mary Miller:** The view of the public to see it and to go there. Maybe we, as Fairbanks, need to do more to get that park reopened in a full way. But I don't think using the drug addiction problem as an excuse to not build the right facilities that are beautiful and enjoyable for all of our residents that do give access to the river and the view of the river. From the beginning, I talked to DOT and that was supposed to be a construction fence. They said the project was running late because the bridge and stuff didn't come on time, and they promised it would be gone the next spring. I think continuing to press for a nice fence that you take out the area north of the river. A nice fence like you have across the Chena downtown. Why can't you do it? DOT has control of taking out that fence. The southern part of that fence is in bad repair but so what? A fence is not going to keep anybody from going into the park when they want to.

It was decided by the group that they should hold a meeting or a site visit and have DNR come out and talk about their plans.

#### **f. Turner Street Improvements**

Three of the four remnant lots that have a variety of uses. The lot in front of the Children's Museum has a lot of utilities running through it. Currently, the Children's Museum uses the area in front of their property for outdoor activities. A mural will be painted on the ground on August 18, 2026. Any PEC member participation would be appreciated. The City of Fairbanks requested bid proposals to put in a crosswalk and ADA-compliant curbs on 4<sup>th</sup> Avenue across to the Children's Museum, but the bids came in higher than they budgeted for, so it won't be done this year. Members discussed the possibility of a painted crosswalk or other non-traditional type of crosswalk.

### **8. New Business**

#### **a. Dark Sky Initiative**

The Dark Sky initiative focuses on reducing light pollution and improving nighttime visibility through thoughtful, well-designed outdoor lighting using lighting that is properly shielded, directed only where needed, and appropriately scaled to intensity and color temperature. Dark Sky principles aim to balance safety and functionality by minimizing glare, light trespass, and sky

glow and functionality with environmental stewardship and community character. The PEC members discussed forming a task force to further research this initiative.

**b. Downtown Sign Audit**

It was brought to the attention of FAST Planning that some of the downtown wayfinding signs such as Cushman, Noble, and 5<sup>th</sup> Avenue are pointing to locations that no longer exist, such as the Tanana Valley Clinic. FAST Planning is going to perform an audit of all the signs in the downtown area. The goal is to remove as much of the old signage as possible to eliminate clutter and consolidate some of the signs into one sign which would remove several of the vertical signposts installed in the sidewalks.

**Ms. Whiteside** asked about how they could keep the sign with the map on it up to date and who was responsible for that. Mr. Fox indicated that FAST Planning could use their funds to update the sign map and get a new one made.

**9. Agenda Setting for October 8, 2026 Meeting**

- a. Unified Planning Work Program (UPWP) Downtown Traffic Study
- b. Intersection Quick Builds
- c. Jersey Barrier Enhancement

**10. Committee Member Comments**

 **Ms. Whiteside:** I think we should start thinking about improvements in anticipation of the upcoming Arctic Winter Games in 2028.

 **Mr. Hayden:** I think we should aim for getting more infrastructure built out of this Arctic Winter Games than the last Arctic Winter Games. I think we could put the deck on Birch Hill Ski Building and then there's that sculpture in front of the Carlson Center. They're the only two things I can think of. It would be nice to see more participation and investment.

**11. Adjournment**

**Motion to Adjourn:** (Sprinkle/Levasseur) The meeting adjourned at **1:15 p.m.** The next scheduled Project Enhancement Committee Meeting is **Thursday, October 8, 2026.**

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

**Jackson Fox**  
**Project Enhancement Committee**

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



**Public Comment Period**

Notes:

# PEC Member Site Visit

## Airport Way Corridor Improvements

### Overview

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

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

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

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

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

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



# PEC Member Site Visit

## Airport Way Corridor Improvements

8/5/26, 12:56 PM

Inbox - Corey DiRutigliano - Outlook



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

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

Hi Corey,

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

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

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

I appreciate everyone's enthusiasm and engagement today!

Sarah

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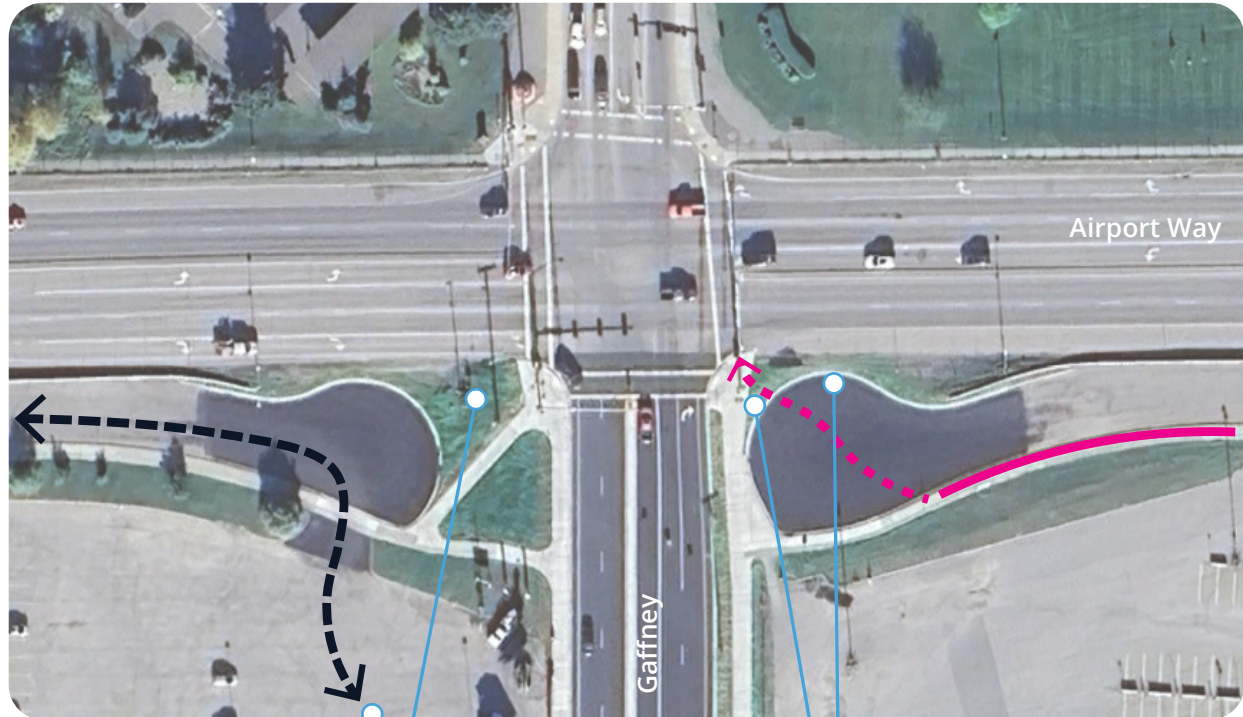
**From:** Corey DiRutigliano <corey.diru@fastplanning.us>**Sent:** Wednesday, July 29, 2026 11:49 AM**To:** Schacher, Sarah <sarah.schacher@mbakerintl.com>; Sue Sprinkle <SSprinkle@fairbanks.gov>**Cc:** Jackson Fox <jackson.fox@fastplanning.us>; Kayde Whiteside <kayde.whiteside@fnsb.gov>; Daniel Adamczak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

