



POLICY BOARD MEETING

Wednesday, April 21, 2021, 12:00 – 2:00 P.M.

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom
Zoom Meeting Phone Number: 1 (253) 215-8782, enter Meeting ID 831 7579 1923

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of April 21, 2021 Agenda
4. Approval of March 17 & April 12, 2021 Meeting Minutes Pg 2-15
5. Committee/Working Group Reports (including the Chair's Report) Pg 16-20
6. Public Comment Period (Non-Action Items)
7. Old Business
 - a. Chena River Walk, Stage III (Action Item) Pg 21-38
 - Consideration of approval of a new letter from FAST Planning to ARRC
 - b. Non-Motorized Plan Update – Public Comment Summary Pg 39-71
8. New Business
 - a. Bloomberg Philanthropies “Asphalt Art Initiative 2021” Grant Opportunity (Action Item)
 - Consideration of FAST Planning applying for grant for 5th Ave/Lacey Street Pg 72-86
9. Other Issues
10. Informational Items
 - a. Obligations and Offsets Pg 87-90
 - b. Rebuilding American Infrastructure with Sustainability & Equity (RAISE) grant opportunity [formerly TIGER/BUILD grant] – Applications due July 12, 2021 Pg 91
11. Policy Board Member Comments
12. Adjournment

Next Scheduled Policy Board Meeting – Wednesday, May 19, 2021



POLICY BOARD MEETING

Meeting Minutes

March 17, 2021 • 12:00 – 2:00 P.M.

FAST Planning Office, 100 Cushman Street, Suite 205, Fairbanks, AK

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

Zoom Meeting Phone Number: 1 (253) 215-8782 Meeting ID: 893 7590 8261

1. Call to Order

Mr. Anderson, Chair, called the meeting to order at 12:01 p.m.

2. Introduction of Members and Attendees

Attendee	Representative Organization
*Ryan Anderson, Chair	Director, DOT&PF Northern Region
*Jim Matherly, Vice Chair	Mayor, City of Fairbanks
*Bryce Ward	Mayor, FNSB
*Michael Welch	Mayor, City of North Pole
*Aaron Gibson	Fairbanks City Council
*Alice Edwards	Director, DEC Division of Air Quality
*Frank Tomaszewski	FNSB Assembly
** Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Deborah Todd	FAST Planning
**Randi Bailey	DOT&PF Planning
+Kellen Spillman	FNSB Community Planning
+Judy Chapman	DOT&PF Planning
+Sarah Schacher	DOT&PF Preconstruction
+Bob Pristash	City of Fairbanks Engineering
• Carl Heim	DOT&PF/BPAC
Ivet Hall	DOT&PF Preconstruction
Laura Minski	FNSB Parks & Recreation
Brian Charlton	FNSB Parks & Recreation
Michael Lund	DOT&PF Construction
Ryan McGovern	Citizen

**FAST Planning Policy Board Members, ** FAST Planning Staff Members, + FAST Planning Technical Committee Members, • Bicycle/Pedestrian Advisory Committee (BPAC) Members*

3. Approval of the March 17, 2021 Agenda

Motion: To approve the March 17, 2021 Agenda as presented. (Welch/Edwards).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the February 17, 2021 Meeting Minutes

Motion: To approve the February 17, 2021 Meeting Minutes as recorded.
(Welch/Edwards).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

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

a. Staff Report and Technical Committee Action Items

Mr. Fox noted the following updates:

- Mr. Fox attended the regular monthly MatSu Pre-MPO Steering Committee serving as an ex-officio member providing advice. Mr. Fox noted that they were looking at setting up an MPO in Wasilla-Palmer area and the Steering Committee took some votes on their organizational structure such as setting up an independent organization for their MPO and having a nine-member policy Board consisting of two additional seats with one for the transit provider and one for the Alaska Railroad.
- Mr. Fox attended and presented at the Chena Riverfront Commission Meeting regarding the status of the Chena Riverwalk project.
- Mr. Fox attended briefings sponsored by the US Census Bureau on redefinition of Metropolitan Statistical Areas terms. Mr. Fox explained that in his communications with the National MPOs there were no concerns as far as our MPO designation or cost allocations based on those new definitions.
- Drafted a Letter of Support for the FNSB Grant Applications to the Alaska Federal Lands Access Program.
- The close of the Non-Motorized Plan Update is March 19, 2021. There were comments made on social media and the FAST Planning Website on the interactive map for commenting directly on specific projects.
- Ms. Lunsford did a social media campaign to fill the two vacant seats on Bicycle/Pedestrian Advisory Committee (BPAC) and FAST Planning appointed a member and the other member will be appointed by Mayor Welch for the City of North Pole
- Submitted Scope of Work for the Motorized Transportation Plan Update to DOT to begin preparation of Request for Proposals.
- Drafted proposed boundary adjustments for the Metropolitan Planning Area to include the Chena and Tanana Lakes Recreation Areas into the FAST Planning boundary.
- BPAC made a series of motions regarding the MPO Boundary change. One motion suggested delaying until the 2020 Census data was received and the other motion was instead of following the PM^{2.5} area boundary, it should follow the dike. The recommendation by BPAC was to approve the boundary change with those adjustments.

6. Public Comment Period (Non-Action Items)

No public comment.

7. Old Business

a. Chena Riverwalk, Stage III-Update on Chena Riverfront Commission discussion/action and new correspondence from Alaska Railroad Corporation

Mr. Fox explained that he received a copy of the letter from the Alaska Railroad to the City of Fairbanks reinstating their land use permit for the Chena Riverwalk Project. Mr. Fox explained that Railroad had previously terminated the permit and he supplied documents to the City explaining that the project was fully federally funded as of February 2017, so the City sent a letter asking the Railroad to reinstate the permit. Mr. Fox provided a presentation to the Chena Riverfront Commission on the history of the Chena Riverwalk project and what had transpired between the City of Fairbanks and the Alaska Railroad. Mr. Fox reminded the Policy Board members that with the Federal funding we had, we needed a longer-term land lease interest to construct the trail such as a permanent easement or long-term lease to get that constructed between the footbridge at Pioneer Park and Peger Road. Mr. Fox explained that at the Chena Riverfront Commission meeting, a motion was passed to write a letter to the Borough Assembly, Borough Mayor, City Council and City Mayor to bring the project to construction. Mr. Fox stated that they also supported reduction of the project footprint and possibly offering to resurface the pedestrian path and adding pedestrian lighting if the Railroad agreed to those improvements as well as paying for a long-term land lease if the Railroad was not agreeable to providing the lease at nominal or no cost to the community. Mr. Fox explained that a Borough Resolution of Support for the project had been prepared for approval by the Borough Assembly and possible calendaring in April 2021. Mr. Fox stated that he would share it with Mayor Matherly so he could sponsor a similar Resolution for the City of Fairbanks for City Council approval.

b. Resolution of Support for Alaska Administrative Code (AAC) Revisions (Action Item)

Mr. Fox explained that a vote on the Resolution of Support was postponed at the previous Policy Board meeting to provide DOT more time and opportunity to thoroughly vet the proposed revisions developed by the Bicycle/Pedestrian Advisory Committee. Mr. Fox explained that in his discussions with DOT, the Resolution had been reviewed and they proposed two modifications to the Code revisions. Mr. Fox explained that if the proposed changes were made, it was his understanding that DOT would support the proposed revisions.