# PEC Member Site Visit

## Airport Way Cul-de-Sac

### Overview

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



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

**Remnant landscaping**  
Abandoned landscaping terraces

**Unclear grading**  
Lack of separation makes these areas blend

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



Poorly delineated boundary



Unclear grading



Area of  
**Airport Way Cul De Sacs**

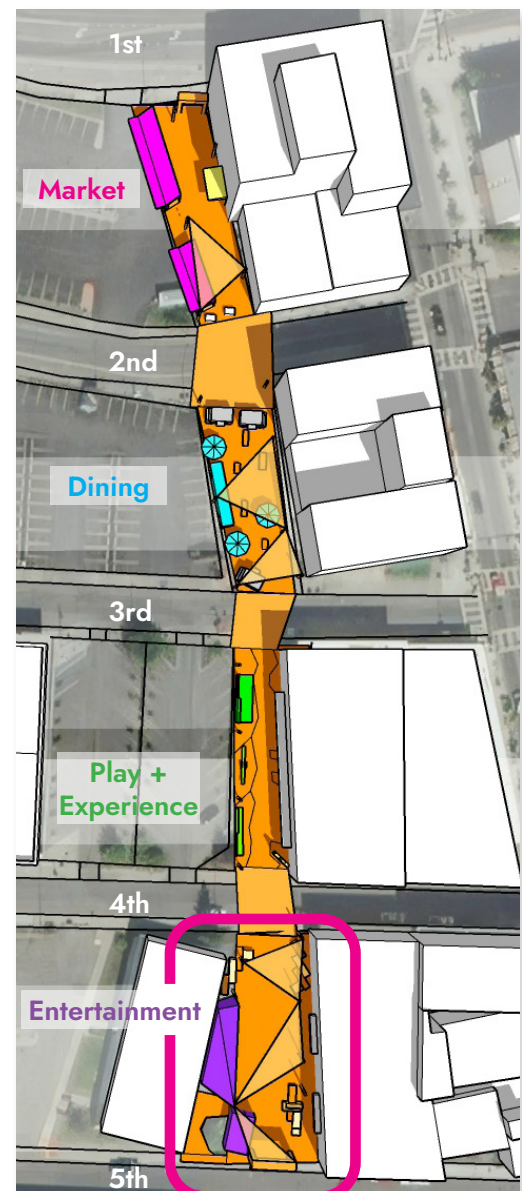
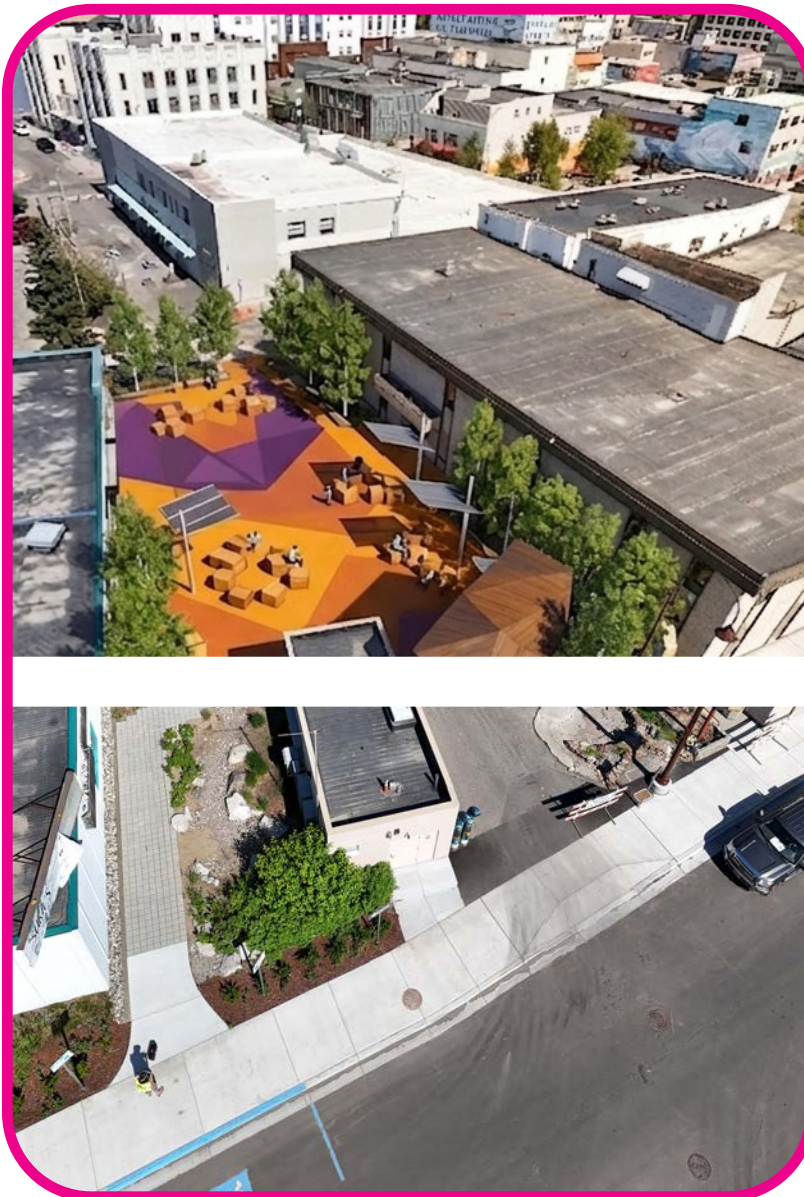
# Turner Street

## Activating a Pedestrian Corridor in Downtown Fairbanks

### Overview

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

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



# Turner Street

## Activating a Pedestrian Corridor in Downtown Fairbanks

### Fairbanks Turner Street Urban Renewal Corridor Concept Ideas

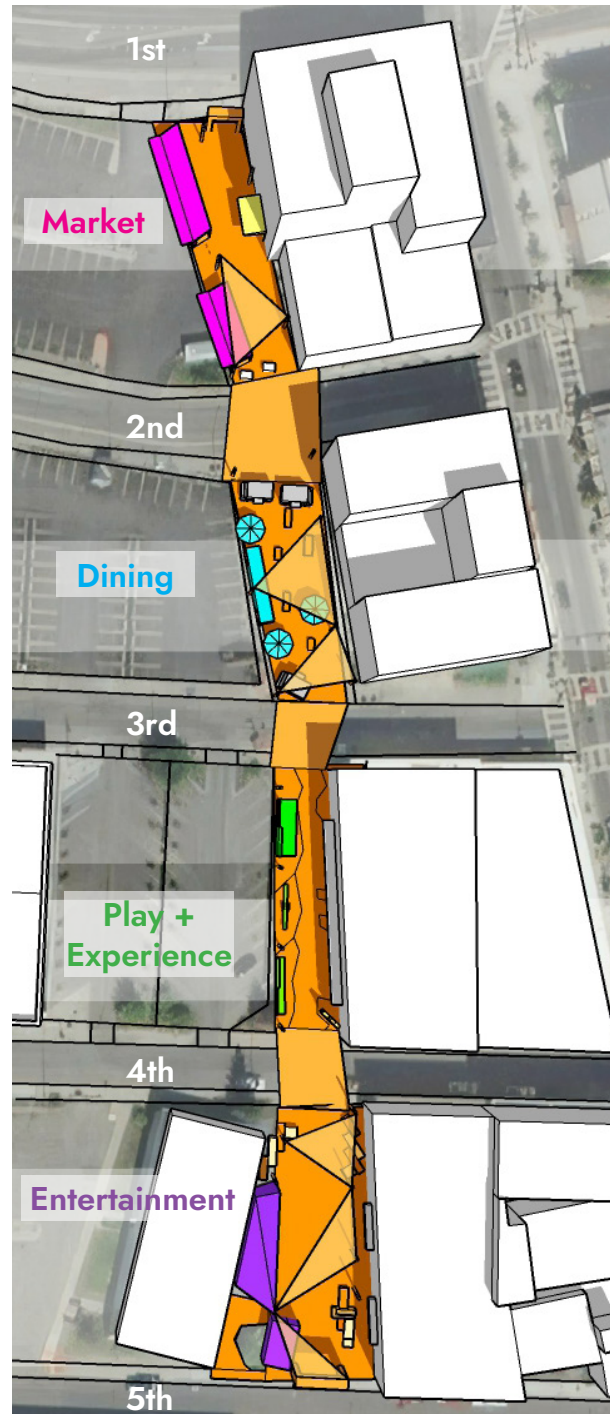
**DRAFT** Project Introduction\_03

#### Corridor Concepts

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



Project Enhancement Committee  
FAST Planning



March 10, 2023

# Turner Street

## Activating a Pedestrian Corridor in Downtown Fairbanks

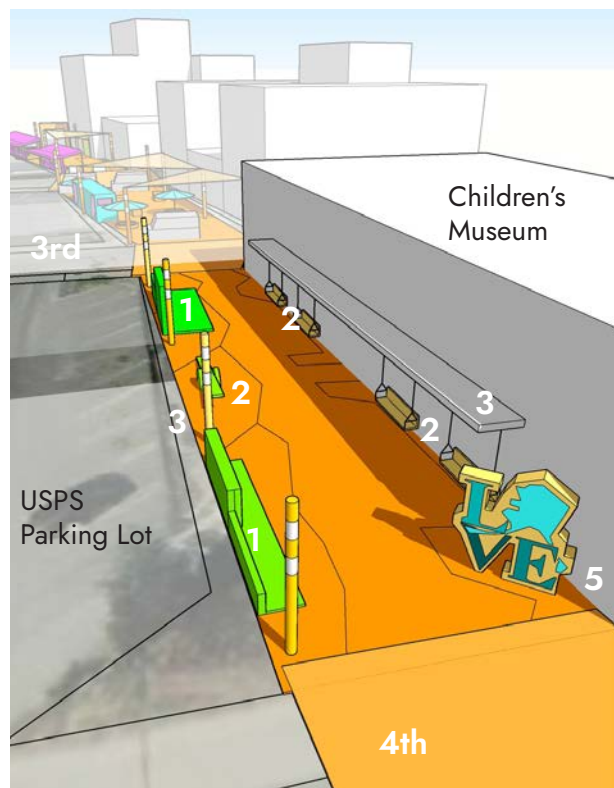
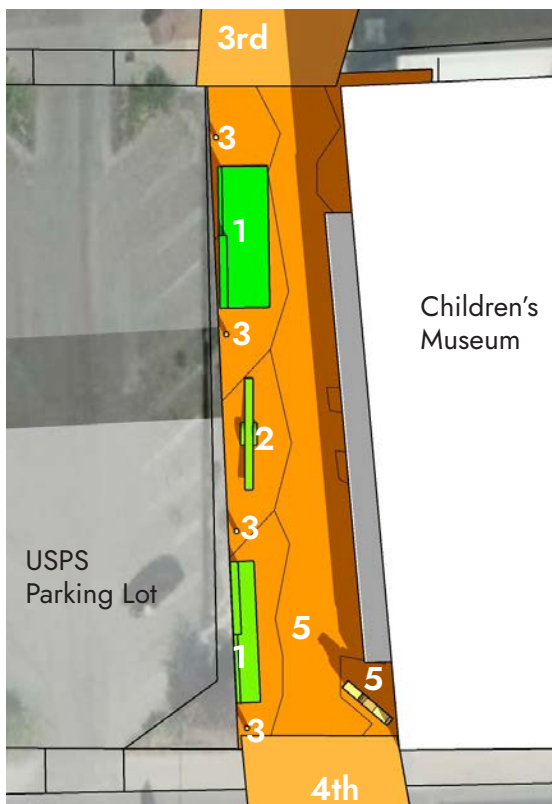
### Fairbanks Turner Street Urban Renewal Corridor Concept Ideas

#### PLAY | EXPERIENCE | SHARE

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

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

**DRAFT** Segment 3: 3rd to 4th



Project Enhancement Committee  
FAST Planning

March 10, 2023

## Turner Street

Activating a Pedestrian Corridor in Downtown Fairbanks

Turner Street - between 3rd and 4th

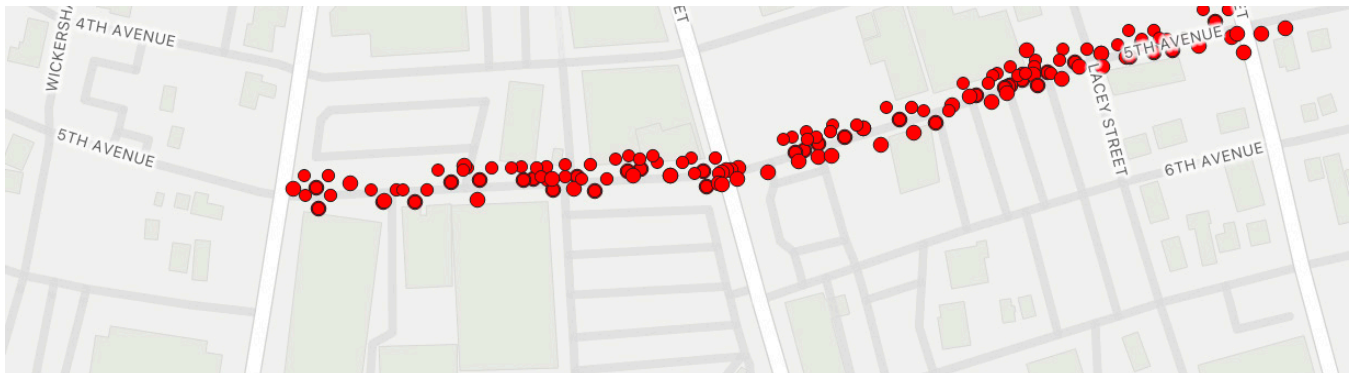


# Downtown Sign Audit

Reducing Clutter, Improving Clarity, and Enhancing Downtown

## Overview

FAST Planning is conducting an inventory of existing signage throughout downtown Fairbanks to identify opportunities to reduce visual clutter, consolidate redundant signs, and improve the clarity and consistency of public messaging. The effort will evaluate existing regulatory, informational, and wayfinding signage, with an emphasis on simplifying communication and encouraging positive public behavior. Findings will help inform recommendations for a more cohesive, welcoming, and effective downtown signage system.



# Dark Sky Initiative

## Protecting Night Sky Access in Fairbanks

### Overview

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

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

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



### Five Lighting Principles for Responsible Outdoor Lighting



DarkSky



Illuminating  
ENGINEERING SOCIETY

Responsible outdoor lighting is

#### 1 Useful

##### Use light only if it is needed

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



#### 2 Targeted

##### Direct light so it falls only where it is needed

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



#### 3 Low Level

##### Light should be no brighter than necessary

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



#### 4 Controlled

##### Use light only when it is needed

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



#### 5 Warm-colored

##### Use warmer color lights where possible

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



Rev. 08-2023

# UPWP Downtown Traffic Study Scoping

Unified Planning Work Program; Task 300(e)

## Overview

FAST Planning's newly adopted FFY2027–28 Unified Planning Work Program includes Task 300(e), the Downtown Fairbanks Traffic Study which will evaluate potential changes to downtown's street network, particularly the conversion of existing one-way streets to two-way traffic. Building on recommendations and public interest generated through the recently adopted Downtown Plan, the study will examine traffic circulation, intersection signals and traffic signal warrants, pedestrian and bicycle connectivity, emergency access, excessive driveway/curb cuts, and curbside uses including parking and loading zones.

PEC Discussion: This is an opportunity to consider how downtown streets can better balance transportation function with placemaking, economic vitality, and the pedestrian experience. Committee members are invited to identify design priorities, opportunities, and concerns that should help inform the study's scope.

View the full plan here: <https://fastplanning.us/upwp/>



### FFY27-28 Unified Planning Work Program (UPWP)

AUGUST 2026



Task excerpt from page 15 of the UPWP:

#### Task 300(e) Downtown Fairbanks Traffic Study [new]

With the new Downtown Plan recently adopted by the FNSB, many public comments were received about possibly converting the one-way streets in the downtown core to two-way streets. Based on the public's interest in this conversion, FAST Planning plans to secure a traffic engineering consultant to perform a traffic study to examine best practices of one-way versus two-way streets in downtowns of our size and provide an overview of the implications to traffic flow and roadway redesigns that would be needed to accommodate the conversion. The study will also examine the need (warrants) for existing traffic signals, non-motorized connectivity, emergency response needs, and curb management (excessive driveways/curb cuts, opportunities for additional on-street parking, and freight loading zones). Provided that downtown streets are managed and maintained by the City of Fairbanks they will be a key stakeholder in this planning effort as well.

# UPWP Downtown Traffic Study Scoping

Unified Planning Work Program; Task 300(e)



August 19, 2026

Ms. Randi Bailey  
Alaska Department of Transportation & Public Facilities  
2301 Peger Road  
Fairbanks, Alaska 99709

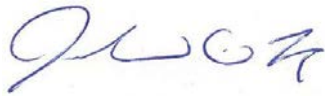
Subject: **FAST Planning FFY27-28 Unified Planning Work Program**

Ms. Bailey:

Attached is the Fairbanks Area Surface Transportation (FAST) Planning Unified Planning Work Program (UPWP) for Federal Fiscal Years 2027 and 2028. Please transmit to Alaska Department of Transportation & Public Facilities (DOT&PF) Headquarters for review and submission to the Federal Highway Administration and Federal Transit Administration. This UPWP fulfills the planning requirements of national surface transportation statutes and regulations, 23 USC 134 and 23 CFR 420 & 450.