Public Comment Period: No public comments.

Motion: To adopt the "Resolution in Support of Revisions to Alaska Administrative Code to Improve Safety for Pedestrians and Bicyclists using the Transportation Network." (Welch/Matherly).

Discussion: Mr. Anderson thanked all the members for the extra time to review and discuss the revisions.

Vote on Motion: None opposed. Approved.

8. New Business

a. Fairbanks Area 2021 Construction Program – Guest Presentation by DOT&PF

Mr. Anderson introduced Michael Lund and Sarah Schacher of DOT&PF who gave a presentation about the 2021 Fairbanks Area Construction Program.

b. Metropolitan Planning Organization (MPO) Boundary Adjustment for Chena and Tanana Lakes Recreation Areas (Action Item)

Mr. Fox explained that the meeting packet contained a draft transmittal letter to the Governor for the two proposed boundary adjustments to the Metropolitan Planning Area that would annex in the Chena and Tanana Lakes Recreation Areas. Mr. Fox explained that every 10 years in coordination with the Census a new boundary was drawn. Mr. Fox explained that the last time a boundary adjustment was made was in 2012 following the 2010 Census. Mr. Fox explained that there was interest from Mayor Ward to adjust the boundaries. Mr. Fox stated that the boundary adjustment had to be approved by the Governor as well as the Policy Board. Mr. Fox explained the two proposed boundary adjustments for the Chena Lakes and Tanana Lakes Recreation Areas following the PM^{2.5} boundary area. Mr. Fox explained that boundary adjustments would open up new FAST Planning funding opportunities for projects in that area. Mr. Fox explained that one drawback of adding the two recreation areas into our boundary would be that it would make the Borough ineligible to apply for Community Transportation Program Funding through DOT which was a specific funding that was afforded to communities outside the MPO. Mr. Fox explained that the other thing to be mindful of was the fact that in 2022, FAST Planning would be going through another boundary adjustment when the 2020 Census Data came out. Mr. Fox stated that the boundary was not linked to the Operating Agreement so that Agreement would not need to be amended to make the boundary adjustments. Mr. Fox stated that Federal regulations stated that interim boundary adjustments could be done as needed.

Public Comment Period: No public comment.

Motion: To request the State add the Chena and Tanana Lakes Recreation Areas as defined in the packet to the MPO. (Ward/Welch).

Discussion: Mayor Matherly stated that it would give the Borough a bigger footprint to seek funds. Mayor Matherly stated he knew a lot of Fairbanks folks used Chena Lakes and Tanana Lakes too, so it was good for North Pole as well. Mayor Matherly stated that it diluted the money a little bit, but it was more of a “public everybody used it” kind of thing and those were two good areas.

Mayor Ward stated that he appreciated the Policy Board taking this up for consideration. Mayor Ward stated that the original conversation revolved around Chena Lakes and some of the projects they had been working on through their CIP process and looking at a partnership with the MPO both through the funding that the MPO got and the CMAQ funding that had been incredibly beneficial for our community. Mayor Ward stated that efficiency-wise, it made sense for this area to be included and Federal law allowed it. Mayor Ward stated that he appreciated the conversation that was brought up at the Bicycle/Pedestrian Advisory Committee. Mayor Ward stated that he saw including this in the MPO area as being a good improvement for our

community from a planning perspective. Mayor Ward stated that these were two very widely used resources by all in our Borough and he thought it made sense to have it included in the MPO.

Mr. Anderson stated from a DOT perspective he did not see any problem with it, and he thought it would be beneficial for all.

Vote on Motion: None opposed. Approved.

c. Letter of Support for Fairbanks North Star Borough (FNSB) Proposals to Alaska Federal Lands Access Program (Action Item)

Mr. Fox explained that the Borough intended to submit two grant applications to the Alaska Federal Lands Access Program, and he had drafted a Letter of Support so they could attach it to the two proposals. Mr. Fox stated that the first project was a planning effort to engage in a public involvement effort to gather input for a proposed new access point to Chena Lakes from Plack Road. Mr. Fox explained that the second project submittal was to pave all the gravel roads and parking areas in the Chena Lakes Recreation Area. Mr. Fox stated that there was interest in our Metropolitan Transportation Plan to have a new access point to get to Chena Lakes.

Public Comment: No public comment.

Motion: To approve the Letter of Support for the Fairbanks North Star Borough proposals to the Alaska Federal Lands Access Program. (Welch/Ward).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

d. Fairbanks PM^{2.5} Non-Attainment Area Congestion Mitigation and Air Quality (CMAQ) Program – Project Status Update

Mr. Fox updated the Policy Board where FAST Planning projects stood with respect to the PM^{2.5} funding allocations. Mr. Fox explained that nominations for the projects were held in 2019 and 19 projects were nominated. Mr. Fox stated that there were a lot of projects underway which would take funding over the next few years and he summarized the status of the list of projects.

9. Other Issues

No other issues.

10. Informational Items

a. Obligations and Offsets

Mr. Fox explained the obligations and offsets included in the meeting packet.

11. Policy Board Member Comments

- Mayor Welch commented that on KJNP the previous Saturday, he was made aware that people were concerned about the amount of gravel they thought should be put in the three turnarounds and some of the other offramps coming off the Richardson Highway in North Pole. Mayor Welch stated that he mentioned to them that on the days when they were getting slicker or snow was coming down, they could not always get the roads cleared right away. Mayor Welch explained that North Pole Public Works also went out after DOT and put extra gravel down, but he was short-staffed this time of year, so it was a hard chore to keep up with. Mayor Welch commented that he had a Council member that worked for DOT, so they were pretty much aware of what went on. Mayor Welch

stated that he just wanted to make them aware that some people were voicing concerns about it being slick especially in the turnarounds around town. Mayor Welch wished everyone a good St. Patrick's Day.

- Mayor Matherly thanked Mr. Anderson, Ms. Schacher, and Mr. Lund for a good presentation. Mayor Matherly stated that he got his vaccine at Chief Andrew Isaac and got the one shot vaccine and had no side effects from it. Mayor Matherly commented that he hoped that everyone had a very safe day. Mayor Matherly stated that there was a missing girl named Natalie that had disappeared from her home on 12th Avenue in Fairbanks with her dog the day before and wanted everyone to be on the lookout for her. Mayor Matherly stated that he was sure her family was distraught and hoped they found her quickly and wished everyone a great day.
- Mr. Anderson commented that he heard that it was Mr. Fox's birthday and wanted to wish him a Happy Birthday.