This UPWP was reviewed by our Technical Committee and Policy Board on June 3 and 17, 2024, respectively. The UPWP was advertised for public comment June 21 to July 24, 2026, and 14 comments were received. The UPWP was revised based on the comments received and approved by the Policy Board on August 19, 2026. Please contact me at [jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us) or (907) 590-1618 if you have any questions or need additional information.

Sincerely,



**Jackson C. Fox**  
Executive Director

Enclosures: FFY2027-28 UPWP  
Public Comment Response Summary  
Technical Committee Action Items – August 5, 2026  
Policy Board Action Items – August 19, 2026

# UPWP Downtown Traffic Study Scoping

## Unified Planning Work Program; Task 300(e)

### INTRODUCTION

#### PURPOSE OF THE UPWP

The Unified Planning Work Program (UPWP) for the Fairbanks Metropolitan Planning Organization (MPO), known as Fairbanks Area Surface Transportation (FAST) Planning, documents the MPO's transportation planning activities. The purpose of the UPWP is to ensure that a continuing, cooperative and comprehensive (3C) approach to planning for transportation needs is maintained and properly coordinated between the MPO, Alaska Department of Transportation & Public Facilities (DOT&PF), Fairbanks North Star Borough (FNSB), and other jurisdictions.

The UPWP is a planning document that identifies and describes the MPO's budget, planning activities, studies, and technical support expected to be undertaken in a two-year period [23 CFR 450.104]. It also lists the funding sources, timelines, and deadlines for each task and specifies whether the tasks will be conducted by MPO staff, Alaska DOT&PF staff, FNSB staff, or consultants. The UPWP is required for the MPO to receive planning funds from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Alaska DOT&PF. It is a fiscally constrained document based on the amount of programmed planning grants and match contributions over the two-year period and may be revised as needed after adoption by Administrative Modification or Amendment.

In addition to the UPWP, the MPO must develop and implement the following plans as part of the transportation planning process [23 USC 134 & 23 CFR 450]:

- **Metropolitan Transportation Plan (MTP)** – a multimodal transportation plan that addresses a 20-year planning horizon that the MPO develops, adopts, and updates every four years.
- **Transportation Improvement Program (TIP)** – a prioritized listing/program of transportation projects covering a period of four years that is developed, adopted, and implemented by the MPO in coordination with the MTP.
- **Public Participation Plan (PPP)** – a guiding document that outlines the goals, strategies, and implementation plan for involvement of the public in the development of MPO plans, programs, and policies, including the MTP and TIP.

The planning activities for FFY2027 and FFY2028 supporting development and implementation of these plans by FAST Planning, FNSB, and Alaska DOT&PF staff are addressed within the tasks identified in this UPWP.

#### HISTORY OF THE MPO

All Urbanized Areas over 50,000 in population must have an MPO to carry out a 3C transportation planning process, as stipulated in the Federal Highway Act of 1962. On May 1, 2002, the U.S. Census Bureau published a notice in the Federal Register identifying an area surrounding Fairbanks and North Pole as a Qualifying Urbanized Area for Census 2000. The Metropolitan Planning Area (MPA) boundary was finalized in December 2002, and the Fairbanks MPO was subsequently established in April 2003.

# UPWP Downtown Traffic Study Scoping

Unified Planning Work Program; Task 300(e)

Table 1. National Performance Goals &amp; Federal Planning Emphasis Areas

| FFY2027/28 UPWP WORK TASKS                               | National Performance Goals |                          |                      |                    |                                      |                              | Federal Planning Emphasis Area |                           |                  |                  |                    |                    |                                       |                                   |                                 |  |
|----------------------------------------------------------|----------------------------|--------------------------|----------------------|--------------------|--------------------------------------|------------------------------|--------------------------------|---------------------------|------------------|------------------|--------------------|--------------------|---------------------------------------|-----------------------------------|---------------------------------|--|
|                                                          | Safety                     | Infrastructure Condition | Congestion Reduction | System Reliability | Freight Movement & Economic Vitality | Environmental Sustainability | Reduce Project Delivery Delays | Climate Change/Resilience | Equity/Justice40 | Complete Streets | Public Involvement | STRAHNET/DOD Coord | Federal Land Mgmt Agency Coordination | Planning & Environmental Linkages | Data in Transportation Planning |  |
| Required Plans & Programs                                |                            |                          |                      |                    |                                      |                              |                                |                           |                  |                  |                    |                    |                                       |                                   |                                 |  |
| 100(a) Unified Planning Work Program                     | X                          | X                        | X                    | X                  | X                                    | X                            | X                              | X                         | X                | X                | X                  | X                  | X                                     | X                                 | X                               |  |
| 100(b) Metropolitan Transportation Plan                  | X                          | X                        | X                    | X                  | X                                    | X                            | X                              | X                         | X                | X                | X                  | X                  | X                                     | X                                 | X                               |  |
| 100(c) Transportation Improvement Program                | X                          | X                        | X                    | X                  | X                                    | X                            | X                              | X                         | X                | X                | X                  | X                  | X                                     | X                                 | X                               |  |
| 100(d) Public Participation Plan                         | X                          | X                        | X                    | X                  | X                                    | X                            | X                              | X                         | X                | X                | X                  | X                  | X                                     | X                                 | X                               |  |
| 100(e) Air Quality                                       |                            |                          | X                    |                    | X                                    | X                            | X                              | X                         | X                | X                | X                  |                    | X                                     | X                                 | X                               |  |
| 100(f) MPA Boundary                                      | X                          | X                        | X                    | X                  | X                                    |                              |                                | X                         | X                |                  | X                  | X                  | X                                     | X                                 | X                               |  |
| 100(g) Support Services                                  | X                          | X                        | X                    | X                  | X                                    | X                            | X                              | X                         | X                | X                | X                  | X                  | X                                     | X                                 | X                               |  |
| Public Transit System Planning                           |                            |                          |                      |                    |                                      |                              |                                |                           |                  |                  |                    |                    |                                       |                                   |                                 |  |
| 200 Transit Planning                                     | X                          | X                        | X                    | X                  |                                      | X                            | X                              | X                         | X                | X                | X                  | X                  | X                                     | X                                 | X                               |  |
| Supplemental Plans & Projects                            |                            |                          |                      |                    |                                      |                              |                                |                           |                  |                  |                    |                    |                                       |                                   |                                 |  |
| 300(a) Advanced Project Definition                       | X                          | X                        | X                    | X                  | X                                    | X                            | X                              | X                         | X                | X                | X                  | X                  | X                                     | X                                 | X                               |  |
| 300(b) Complete Streets Prioritization Plan              | X                          | X                        | X                    | X                  | X                                    | X                            | X                              |                           | X                | X                | X                  |                    | X                                     | X                                 | X                               |  |
| 300(c) North Pole High School Access & Circulation Study | X                          | X                        | X                    | X                  |                                      | X                            | X                              | X                         | X                | X                | X                  |                    | X                                     | X                                 | X                               |  |
| 300(d) Geist/Chena Pump Road Corridor Study              | X                          | X                        | X                    | X                  | X                                    | X                            | X                              | X                         |                  | X                | X                  |                    | X                                     | X                                 | X                               |  |
| 300(e) Downtown Fairbanks Traffic Study                  | X                          | X                        | X                    | X                  | X                                    | X                            | X                              | X                         | X                | X                | X                  |                    | X                                     | X                                 | X                               |  |
| 300(f) Pavement Condition Survey for Non-DOT Roads       | X                          | X                        |                      | X                  | X                                    | X                            | X                              | X                         | X                |                  | X                  |                    |                                       | X                                 | X                               |  |
| 300(g) Freight Mobility Plan Update                      | X                          | X                        | X                    | X                  | X                                    | X                            | X                              | X                         | X                | X                | X                  | X                  | X                                     | X                                 | X                               |  |
| 300(h) Peger Road Corridor Study                         | X                          | X                        | X                    | X                  | X                                    | X                            | X                              |                           |                  | X                | X                  |                    |                                       | X                                 | X                               |  |
| 300(i) Lacey Street Planning Study                       | X                          | X                        |                      | X                  | X                                    | X                            | X                              |                           | X                | X                | X                  |                    |                                       | X                                 | X                               |  |
| 300(j) Airport Way Audit                                 | X                          | X                        |                      | X                  | X                                    | X                            | X                              |                           | X                | X                | X                  |                    |                                       | X                                 | X                               |  |
| Contingency Plans & Projects                             |                            |                          |                      |                    |                                      |                              |                                |                           |                  |                  |                    |                    |                                       |                                   |                                 |  |
| 400(a) Local Safety Action Plan                          | X                          | X                        | X                    | X                  | X                                    | X                            | X                              | X                         | X                | X                | X                  | X                  | X                                     | X                                 | X                               |  |
| 400(b) Driver's Education Program                        | X                          |                          |                      | X                  |                                      |                              |                                |                           | X                |                  | X                  |                    |                                       |                                   | X                               |  |
| 400(c) Housing Coordination Plan                         |                            | X                        | X                    | X                  | X                                    | X                            | X                              | X                         | X                | X                | X                  | X                  | X                                     | X                                 | X                               |  |
| 400(d) Resilience Improvement Plan                       | X                          | X                        | X                    | X                  | X                                    | X                            | X                              | X                         | X                | X                | X                  | X                  | X                                     | X                                 | X                               |  |
| 400(e) Richardson Highway Corridor Study                 | X                          | X                        | X                    | X                  | X                                    | X                            | X                              | X                         | X                | X                | X                  | X                  | X                                     | X                                 | X                               |  |
| 400(f) TLRA Bicycle/Pedestrian Connections Plan          | X                          | X                        |                      | X                  | X                                    | X                            | X                              |                           | X                | X                | X                  |                    | X                                     | X                                 | X                               |  |
| 400(g) Bicycle & Pedestrian Implementation Plan          | X                          | X                        |                      | X                  |                                      | X                            | X                              |                           | X                | X                | X                  |                    | X                                     |                                   | X                               |  |
| 400(h) Wendell Avenue Study                              | X                          |                          | X                    | X                  | X                                    | X                            | X                              |                           |                  | X                | X                  |                    | X                                     | X                                 | X                               |  |
| 400(i) Household Travel Survey Update                    |                            |                          |                      | X                  |                                      |                              |                                |                           | X                |                  | X                  |                    |                                       | X                                 | X                               |  |

# UPWP Downtown Traffic Study Scoping

## Unified Planning Work Program; Task 300(e)

### FFY27-28 Unified Planning Work Program (UPWP) - Public Comment Response Summary

Public Comment Period: June 21 - July 24, 2026

| # | From              | Subject                                                                                                                                                                        | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Ann Delong        | Task 300(e) Downtown Fairbanks Traffic Study                                                                                                                                   | This is a bit off subject but it seems that the downtown area has too many roads, there's actually very little traffic especially since Lavelles has closed. Shutting down first avenue from the bridge thru to MUS would enable cafes and businesses to have riverfront access and improve tourism. I see tourists wandering in that area looking bewildered for a nice cafe to sit and enjoy the river. The existing park attracts homeless folks who often accost tourists. Sometimes it's funny but not always what we want our city to reflect. The borough building has a dumpster placed right on a spot that would be a prime area, please relocate it!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Thank you for your comment. This comment will be shared with our Technical Committee and Policy Board to see if they would like to expand the scope of the traffic study to look at potential closures of certain road segments. This has previously been looked at for portions of Lacey Street and 2nd Avenue, but not 1st Avenue to our knowledge.                                                                                                                                                                                                                                                                                                             |
| 2 | Tom McGrane       | Task 300(f) Pavement Condition Survey for Non-DOT Roads                                                                                                                        | Include separated bike paths in this survey.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Thank you for your comment. The road surface profiling equipment used for this effort is attached to a vehicle and collected while driving down a roadway. Some, but not all, asphalt paths are wide enough to accommodate a vehicle. We will expand the survey description, however, to attempt to collect this data where feasible. We would also like to make you aware FAST Planning is working to secure a data bike (designed by Des Moines MPO) to deploy next summer to collect path condition data throughout our network. We will provide updates on this acquisition and deployment at future WRRAC meetings.                                          |
| 3 | Vallerie Stillepe | Task 300(e) Downtown Fairbanks Traffic Study                                                                                                                                   | I just read the Sunday newspaper article on the proposed study to turn downtown streets 2-way. There is no reason to change what has been working just fine for many years. I don't think our traffic downtown needs fixing. There are many other items that we could spend money on. This is very wasteful. Mr Cleworth is a businessman but he has been on the City Council for many years and he thinks like other longtime residents of Fairbanks. Think wisely, Valerie S                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Thank you for your comment. This comment will be shared with our Technical Committee and Policy Board as they consider funding this and other studies in the UPWP.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4 | Constance Zachel  | Task 300(e) Downtown Fairbanks Traffic Study;<br>Task 300(g) Freight Mobility Plan Update;<br>Task 400(b) Driver's Education Program;<br>Task 400(c) Housing Coordination Plan | <p>I SUPPORT:</p> <p>SEPARATING Fairbanks from North Pole regarding air quality regulations and rewarding North Pole residents for behavior that reduces air pollution.</p> <p>LEAVING College Road with two traditional lanes, primarily for safety reasons. Two lanes provide better visibility to the road ahead. The high sidewalk curb does not allow for quick avoidance of a hazard on the road. For that reason I would never ride a bike on the road. I'll only ride on the sidewalk and therefore, no bike lane is required.</p> <p>USE OF empty buildings for housing, e.g. the UAF Barnette parking garage. Extensive planning will be needed for the increased car and pedestrian traffic and parking needs. Easy access to mass transport/shuttle service is a must.</p> <p>DRIVERS EDUCATION classes in high school. What an easy solution to the lack of drivers ed available to our high school students, and to reduce traffic accidents in the new-driver group! Definitely worth whatever it costs. Students can take it as an elective with a fee.</p> <p>ONGOING STUDY of the stability of the Chena River bridge on the Steese Highway, and the impacts of Kinross/Manh Choh trucks on the roads and traffic patterns.</p> <p>RETAINING one-way streets in downtown Fairbanks. Two way streets are dangerous for pedestrians due to poor visibility. One way streets require drivers to slow down to assure that the correct direction is chosen on a one-way street. Painting arrows on the paved roads indicating direction of travel would be useful during the busy summer season.</p> <p>MINIMAL reconstruction of Murphy Dome road that would include (1) modification of the curve between Alderberry and Coyote Trail to enable vehicles traveling west to stay in the westbound lane and not cross the midline (possibly install a ratchet strip on the midline); and (2) establish a passing lane on the hill at Ivan's Alley. These minimal modifications will greatly improve safety and will not encourage faster speeds between the Goldstream Road/Sheep Creek intersection and Spinach Creek Road/Moose Mountain.</p> <p>Eliminating that hill will only encourage increased speeds on this section of road.</p> <p>SOLID yellow lines and No Passing designation for Sheep Creek Road in stretches of permafrost upheaval. Visibility is greatly reduced in these areas.</p> | <p>Thank you for your comments. These comments will be shared with our Technical Committee and Policy Board as they consider funding the Freight Plan Update, Downtown Traffic Study, and other tasks you referenced in the UPWP. While College Road is not included in our UPWP as a planning task, we anticipate public outreach and engagement opportunities with DOT in the coming months as this discussion is restarted with the community.</p> <p>Murphy Dome Road and Sheep Creek Road are outside FAST Planning's Metropolitan Planning Area, but we will share these comments with our counterparts at DOT who maintain and operate those roadways.</p> |