12. Adjournment

Motion to Adjourn. (Welch/Edwards). The meeting adjourned at 1:54 p.m. The next Policy Board Meeting is scheduled for Wednesday, April 21, 2021.

Approved: _____
Ryan Anderson, Chair
FAST Planning Policy Board

Date: _____



SPECIAL POLICY BOARD MEETING

Meeting Minutes

April 12, 2021 • 12:00 p.m.-1:00 p.m.

FAST Planning Office, 100 Cushman Street, Suite 205, Fairbanks, AK

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

Zoom Meeting Phone Number: 1 (253) 215-8782 Meeting ID: 868-9166-7214

1. Call to Order

Mr. Anderson, Chair, called the meeting to order at 12:01 p.m.

2. Introduction of Members and Attendees

Attendee	Representative Organization
*Ryan Anderson, Chair	Director, DOT&PF Northern Region
*Jim Matherly, Vice Chair	Mayor, City of Fairbanks
*Bryce Ward	Mayor, FNSB
*Michael Welch	Mayor, City of North Pole
*Aaron Gibson	Fairbanks City Council
*Alice Edwards	Director, DEC Division of Air Quality
*Frank Tomaszewski	FNSB Assembly
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Deborah Todd	FAST Planning
**Don Galligan	FNSB Community Planning
+Kellen Spillman	FNSB Community Planning
• Dr. Nathan Belz	BPAC/UAF
Abby Ljubich	Citizen
Beau Collin	Citizen
Benjamin Vanderhart	Citizen
Caitlynn Hann	Citizen
Cathryn Petersen	Citizen
Coleman Baxter	Citizen
Davis Schwarz	Citizen
Dominic Russo	Citizen
Donald Bennett	Citizen
Jacob Lovaas	Citizen
Katherine Jarupakorn	Citizen
Michael Montuya	Citizen

**FAST Planning Policy Board Members, ** FAST Planning Staff Members, + FAST Planning Technical Committee Members, • Bicycle/Pedestrian Advisory Committee (BPAC) Members*

April 12, 2021

*Special Policy Board Meeting Minutes***3. Approval of the April 12, 2021 Agenda****Motion:** To approve the April 12, 2021 Agenda. (Matherly/Ward).**Discussion:** No further discussion.**Vote on Motion:** None opposed. Approved.**4. Public Comment Period (Non-Action Items)**

No public comment.

5. Notice of Proposed Regulation Changes on Use of ATVs & Snowmobiles on Public Roads: Consideration of approval of comment letter from FAST Planning to Alaska Department of Public Safety and Department of Administration (Action Item)

Mr. Fox explained that the meeting packet contained a six-page comment letter to the Alaska Department of Public Safety and Department of Administration regarding use of ATVs and snowmobiles on public roads that was developed in collaboration with Dr. Nathan Belz of UAF. Mr. Fox explained that Dr. Belz was also the author of a recent study entitled, *"The Safety Evaluation of Off-Highway Vehicle Use in Alaska."* Mr. Fox explained that there were two separate proposed regulations changes from two different departments so time was of the essence to move this forward if that was the will of the Policy Board. Mr. Fox explained that at this time we were requesting that the Department of Public Safety withdraw the proposed regulation changes until they could be further analyzed with the safety of the traveling public in mind. Mr. Fox explained that there had been effort to include the Department of Transportation that owns the public roads to which these proposed changes would apply. Mr. Fox stated that there were concerns about the safety of allowing them on public roadways alongside vehicles. Mr. Fox explained the comments included in the letter. Mr. Fox explained that the State had adopted a Strategic Highway Safety Plan that was meant to be relevant to all state agencies and included the most recent five-year average of fatalities and serious injuries involving ATVs and vehicles. Mr. Fox explained that even without the proposed changes there was a trending increase in accidents, injuries, and fatalities with off-road vehicles on public roadways.

Mayor Matherly commented that this was about the best explanation he had heard of why it was not a very good idea and appreciated the detail.

Mayor Matherly stated that Mr. Fox always got good detail anyway, in his opinion, on everything that he presented but he had already spoken out against this and how wonky it would be, at least in the City limits. Mayor Matherly explained that both their police and fire just had no desire to see these things all over the road. Mayor Matherly stated what if the plowed roads were too high and they missed people, and they would not go by the same exact traffic regulations as folks in cars did. Mayor Matherly stated that he thought that out in the world this probably made really good sense in a lot of areas but not in the City. Mayor Matherly stated that Mayor Ward did not have that authority, but he did. Mayor Matherly stated that it was kind of like the mask mandate they had talked about because they were nestled in the middle of a Borough. Mayor Matherly stated that he was against this for now. Mayor Matherly stated that public safety would be his number one and he did not want to see any more deaths and accidents because of these things so he was complimentary of this presentation. Mayor Matherly stated that their City Council was looking at a Resolution coming out against this too.

Mayor Matherly stated that he would see what the debate was, but this just had trouble written all over it for the Fairbanks area in his opinion.

Mr. Tomaszewski commented that he kind of thought it was a good idea and liked the idea. Mr. Tomaszewski stated that he wondered if anyone had a study on what was going to happen if you brought those riders out of the shadows.

Mr. Tomaszewski stated that right now they were zipping across roads to get from one place to another. Mr. Tomaszewski stated that they were already on the road. Mr. Tomaszewski stated that he liked the discussion that you could maybe have some rules and regulations to go along with that but thought that bringing these riders out of the shadows and giving them the ability to follow the rules a little better. Mr. Tomaszewski stated that when he was a young man, they would zip around with their three wheelers on the trails and when they could not be on the trails they would have to zip around and cross the road and try not to get caught. Mr. Tomaszewski stated that a friend of his crossed the road and got hit and another friend died. Mr. Tomaszewski stated that he just wondered if they had been allowed to just get along on the side of the road and giving them the ability to get out of the shadows and do what was right was not a good thing.

Mr. Tomaszewski stated that he liked the discussion and thought it was something that should be discussed. Mr. Tomaszewski stated that he thought it was a good thing that this issue was being brought up and they could look at ways to improve it. Mr. Tomaszewski stated that he looked at this as a positive thing and his hypothetical was that he thought that ATV accidents was going to go down with specific rules for drivers and bringing them out of the shadows was going to help with the fatalities.