# UPWP Downtown Traffic Study Scoping

## Unified Planning Work Program; Task 300(e)

|   |                      |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---|----------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5 | Constance Zachel     | N/A                                          | <p>I AM OPPOSED TO ANY accommodations/concessions/commitments made by Fairbanks regulatory and government entities that will facilitate development of the North Star Grand Lodge. This proposed development is illogical and doomed to fail. No aspect of this project should involve or require any of our taxpayer's money. MINING developments on the outskirts of Fairbanks and Ester. These will destroy the neighborhoods and recreation opportunities that create community in safe and scenic surroundings. The mines and heavy truck traffic will discourage tourist activity (especially aurora viewing) and will discourage potential new residents from moving here. These mines will cause the out-migration of long standing community members. Additionally, there are negligible benefits to our borough or state that come from these mines, and a mess to live with during and after.</p> <p>Still vaguely appalling, somehow FAST MPO scope of work includes closing access to real Alaskans living on Richardson Highway but still after 10+ years has not built a single bike lane or the Chena River Walk. Unplanned North Pole sprawl is becoming dangerous and out of control while obstructionist Fairbanks build-nothingism has survived despite surveys and elections documenting contrary public desires. Plans, more plans, more studies, more consultants. Little tangible improvements, the Noble/Cushman pedestrian crossing still with zero wayfinding or guides. The Gillam traffic calming a quiet success improving neighborhood property values and safety. While the surveys of residents and laser mapping of asphalt seems relevant and useful, the constant churn of Lacey Street, downtown oneway vs. two way, Tanana Valley's inaccessible despite proximate recreation facilities, churn churn away. Every bike/ped project on here should have been built already, why is the actual spend going to AKDOT Freeway improvements? Nonsensical, apparently corrupt. Everyone gets paid, not even 2.5 gets spent. I still want the non-motorized plan that was funded 2 years from 2010 until 2020 and then quietly abandoned with almost nothing built. As someone who has participated over a decade and only got superficial, non-working (failing) Turner Street improvements, not one mile of bike lane, it feels totally fake. We were united and honest as a downtown community before Covid about what the community and where it wanted. Now they're out of business and finally FAST is getting around to studying the traffic around closed bars and empty storefronts. There was solidarity across political parties, business and consumer, 700+ people participating in surveys and plans. So build it, build cheap accessible infrastructure, public toilets, bike paths! All kinds of official obstructionism and now the previous plans and surveys are too dusty to use. Cushman/Airport intersection, 5th Ave reconstruction, Old Rich Chena bridge, these projects were already studied and surveyed and only half built, where are my laser-cut decorative metal panels? Where are my civic parks, my artistic developments, 2.5% is provably larger than 0 and far more valuable than doing AKDOT freeway work grats, as a favor for not building anything anywhere in downtown core. Where are the safe, accessible recreation and transportation paths, many of which for 20+ years have been requested in studies and funded plans, surveys, construction 2 years out for 20+ years? Protect the most vulnerable, pedestrians and bicyclists, elderly, disabled and children; maintain the downtown core and support multimodal navigation and communal use! #onewroads #reclaimasphalt#deserts #pererhod</p> <p>Task 300(b) Complete Streets Prioritization Plan; Task 300(e) Downtown Fairbanks Traffic Study; Task 300(f) Lacey Street Planning Study; Task 400(a) Local Safety Action Plan; Task 400(f) Tanana Lakes Recreation Area Bicycle/Pedestrian Connections Plan; Task 400(g) Bicycle &amp; Pedestrian Facility Improvements Implementation Plan</p> | <p>Thank you for your comments. We very much understand the pace of the Federal process can lead to projects being in development for many years before they are constructed, and some projects being prioritized over others based on funding source eligibilities and availability. Planning efforts and studies are integral to this process as well to help guide these decisions and investments of Federal funds. It is a complex and long process, but we are happy to sit down with any community member to share how we do our work, the decision-making process, answer questions, and explain how individual community members can engage in the process. We will share your comments with our Technical Committee and Policy Board as they consider funding the referenced tasks in the UPWP.</p> |
| 7 | Downtown Association | Task 300(e) Downtown Fairbanks Traffic Study | See comment letter attached.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>Thank you for your comments. Based on this feedback the scope of the study has been expanded to include examining the need (warrants) for existing traffic signals and curb management (excessive driveways/curb cuts and opportunities for additional on-street parking).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 8 | Jerry Cleworth       | Federal Planning Factors                     | I strongly support the seven national goals, especially maintaining infrastructure and reducing traffic congestion.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Thank you for your comment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 9 | Jerry Cleworth       | Federal Planning Factors                     | I question some of the December 2021 FHWA and FTA planning emphasis areas which are not binding on MPO's, especially since the number 2 goal (Equity and Justice40) was repealed last year. Before adding these, they should be analyzed for redundancy with existing regulations, and relevance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Thank you for your comment. Planning Emphasis Areas #1 and #2 have been rescinded by Presidential Executive Order. The UPWP narrative has been updated to notate this.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

# UPWP Downtown Traffic Study Scoping

## Unified Planning Work Program; Task 300(e)

|    |                |                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----|----------------|----------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10 | Jerry Cleworth | Task 300(b) Complete Streets Prioritization Plan                           | <p>Currently, the City of Fairbanks and the DOT both plan projects using the Complete Streets policy consisting of 6 pages of guidelines along with a 9 page "punch list". There are many good factors in the Complete Streets plan, however, it is a regulation that adds cost and time. Prioritization would best be stipulated by the two entities involved rather than a committee which simply adds more steps before a project can be started. We should try to keep planning costs to a reasonable amount so that the actual project can be fully funded.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Thank you for your comment. The current Complete Streets policy has not been actively used by the City and/or DOT since its adoption by FMATS in 2015 except for the 5th Avenue Reconstruction project. For that project, many of the Complete Street features identified were removed from the design late in project development and not constructed. One of the aspects of the policy update is to better solidify project scopes, implementation, and accountability and adherence to the policy. The current Federal Transportation Bill (IIJA) requires MPOs to use at least 2.5% of their Metropolitan Planning funds to increase safe and accessible options for multiple travel modes for people of all ages and abilities, and the Policy Board selected this policy update and development of a Complete Streets Prioritization Plan for this effort.</p>                                                                                                                                                                                                                                                                                                                            |
| 11 | Jerry Cleworth | Task 300(e) Downtown Fairbanks Traffic Study                               | <p>This was discussed by the Downtown Fairbanks 2040 Plan committee, but it was decided not to include it in the plan. The cost for this study is estimated at \$227,425. Changing streets in the core from one-way to two-way is extremely problematic especially when considering the narrow right-of-way on many of them. It would create many logistical problems such as elimination of parking, congestion, snow storage, loading and unloading issues, and a great deal of confusion and potential accidents resulting from changing traffic patterns. Fifteen years ago it was estimated that the cost of making this conversion would be over \$10 million and does not add to our infrastructure. Could not these funds be better used to take a complete inventory of sidewalks in our City at large that are crumbling and need repair and do not meet ADA standards? Should we not be focusing on maintaining and adding to our infrastructure instead of changing street directions? Before a study should even be considered, DOT and City engineers should be tasked to look at the number of parking spaces that would have to be eliminated, the turning radius problem for buses and larger vehicles when going from a two-way street to another two-way street, loading/unloading problems created by this action and snow storage issues. When the community planner used by Vision Fairbanks years ago (who introduced the two-way concept) was asked about the problems this would create, he simply stated "your engineers will have to figure this out". Mr. Fox received a letter from the Downtown Association pushing forward with this plan drafted by Chris Miller. Even in this letter it was acknowledged that 3rd and 4th Avenues work best as one-way streets. Recently, a petition was turned in to the City Council signed by almost every retail business on Second Avenue in opposition to reverting to a two-way plan.</p> | <p>Thank you for your comment. Converting one-way streets back to two-way streets in downtown corridors has been implemented in many cities across the U.S. to improve business access and visibility, traffic flow, and pedestrian safety. Many studies can be found online discussing the benefits and tradeoffs of such a conversion. This effort is just a study, not a commitment to the conversion to see if it would be advantageous for downtown for just some, or all, of the one-way streets. The scope has also been expanded to examine existing traffic signals to see if any are unwarranted and can be removed, as well as curbside management to look at excessive driveways/curb cuts and opportunities for additional on-street parking. Some downtown parking lots for example have up to eight driveways, which introduces pedestrian conflicts and limits on-street parking availability. With regard to a sidewalk inventory, this was already funded and completed in 2017 by MDS technologies. See the City of Fairbanks Sidewalk Inventory &amp; Condition Assessment Report dated September 2017 and City of Fairbanks Sidewalk ADA Transition Plan dated July 2018.</p> |
| 12 | Jerry Cleworth | Task 300(i) Lacey Street Planning Study                                    | <p>If this is approved, a new stakeholder group should be created that consists primarily of the residents and businesses adjacent to the street along with the City of Fairbanks Fire Department which depends on this street for quick responses. The concept of abandoning parts of Lacey Street is illogical and extremely problematic. This should be closely analyzed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Thank you for your comment. Information about the previous stakeholder group meetings and discussions which lead the proposal for a planning study can be found here: <a href="https://fastplanning.us/laceystreet/">https://fastplanning.us/laceystreet/</a>. The City's Fire Dept was involved during the previous stakeholder group meetings and will again be invited to be involved in the planning study. Public survey results can also be found on this webpage with respect to different design alternatives previously considered for Lacey Street.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 13 | Jerry Cleworth | Task 400(g) Bicycle & Pedestrian Facility Improvements Implementation Plan | <p>The estimated cost for this plan is \$50,000. Every road project is already subject to the Complete Streets methodology which includes pedestrians, bikes, etc. Gillam Way is a good example of a road that was constructed to easily accommodate bicycles by simply moving the fog line further from the curb and moving traffic closer to the center of the road. This also provides short-term snow storage in the winter time. The sidewalks were also expanded for pedestrians. This task proposes that the staff of FAST Planning along with the Walk, Ride, and Roll committee be instrumental in creating a Non-Motorized Plan listing and prioritizing projects. The missing partners in this discussion would include both the City of Fairbanks and DOT Engineering and Public Works Departments. I question if this is necessary considering the Complete Street process, but if this task is funded then I strongly suggest that involving Engineering and Public Works is essential at the outset.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>Thank you for your comment. The purpose of this effort is to prioritize existing planned non-motorized projects for funding in the TIP. The City and DOT each have two seats on the WRRAC, and any recommendations from the WRRAC are advanced to the Technical Committee and Policy Board for consideration of approval.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