Public Comment Period:

Dr. Nathan Belz, UAF, commented that he did not know if Mr. Fox noted it in his summary of the letter, but of our 18 Boroughs, currently 13 of those 18 boroughs defaulted to State provisions on the Alaska Administrative Code (AAC) specifically relating to the operation of OHVs and snowmobiles on highways. Dr. Nathan Belz stated that seven of those 13, Fairbanks being one of them, were second-class boroughs and would all be in the same position as the Fairbanks North Star Borough in trying to determine whether or not, if these proposed changes were to pass, what that meant and they did not have enforcement powers, so it put us and those other boroughs in a very precarious position. Dr. Belz noted that one fact or figure that was not in that letter was from the most recent DMV crash record data they had that were geolocated where they had the latitude and longitude for those records, 41% of the on-road crashes involving OHVs and snowmobiles occurred on State roads. Dr. Belz explained that was a mix of State roads that were part of the contiguous network and state roads that were in some of our villages that connected the community to the airport and other select locations or shorter, one corridor type facilities. Dr. Belz stated that the Alaska Trauma Registry, which was maintained and managed by the Division of Health and Social Services, indicated that three times that number occurred on roadways, but we did not have the actual location, meaning the physical latitude and longitude, and we did have some information about the town where it occurred and whether it was on, off, near the road, or at an intersection. Dr. Belz commented that the nationwide data for off highway vehicles fatalities and serious injuries suggested that the rate of on-road crashes was increasing twice that of off-road crashes, and it was suspected that it had to do with the number of municipalities and agencies that

were passing legislation to allow ATVs and snowmobiles on the road. Dr. Belz stated that he agreed with Mayor Welch's point that a lot of this was not happening in the shadows and noted that if you looked at the areas between our divided highways, specifically the Mitchell, parts of the Parks, Steese, and Richardson where it was currently unlawful to operate an off-highway vehicle or snowmachine, they were just marred with snowmachine tracks particularly after fresh snowfall like we had just seen, in addition to tracks down sidewalks and shared use paths. Dr. Belz stated that related to that he thought that one deficiency that even these proposed changes did not get at was the issue of crossing and access and trying to cross quickly. Dr. Belz stated that under the current AAC, it noted that a snowmachine or off-highway vehicle, where authorized to do so, could cross at approximately 90 degrees and they had to come to a stop before doing so. Dr. Belz stated that there was a formal process by which DOT granted access to side roads and driveways with an access permit where a trained engineer evaluated whether it was an appropriate place to cross. Dr. Belz stated that under the current code the crossing of off highway vehicles and snowmachines could cross anywhere so none of these changes to the code addressed any of those. Dr. Belz noted that there were a lot of implications or engineering challenges areas where that would be appropriate to do so, but he did agree that snowmobiles or snowmachines served a great deal of our state and there were areas where that sort of travel was appropriate and could be accommodated but did not think the Fairbanks North Star Borough was that place.

Motion: To approve the letter [regarding proposed regulation changes on use of ATVs and snowmobiles on public roads] to be sent to the State as drafted in the packet (Ward/Matherly).

Discussion: Mayor Matherly commented that he appreciated everyone's comments. Mayor Matherly stated that he respected Mr. Tomaszewski's opinion, but they should not forget that they were just a city boxed in the middle of a borough and if someone wanted to give them a bunch of money for new cops, he was all over that. Mayor Matherly stated that they could barely enforce the car laws they had and could not imagine putting snowmachines or four-wheelers out where it was dark or black and you could not see in front of you. Mayor Matherly stated he saw this as problematic, no doubt about it. Mayor Matherly stated that the Borough did not have police powers and had to go to the Troopers. Mayor Matherly stated that they had talked about this before a couple years ago on the Public Safety Commission. Mayor Matherly stated that the Commission was made up of a bunch of former Troopers, a couple of current police officers, and engineers. Mayor Matherly stated that there was only one person on that whole committee that he could remember that was for it and everyone else said it was problematic. Mayor Matherly stated that as far as bringing people out of the shadows, he did not really look at it that way because these were not cars. Mayor Matherly stated that he understood that they were going to do it anyway, but he did not buy off on that, "let's just do it and it might go down." Mayor Matherly stated that it was kind of like "Let's legalize all drugs and they were going to do it anyway and it would bring the use down." Mayor Matherly stated that he did not really want to do that kind of sweeping buffet and maybe that was a bad analogy, but he just saw this as problematic. Mayor Matherly stated that if they did that in the City, he did not see how that would work since they were in the middle of the Borough. Mayor Matherly stated that this was a

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public safety issue for the City. Mayor Matherly stated that they had their Public Works vehicles out there and they could have snowmachines and four-wheelers trying to overtake some of those vehicles and passing on the shoulders. Mayor Matherly stated that he did not want to start down that path of bringing them into the City. Mayor Matherly stated that not everybody was going to be responsible in the City and it would drive their police force nuts, they would never stop, and you could not chase them so they would just go off into the woods and it would be an impossible situation for the City, in his opinion. Mayor Matherly stated that he had not heard much love for it from the City Council and tonight they were going to vote on the Resolution they had also objecting to it. Mayor Matherly stated that the City Council could say yes, and he might lose that fight too but from everything he was hearing as far as a city as large as Fairbanks with it winter most of the year, and people would have to update their machines and keep them running, it would just be a nightmare for the City. Mayor Matherly stated that he liked the discussion, and he would be voting yes to get this letter down there.

Mayor Ward stated that the one thing he appreciated about Mr. Fox's letter was that it did not completely write this thing off. Mayor Ward stated that he thought one of the things that had been mentioned in testimony and in the report that they got was that there were communities in the State of Alaska and, particularly in our rural areas, where a lot of these things might make a lot of sense. Mayor Ward stated that he thought a little bit more of a fine-tuned approach to the regulation and how it could be worked into some of those communities. Mayor Ward stated that in some of our rural communities, it was a much better option to have an ATV as a mode of transportation than it was a vehicle. Mayor Ward stated that he did think there was probably a place for this at the statewide level, but he thought that the broad approach that was being taken with the proposed changes was too much. Mayor Ward stated that he thought that what really spoke well of this letter was that it recognized that and said that if they wanted to do some additional work on this but to hold off on implementing it from the whole Statewide perspective. Mayor Ward stated that he was in support of the letter that Mr. Fox had drafted for them.

Mayor Welch stated that he was in support as well. Mayor Welch stated that he used to spend every summer starting in 2001 in Northway and even out there he watched ATVs flying down the road past the airport to go up to the junction with sometimes three or four people on a three-wheeler or four-wheeler. Mayor Welch stated that he had seen them lose control and go flying off into a ditch and people got hurt. Mayor Welch stated that in his own city he had a hard enough time, with the number of police they had, enforcing the rules that they had.

Mr. Gibson commented that he thought the letter had a lot of good points to it and there were some other points that he found interesting, but Mr. Fox had pointed out the inconsistencies with state law and regulation changes and the way he initially understood it, there would be a license required. Mr. Gibson stated that the letter also seemed focused around completely opposing the idea altogether and he did not believe that was the right way to go either, but it should be addressed in some shape or form. Mr. Gibson stated that Farmers Loop and some areas around town might have a good case for it. Mr. Gibson stated that he mostly liked the letter but thought it needed to be discussed further.

Mr. Tomaszewski commented that he agreed with Mr. Gibson and all of them. Mr. Tomaszewski commented that he thought that there were ways that they

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could improve on the use of ATVs in the community and maybe that was through education, designated roadways for ATVs, or signage. Mr. Tomaszewski stated that there so much good that could be done, and it could save lives and he did want to send a letter that portrayed us as completely against the idea.

Mr. Tomaszewski stated that he assumed that the State was doing its due diligence in drafting and making rules and regulations for this proposal so it would be interesting to see what came out of this. Mr. Tomaszewski stated that he would support this but with the caveat that he thought there was a lot of good that could come out of it. Mr. Tomaszewski stated that we had bicycles on the street now and we had to watch out for them and obviously they would not do as much damage as a snowmachine. Mr. Tomaszewski stated that as far as snowmachines going downtown he thought that was only after a snowstorm.

Mr. Tomaszewski stated that he would not see any problem with going ahead with a study on how we could make it effective and better. Mr. Tomaszewski stated that a lot of people used ATVs and snowmachines and if they had some way to get that information out and make some good, sound public policy such as where and how and who, drivers licenses or no drivers licenses. Mr. Tomaszewski stated that he guessed it was the way the letter portrayed it and thought they should not be completely objectionable about this and use this Resolution as a way to create a discussion, which he thought it would. Mr. Tomaszewski stated that he would have to support it. Mr. Tomaszewski stated that he believed that there was a lot of good they could do to get that information out and make it safer for everyone because the Borough was a big place so he thought designating certain roadways and certain rules would be okay.

Ms. Edwards commented that she had been listening to the discussion and thought it was great and she appreciated all the perspectives that she heard on this and the letter. Ms. Edwards stated that she wanted to let the Policy Board know that she had looked at the air quality statements in the letter and she believed that those were accurate, although she thought that the air quality planning elements were things that the Department of Environmental Conservation would work through. Ms. Edwards stated that they did had to take into account emissions from snowmachines, ATVs, and other types of vehicles beyond motor vehicles when they were doing their planning efforts. Ms. Edwards stated that changes to rules and regulations like this did have potential impacts but whether or not they would result in enough of an air quality change to create any jeopardy for the plan was unknown at this time, but that would be something they would have to work through. Ms. Edwards stated that as Mr. Anderson had reflected on some of the DOT items that were specifically listed out, she wanted to give the Policy Board the benefit of her understanding of the air quality issues.

Ms. Edwards stated that she had not vetted this letter all the way through her department and as a State agency commenting on other State agency's regulations was a little unusual. Ms. Edwards stated that they would go through a process that was more at a department level to do something like that so she might abstain from voting today but appreciated the local perspectives on this. Ms. Edwards stated that it was obviously an important topic both locally and statewide from a transportation perspective, so she just wanted to give the Policy Board the benefit of her thoughts.

Mr. Anderson commented that from the DOT perspective, they ran the letter through Statewide Design, and they had a few citations, and they were still

April 12, 2021
Special Policy Board Meeting Minutes

working on their DOT comments and had not put out a statement regarding this proposal. Mr. Anderson stated he would abstain and did not want to be out ahead of anything that DOT might decide. Mr. Anderson stated that many of the points and statements made today were right in line with what they had been talking about at DOT, so he appreciated the conversations today.

Mayor Matherly asked if he understood correctly that Mr. Anderson and Ms. Edwards were abstaining because their group had not taken a formal position yet.

Mr. Anderson stated that was correct and the conflict there was that they could essentially be supporting something that their Department may or may not.

Mayor Matherly asked where that left the City of Fairbanks or North Pole.

Mayor Matherly stated that they had not taken a stance on it. Mayor Matherly stated that he knew he was a voting member, but the Council could come out and say no. Mayor Matherly stated that if they were abstaining from an official stance or vote on it, where did that leave them and if they could vote today with a sound mind on this. Mayor Matherly stated that he wanted to make sure before they voted that if they were abstaining because of an official conflict, where did that leave the City, the Borough, or North Pole and asked if there were any concerns.

Mayor Ward stated that they had this conversation at the Borough about the positions that both he and Mr. Tomaszewski had and if they were representing the Body, the Assembly, or at least that was their interpretation at the Borough, that they had to have the support of the Assembly. Mayor Ward stated that for instance, this particular item would be up on Thursday, so if there was a decision that either he or Mr. Tomaszewski made it was based on their capacity as either a Mayor or an Assembly member in the capacity which they served on this Committee, and it did not represent the organization as a whole. Mayor Ward stated that he did not know what the State policies were in regard to that but that was how it was at the Borough and that was how it was while he was at the City of North Pole as well.

Mayor Welch stated that the earliest he could discuss it with his City Council would be April 19th and the earliest he could get it on the agenda would be the first meeting in May. Mayor Welch stated that it had not been discussed with the Council. Mayor Welch stated that he was waiting to see how it went today so he was not able to put this before the City Council.

Mayor Matherly stated that with two abstentions that could change the vote altogether and that was the only reason he brought it up. Mayor Matherly stated that if no one else saw a reason why they should not vote then that was fine.

Mr. Anderson stated that for a motion to pass it required four supporting votes.

Mr. Tomaszewski asked why this was brought up in such a hurry in a special meeting.

Mr. Fox explained that the deadline to comment on these changes was Thursday, April 15, 2021 to the Department of Administration and the the second deadline to the Alaska Wildlife Troopers was April 18, so to submit official comments from FAST Planning on this issue we had to call a special meeting because our regular meeting was not until April 21, which was past the deadline. Mr. Fox stated that was the urgency to call a special meeting. Mr. Fox stated that he would also like to address Mayor Matherly's concerns and a reminder for Policy Board Members that they were also a Board of Directors for FAST Planning and FAST Planning

was an independent organization. Mr. Fox explained that by voting on this they were functioning as the Board of Directors for an independent organization, so it did not necessarily reflect the views or opinions of their respective local governments. Mr. Fox stated that he would be the person signing the letter and each Board member would simply be copied. Mr. Fox stated that he did not see any reason why any local government member would need to abstain from the vote because they were voting on behalf of the opinions of FAST Planning and not of their organizations.

Mayor Matherly stated that his only concern and if the main reason was that they abstained from voting it might not be the best day to vote. Mayor Matherly commented that if the deadline was Thursday, they were in a weird position and that was why he would rather not vote.

Mr. Anderson stated that he and Ms. Edwards were not elected officials and were happy to maintain that balance with their departments.

Vote on Motion: Three in favor. Two opposed. (Tomaszewski, Gibson). Two abstentions. (Anderson, Edwards). Motion failed.

6. Other Issues

No other issues.