# UPWP Downtown Traffic Study Scoping

Unified Planning Work Program; Task 300(e)



July 24, 2026

Mr. Fox:

The Downtown Association of Fairbanks has 59 members in the downtown core and while we cannot represent them all perfectly all the time, the Board of Directors is comfortable **supporting an element of FAST Planning's Unified Working Plan, a traffic study described in 300(e) called the Downtown Traffic Study for \$250,000.** The Downtown Association supports item 300(e) because traffic circulation is important to commerce and because downtown's remnant of a one-way traffic network blocks large parts of downtown from its economic potential.

Downtown's streets and sidewalks are increasingly well-maintained year-round. Downtown sports the only walkable network of urban sidewalks in the Interior. Downtown can be found in the Borough's Regional Comprehensive Plan, the Housing Action Plan, the Community Economic Development Strategy and it has a plan of its own, DowntownFairbanks2040. In all of them, downtown is characterized as a place where public and private investment would most benefit the Fairbanks community. Downtown is often an intended recipient of some revitalization measure. Two-way traffic flow may be the greatest untried measure at policy makers' disposal to meet the many Plans' expectations on downtown and encourage economic growth. Two-way circulation should be studied as a complement to, compensation for and replacement of one-way circulation.

Taken together, the Illinois, Cushman, Noble, Wickersham and 5<sup>th</sup> Ave projects represent about \$40,000,000 in public roadway spending. It was "time" to make those expenditures, and there was hoped-for investment to ensue. Two of the projects were originally scoped as two-way conversions. Perhaps the new infrastructure we have downtown kept businesses from leaving but it has not sparked a response from the private sector to invest in downtown. As part of diagnosing what the downtown economic area needs by way of transportation and mobility, FAST should "examine best practices of one-way versus two-way streets in downtowns of our size and provide an overview of the implications to traffic flow and roadway redesigns that would be needed to accommodate the conversion" to guide future leaders in future projects.

As we recall from studying the Cushman and 5<sup>th</sup> Avenue projects, which were originally scoped as two-way conversions, we recall many benefits of two-way circulation:

- eliminating "wrong way" blunders
- eliminating unfriendly "no not enter" downtown signs at 2<sup>nd</sup> Ave, 3<sup>rd</sup> Ave, 4<sup>th</sup> Ave, 5<sup>th</sup> Ave and 6<sup>th</sup> Ave.
- reduce the cut-through-parking-lot maneuvers rampant in our downtown,
- reduce driver confusion (makes navigating downtown easier),
- reduce out of direction travel,

**DOWNTOWN ASSOCIATION OF FAIRBANKS COMMUNITY SERVICES**  
510 2<sup>nd</sup> Avenue ~ Suite 115, Fairbanks, AK 99701 (Tel) 907.452.8671  
[www.downtownfairbanks.com](http://www.downtownfairbanks.com)  
EIN 51-0591306

## UPWP Downtown Traffic Study Scoping

Unified Planning Work Program; Task 300(e)

- slower vehicular traffic,
- makes the ROW safer for pedestrians,
- offers greater visibility to storefronts.

On-street parking is downtown's most critical point of access. Two-way circulation ought not reduce on-street parking capacity, especially if combined with curb management. If there's one couplet that works best to forever remain one-way while maximizing parking it is the 3<sup>rd</sup> and 4<sup>th</sup> Avenue couplet. Necessary uses of the ROW for loading and unloading should be provided for, of course, and improved, if possible.

There are additional facets of circulation and access we want to voice at this time in hopes you find ways to work some into the study's scope.

- Explore the connection between two-way circulation and land use downtown.
- Has 5<sup>th</sup> Avenue functioned optimally as a one-way facility? What is the utilization rate on the available on-street parking?
- Remind us what it was like to have a one-way blockage on 1<sup>st</sup> Ave between the bridges and describe the successes of 1<sup>st</sup> Avenue's as a two-way facility.
- Where there exists "extra" public right of way devoted to oversize sidewalks, consider those areas for additional on-street parking.
- The vast quantity of curb cuts in the downtown core to accommodate vehicular traffic over the sidewalk prevents the formation in the ROW of many dozens of on-street parking spaces.
- The vast quantity of curb cuts in the downtown core to accommodate vehicular traffic over the sidewalk subjects pedestrians and others to unnecessary risk from the vehicles themselves and to slip/fall injuries.
- Include Turner Street public space in your study as both a land use and circulation scenario – Turner Street from 1<sup>st</sup> Avenue to 5<sup>th</sup> Avenue.
- Are all the traffic signals downtown warranted?
- As you discover discontinuities in the bike trail network's signage – such as exists from the Cushman Street Bridge past Golden Heart Plaza to Lacey Street and north into Griffin Park – please flag these for navigation improvements.
- Finally, by reference, we incorporate the enclosed email from Lichen (the lone business/daily witness on that one-way/one-way intersection) to illustrate some problems.

Thank you for your consideration of this important matter.

Sincerely,



Chris Miller  
President

# UPWP Downtown Traffic Study Scoping

Unified Planning Work Program; Task 300(e)

**From:** [Lichen](#)  
**To:** [David van den Berg](#)  
**Subject:** Traffic pattern concerns  
**Date:** Wednesday, July 8, 2026 4:00:54 PM

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Hi David,

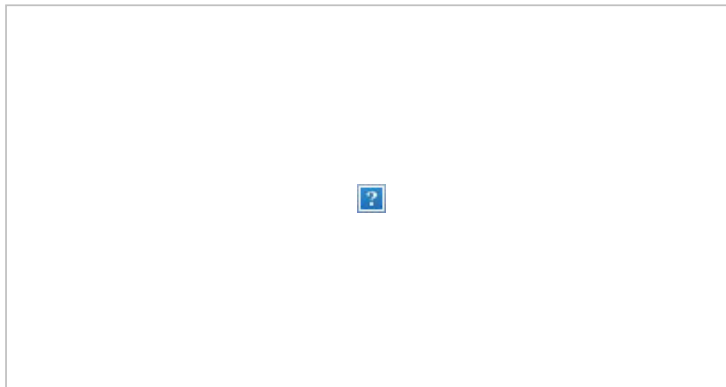
We were informed that there was a meeting today discussing one way streets and general traffic patterns in downtown with FAST Planning.