7. Policy Board Member Comments

- Mr. Tomaszewski thanked everyone for putting this together and having a good discussion. Mr. Tomaszewski commented that he honestly believed that the right thing was going to be done and they were going to be able to move forward and institute a good sound policy on this and let things go as it is and keep an eye on the issue for sure. Mr. Tomaszewski thanked everyone and told them to have a good sunny afternoon.
- Mayor Welch thanked everyone and stated that they would work their way through this as best they could and that was the best they could do.
- Mayor Matherly commented that he did not share Mr. Tomaszewski's optimism that the right thing would be done. Mayor Matherly commented that he thought that part of the right thing was to honor what FAST Planning did today. Mayor Matherly commented that we did all that work and with two abstentions, they did a disservice to this in his opinion. Mayor Matherly stated that they were all professionals, but they all needed to vote on this. Mayor Matherly stated that he just thought they did a disservice to all the work. Mayor Matherly commented that weighing in with FAST Planning was a huge deal and it was a very important opinion. Mayor Matherly stated that he just thought a full vote should have been done.
- Mr. Anderson thanked everyone and stated that he thought it was a good discussion.

8. Adjournment

Motion to Adjourn. (Welch/Edwards). The meeting adjourned at 1:23 p.m. The next Policy Board Meeting is Wednesday, April 21, 2021.

Approved: _____

Ryan Anderson, Chair
FAST Planning Policy Board

Date: _____



STAFF REPORT

April 2021

Regular Meetings

- ✚ Hosted the Bicycle & Pedestrian Advisory Committee, Project Enhancement Committee, Technical Committee, and Policy Board meetings; prepared meeting packets, minutes, and action items; posted advertisements in the newspaper, social media, and on the State and FNSB online public notice systems; and prepared submitted Title VI reports to DOT&PF
- ✚ Attended the following other regularly scheduled meetings:
 - ✚ Weekly Chamber Transportation Committee
 - ✚ Monthly Fairbanks Storm Water Advisory Committee
 - ✚ Monthly Polaris Building Work Group
 - ✚ Weekly FAST Planning Staff Meetings
 - ✚ Monthly MatSu Pre-MPO Steering Committee
 - ✚ Monthly Alaska Statewide Active Transportation Group Meeting

Project/Planning Meetings

- ✚ Gaffney/Airport/Richardson/Steese Intersection Focus Group meeting
- ✚ Chena Riverfront Commission meeting regarding Resolution for Chena Riverwalk project
- ✚ Steering Committee kickoff meeting for FNSB Road Corridor & Functional Classification Plan
- ✚ Statewide Roads & Highways Advisory Board meeting
- ✚ U.S. Census Bureau briefing on proposed criteria for defining Urban Areas with 2020 Census
- ✚ Association of Metropolitan Planning Organizations (AMPO) work session on proposed criteria for defining Urban Areas with 2020 Census
- ✚ AMPO Technical Committee meeting
- ✚ Statewide Joint Long-Range Transportation Plan Advisory Committee/Freight Advisory Committee meeting
- ✚ Alaska DOT&PF Northern Region Quarterly Design Status Report meeting
- ✚ Motor Vehicle Emission Budget strategy/discussion meeting Alaska Department of Environmental Conservation
- ✚ Statewide Safety Target Setting & Coordination meeting with Alaska DOT&PF
- ✚ Hosted Special Policy Board meeting on proposed regulation changes for use of ATVs and snowmobiles on public roads
- ✚ Hosted Seasonal Mobility Task Force meeting on updating the 2010 Mobility Recommendations Report
- ✚ Bicycle & Pedestrian Advisory Committee working group meeting on mapping priority routes for winter maintenance of non-motorized facilities
- ✚ Steering Committee meeting for Draft Road/Rail Crossing Reduction/Realignment Plan
- ✚ Non-motorized Plan public comment response work session with consultant team

- ✚ Progress meetings with consultant teams on Non-motorized Plan Update, Road/Rail Crossing Reduction/Realignment Plan, and Road Service Area Expansion Plan

Correspondence & Communication

- ✚ Drafted new letter to the Alaska Railroad Corporation regarding the Chena Riverwalk project
- ✚ Drafted comment letter to Alaska Department of Public Safety on proposed regulation changes for use of ATVs and snowmobiles on public roads

Organization

- ✚ Submitted monthly invoice to DOT&PF for March 2021
- ✚ Prepared mid-year (6 month) FFY21 Budget vs. Actuals Summary

Public Outreach

- ✚ Provided a presentation on the Chena Riverwalk project to the Fairbanks Chamber of Commerce Energy, Environment, & Natural Resources Committee
- ✚ Participated in a Fairbanks Chamber of Commerce Transportation Committee panel discussion on the proposed regulation changes for use of ATVs and snowmobiles on public roads
- ✚ Attended and provided testimony at City of Homer Council meeting regarding their Resolution supporting FAST Planning's proposed Alaska Administrative Code revisions to improve pedestrian and bicyclist safety
- ✚ Supported DOT&PF Gaffney/Airport/Richardson/Steese Intersection Project by distributing 125 flyers around Fairbanks and North Pole

Submittals/Reports

- ✚ Submitted 2nd Quarter Report for FFY21/22 Unified Planning Work Program to Alaska DOT&PF
- ✚ Worked with Alaska DOT&PF to issue Request for Proposals for Metropolitan Transportation Plan Update Scope of Work
- ✚ Submitted Metropolitan Planning Area (MPA) boundary adjustment maps and corresponding transmittal letter for Chena and Tanana Lakes Recreation Areas to Alaska DOT&PF

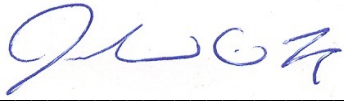
Funding

- ✚ Submitted "Directed Spending Request" to Representative Don Young's office for the Cowles Street Reconstruction project to be included as an earmark in the Surface Transportation Reauthorization Bill

Training

- ✚ National Institute for Transportation & Communities "Rethinking Streets for Physical Distancing" webinar (Jackson)
- ✚ VHB/UNC Highway Safety Research Center "Statewide Pedestrian & Bicyclist Safety Action Plans" webinar (Jackson)
- ✚ EPA "Redlining + the Climate Crisis" webinar (Olivia)
- ✚ NITC Research Webinar "Rethinking Streets for Physical Distancing" webinar (Olivia)
- ✚ Began "Intermediate GIS" Course, UCLA Extension GIS Certification Program (Olivia)

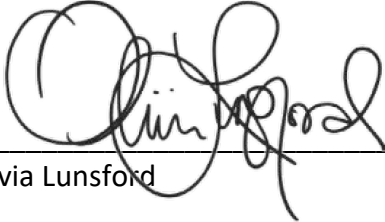
Submitted by:



Jackson C. Fox

April 14, 2021

Date



Olivia Lunsford

April 14, 2021

Date

FFY21 Budget vs. Actuals Mid-Year (6 month) Summary: October 1, 2020 to March 31, 2021

Category	FFY21 Budget	YTD Actual	% Spent	Available Budget	% Available
Personnel	\$ 348,291	\$ 152,534	44%	\$ 195,757	56%
Office & Administrative	\$ 61,100	\$ 33,505	55%	\$ 27,595	45%
Information Technology	\$ 26,900	\$ 10,406	39%	\$ 16,494	61%
Meetings	\$ 3,100	\$ 280	9%	\$ 2,820	91%
Training	\$ 12,000	\$ 875	7%	\$ 11,125	93%
Advertising	\$ 20,500	\$ 9,938	48%	\$ 10,562	52%
Supplies	\$ 9,200	\$ 308	3%	\$ 8,892	97%
TOTAL	\$ 481,091	\$ 207,846	43%	\$ 273,245	57%

FFY21 Year-to-Date Billing Summary: Direct Labor Cost + 136.1% Indirect Cost Rate

Invoice Month	Amount
October 2020	\$ 32,840
November 2020	\$ 31,758
December 2020	\$ 37,818
January 2021	\$ 38,936
February 2021	\$ 38,729
March 2021	\$ 42,797
	\$ 222,878



Technical Committee Meeting
Action Items
April 7, 2021

Motion: To recommend to the Policy Board to approve and send the letter to the Alaska Railroad Corporation as presented. (Pristash/Spillman). None opposed. Approved.

Motion: To recommend to the Policy Board to approve the letter as written [regarding proposed regulation changes on use of ATVs and snowmobiles on public roads]. (Spillman/Denton). Nine in favor. None opposed. Two abstentions. (Bailey, Little). Approved.

Motion: To recommend to the Policy Board to authorize FAST Planning to submit an application for the Asphalt Art Grant. (Butler/Perreault). None opposed. Approved.

A handwritten signature in black ink, appearing to read "JCF", written over a horizontal line.

Jackson C. Fox
Chair, Technical Committee

A handwritten date "4/7/2021" in black ink, written over a horizontal line.

Date



April 21, 2021

Alaska Railroad Corporation
Attn. Board of Directors
P.O. Box 107500
Anchorage, Alaska 99510-7500

Subject: **Long-term Land Interest for Chena River Walk Stage III - Segment 1
Fairbanks, Alaska**

Dear Mr. Campbell,

Fairbanks Area Surface Transportation (FAST) Planning would like to thank the Alaska Railroad Corporation (ARRC) Board of Directors and Real Estate Department for working with the City of Fairbanks to restore the permit (Contract 9837) that allows construction of the Chena River Walk Stage III - Segment 1 project. As you are aware, this is a high priority project for a variety of stakeholders and the general Fairbanks community. We are grateful for the restoration of the permit and view it as a sign of good faith to continue proactive discussions with ARRC on how to successfully advance this project that has been in the planning stages for decades. Therefore, we would like to continue dialogue with the ARRC Board on how we can make the project compatible with your interests in future development of Chena Landings Subdivision while also ensuring the long-term interest in the land the path is constructed upon is sufficiently secure to meet the requirements of our funding partner, the Federal Highway Administration. The permit, which was originally issued at a time when it was presumed the project would be entirely state funded, does not provide a sufficient interest primarily because it is revocable and does not provide for exclusive use as a non-motorized facility.

In response to the ARRC Board's initial concerns regarding this project last fall, the Alaska DOT&PF and City of Fairbanks design team reduced the footprint of the path along the river from the previously requested 50-ft wide easement to 10-ft wide along the portion parallel to Chena River. Reducing the project's footprint from 50-ft to the proposed 10-ft reduces the length along the pathway where the users can enjoy a view of the river in certain segments and introduces the possibility of periodic flooding as seen on the south side of the river under Peger bridge, but it still meets the overall objective of providing a reliable non-motorized path on the north side of the Chena River. In addition, the alignment along Peger Road was re-designed to stay within the Alaska DOT&PF road right-of-way. Reducing the footprint by this much is possible, but will not be constructible without a temporary construction easement of 20-ft to the north of the path and 5-ft south of the path in addition to the permanent need for 10-ft total width. This reduces the project footprint from the originally requested 3.05 acres down to

0.4 acres of permanent need and 0.9 acres of temporary need that will be relinquished upon completion of construction.

Adding to the reasons we would like to continue dialogue about this project, we also understand from both ARRC staff and our Bicycle & Pedestrian Advisory Committee that the existing asphalt path from the footbridge to Chena Landings Loop is in need of resurfacing and would benefit from installation of lighting.

Given this new information, FAST Planning requests a written response from the Board to the following questions:

- 1) **Does ARRC desire path resurfacing and/or installation of pedestrian lighting along the existing asphalt pathway** which lies in the dedicated non-motorized vehicle trail easement per the Chena Landings Subdivision Plat? If the answer is yes, would ARRC be willing to enter into a signed maintenance agreement for the path and lighting with the City of Fairbanks?
- 2) **Is ARRC amenable to a 10-ft width of area required by the pathway (addressed in question 3 below) in addition to a 25-ft temporary construction easement** for the duration of construction? Construction is anticipated to be one season, currently planned for completion in fall 2022. If yes, will ARRC request fair market value compensation for the term of the temporary easement (one year) or will they waive their right to compensation and appraisal for this project?
- 3) **What is ARRC's preferred mechanism for conveyance of the long-term interest needed for the path?** Please let us know which of the following options allowed by our funding source are your preference:
 - a. Work with City of Fairbanks to dedicate a 10-ft permanent easement to the public. In doing so, ARRC voluntarily waives its right to compensation and appraisal.
 - b. Convey a 10-ft wide exclusive easement to Alaska DOT&PF. In doing so, ARRC voluntarily waives its right to compensation and appraisal.
 - c. Convey a 10-ft wide exclusive easement to Alaska DOT&PF through negotiations based on fair market value compensation from an appraisal. It can be determined during the negotiation process if ARRC is voluntarily willing to consider conveyance at a price less than fair market value.
 - d. Execute a long term lease (e.g. 50 years) for exclusive use with Alaska DOT&PF to be paid one time, up front. If the lease option is preferred, please indicate if ARRC is willing to voluntarily consider a lease at a rate considerate of public interest.

Thank you in advance for your consideration and for continuing dialogue with FAST Planning on the Chena Riverwalk project. As you are aware from our July 15, 2020 letter, there is a long history of community support for this project, and there continues to be as shown in attached letters and recent local government resolutions of support. ARRC has indicated in the past that the land needed for this project would be conveyed at minimal to no cost. However, we respect ARRC's rights as a land owner, and we have no preference on any of the above options other than to assure they are secure for our funding requirements so we can successfully construct the project. Your answers to the above questions are critical for us to know for project scheduling and budgeting, so we request a written reply by June

30, 2021. We appreciate the working relationship we have and look forward to working with you to continue moving this project forward for the benefit of our community. If you have any questions or need any additional information, please contact me at jackson.fox@fastplanning.us or (907) 205-4276.