Here are a few of our observations:

We've been at our location at 3rd and Cushman for almost 3 1/2 years and in that time we have witnessed near death incidences, accidents, bikers and pedestrians being completely disregarded by drivers, and reckless driving. We often see people trying to make 3rd Ave into two lanes. We see folks driving the wrong way down 3rd Ave at least once a week (saw it today!). Drivers pulling up across the crosswalk to make a right turn on Cushman on a red light, not looking to their right, and usually almost hitting bikers or folks walking. Yesterday, I saw a biker almost get hit exactly this way. We see people trying to beat the red lights, typically around 5pm. We've witnessed multiple accidents at the intersection. This intersection also has quite a few families walking around because of the Children's Museum.

We'd love to continue this conversation and help the Downtown Association and City of Fairbanks to make our city safer for all!

Anya and Macy



## Intersection Quick Builds

Testing Safer Streets Through Low-Cost, Community-Led Improvements

### Overview

FAST Planning will provide an update on the Trainor Gate Road and F Street (TGFX) intersection quick-build project completed this summer, highlighting the installation of painted curb extensions, flexible delineators, and community participation. The discussion will cover lessons learned, plans for winter maintenance and evaluation, and opportunities to expand the quick-build approach to additional intersections.

More info can be found here: [www.fastplanning.us/tgfx](http://www.fastplanning.us/tgfx)

Looking ahead, FAST Planning is exploring intersections along Danby Street near local schools as potential next locations, with an emphasis on Safe Routes to School, pedestrian visibility, and safer crossings. PEC members are invited to provide feedback on the TGFX project and help shape a repeatable process for future quick-build improvements.



# Intersection Quick Builds

## Testing Safer Streets Through Low-Cost, Community-Led Improvements

### Trainer Gate & F Street Summary

The proposed improvements at the Trainer 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.

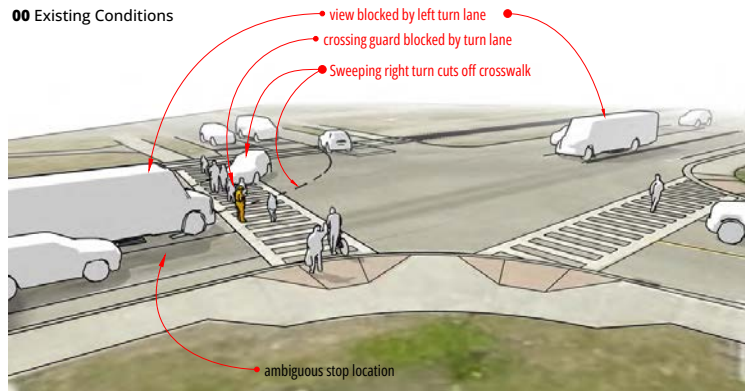
Phase 01 introduces cyan-colored shoulder art and temporary delineation treatments that visually narrow the roadway, increase driver awareness, and begin reinforcing desired vehicle paths. These initial treatments are intended to test concepts, build public familiarity, and collect operational data with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

### North East Corner Conditions

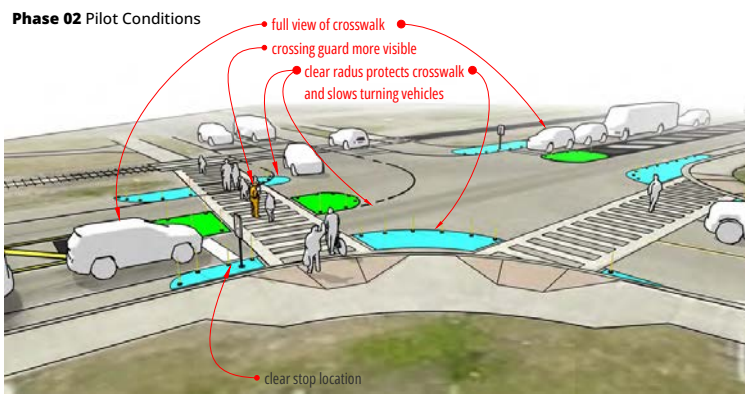
Trainer Gate & F Street | Concept Design | May 29 2026  
corey diru | 907 308 3809 | corey.diru@fastplanning.us

### 00 Existing Conditions



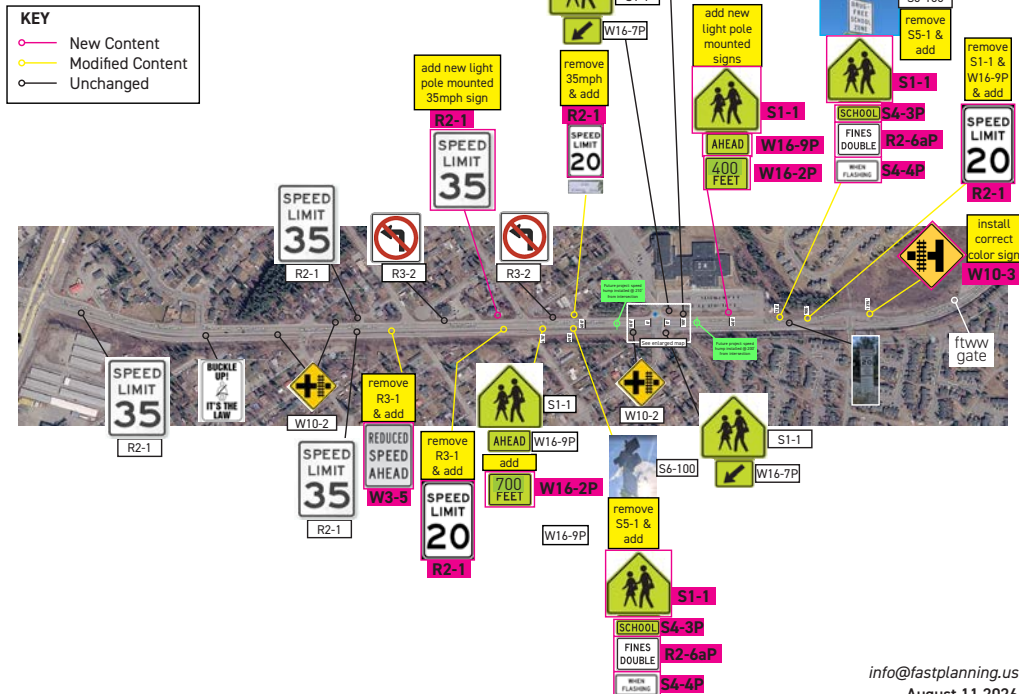
### Phase 01 Pilot Conditions (not pictured)

### Phase 02 Pilot Conditions



### Trainer Gate & F Street Safety Improvements

### Annotated Corridor Plan - Proposed Modifications



# Jersey Barrier Enhancement

## Transforming Functional Barriers into Attractive Streetscape Elements

### Overview

The City of Fairbanks is seeking creative, low-cost approaches to improve the appearance of concrete jersey barriers while maintaining their safety and protective functions. Inspired by the Better Barriers initiative, potential enhancements include saddle-style flower boxes, decorative lattice coverings, and community art or painting projects.

The PEC is invited to explore design concepts, material options, and potential partnerships with City Public Works, Festival Fairbanks, and local artists to develop attractive, durable, and maintainable solutions. The discussion will focus on identifying practical approaches that balance aesthetics, safety, liability, and seasonal maintenance considerations.

Fishtown Kensington Area BID + Philadelphia Dept of Streets  
<https://www.is-architects.com/better-barriers>

#### Painted Murals

<https://www.jeffersonartstudio.com/post/artist-painted-construction-concrete-barriers>



#### Niagara Falls Ontario,

<https://www.swrl.com/self-watering-planters-and-baskets>



## Agenda Setting

December 3, 2026 Meeting

### Old Business

- a.
- b.
- c.

### New Business

- a.
- b.
- c.



## Committee Member Comments

## Adjournment