Sincerely,

Jackson C. Fox

Executive Director, FAST Planning

Attachments: **City of Fairbanks Figure – Proposed 10-ft Trail Easement**
 Chena Riverfront Commission Letter dated March 2, 2021
Fairbanks North Star Borough Resolution No. 2021-10
 City of Fairbanks Resolution No. 4961
 Greater Fairbanks Chamber of Commerce Letter of Support
 Fairbanks Soil & Water Conservation District Letter of Support
Tanana Valley Watershed Association Letter of Support
 July 15, 2020 FAST Planning Letter to ARRC Board of Directors

Copy: FAST Planning Policy Board
 FAST Planning Technical Committee



March 2, 2021

Dear Mayor Ward, Mayor Matherly, Borough Assembly members, & City Council members,

The Chena Riverfront Commission was recently informed the Alaska Railroad Corporation (ARRC) Board of Directors has decided to not proceed with the Chena Riverwalk project at this time in consideration of potential future land sales, leases, and development of the Chena Landings Subdivision. This project has long been supported by the Chena Riverfront Commission, Borough Assembly, and City Council for over 30 years, and we ask that you show your continued support and help engage in the conversation with ARRC on how we can make the project compatible with their interests in development of the subdivision.

The City of Fairbanks Engineering Department and Alaska Department of Transportation & Public Facilities are in the final design phase of the Chena Riverwalk project, and Fairbanks Area Surface Transportation (FAST) Planning has programmed \$1.7 million in federal funding for construction in 2022. Time is of the essence to secure a long-term land interest on ARRC's property to finish the design and right-of-way negotiations to get the project out to bid in the next 12 months, and we do not want to risk losing this construction funding opportunity for the Community.

The Chena Riverfront Commission again encourages both Mayors, the Borough Assembly, and the City Council to show your continued support for the Chena Riverwalk project and help engage in the conversation with ARRC. This may be accomplished by Resolution or letters to the ARRC Board, testimony at one of their future Board meetings, or any other means you deem appropriate. The Commission thanks you in advance for your consideration of this request. If you have any questions or need any additional information, please contact me at buki.wright@fnsb-bc.us or Jackson Fox at FAST Planning at jackson.fox@fastplanning.us.

Sincerely,

for Annette Tubinger, Vice-Chair

Buki Wright, Chair
Chena Riverfront Commission

By: Bryce J. Ward, Mayor
Referred to the Chena Riverfront
Commission: 03/25/2021

FAIRBANKS NORTH STAR BOROUGH

RESOLUTION NO. 2021 – 10

A RESOLUTION ENCOURAGING CONTINUED WORK ON THE CHENA RIVERWALK
PHASE III PROJECT AND CONSIDERATION FROM THE ALASKA RAILROAD
CORPORATION TO GRANT A LONG-TERM LAND INTEREST FOR THE PROJECT

WHEREAS, The Fairbanks North Star Borough (Borough) has been working with the State of Alaska, City of Fairbanks, and Alaska Railroad Cooperation (ARRC) since the late 1980's to construct a Riverwalk on the North side of the Chena River; and

WHEREAS, The Chena Riverfront Commission is a joint Commission of the Borough and City of Fairbanks charged with, "planning and fostering the development of riverfront property along the Chena River;" and

WHEREAS, The Borough has adopted a Chena Riverfront Plan as an element of the Borough Regional Comprehensive Plan; and

WHEREAS, The Chena Riverfront Plan states, "Construct new paths along, above, and as close as possible to the riverbank in order to take full advantage of river views;" and

WHEREAS, In 1987, the Borough Assembly passed Resolution 87-099 requesting "local public interest in Alaska Railroad Land located along the North Bank of the Chena River;" and

WHEREAS, In 1990, the ARRC offered in a letter to the Borough, "to transfer control to the FNSB this area along the river designated for greenbelt, trails, and public

amenities by entering into a rent-free, long-term ground lease for this property” which was accepted by the signature of Borough Mayor Juanita Helms, but never transferred; and

WHEREAS, In 1993, the ARRC stated in a letter to the Borough they, “agreed to provide the land needed for the trail system for only a small administrative fee and accept the ongoing maintenance responsibility for the bridge and the portion of the trail system site on the 80-acre parcel;” and

WHEREAS, In 1994, the ARRC restated this commitment in a letter to the Borough with, “...the Railroad will ensure land is available for the construction of the trail at no cost to the community...” and “ARRC will accept the ongoing maintenance responsibility for the bridge and the portion of the trail system site on the 80-acre parcel;” and

WHEREAS, From 1994 to 2006, the project did not make substantial progress due to lack of construction funding, but the effort was renewed with development of a Conceptual Master Plan by Festival Fairbanks and the Chena Riverfront Commission passed Chena Riverfront Resolution 2006-2 “...strongly support[ing] the Festival Fairbanks Conceptual Master Plan for the development of a pedestrian walkway and bike path on the north side of the Chena River from Peger Road to the William Ransom Wood Centennial Bridge;” and

WHEREAS, In 2010, the Borough and City of Fairbanks, respectively, passed Resolutions 2010-44 and 4456 encouraging the Alaska Legislature to transfer the parcels of ARRC land to the Borough; and

WHEREAS, In 2011, the ARRC sent a letter to Senator Joe Thomas stating their commitment and support for the project and offered to issue a long-term land use permit at no cost to the community, and the City of Fairbanks applied for the permit; and Fairbanks North Star Borough, Alaska

64
65 WHEREAS, In 2014, the ARRC granted a 5-year Land Use Permit and the
66 City of Fairbanks accepted its terms and conditions by Resolution, including the
67 maintenance responsibility for the path and ownership and maintenance responsibility for
68 the pedestrian bridge over the Chena River; and

69
70 WHEREAS, In 2014, the City of Fairbanks received State funds to initiate
71 design of the Chena Riverwalk Stage III project; and

72
73 WHEREAS, In 2017, the Fairbanks Metropolitan Area Transportation System
74 (FMATS) provided Federal funds to complete the design and construction of the project;
75 and

76
77 WHEREAS, During the design process it was realized by the City of
78 Fairbanks and Alaska Department of Transportation and Public Facilities (ADOT&PF) that
79 the permit was not adequate to meet Federal requirements for an investment in a public
80 transportation facility since a revocable, near-term permit (expiring January 31, 2019) is
81 not a secure land interest; and

82
83 WHEREAS, In July 2020, FAST Planning (formerly FMATS) sent a letter to
84 the ARRC Board of Directors summarizing the project's history and discussions with ARRC
85 over the past 30 years and requested a long-term interest in the land for the past as an
86 easement or long-term lease (preferably 50 years) at nominal or no cost to the
87 community; and

88
89 WHEREAS, The ARRC expressed concerns about the width of the footprint
90 needed for the project and the City of Fairbanks and ADOT&PF reduced the width to 20
91 feet and submitted new design drawings to the ARRC, but the ARRC Board of Directors
92 decided to, "...not proceed with the project at this time..." to watch development of the
93 subdivision over the next year; and

94
95 WHEREAS, The City of Fairbanks and ADOT&PF are in the final design phase
96 of the project and FAST Planning has programmed \$1.7 million in Federal funds for
97 construction of the project in 2022; and

98
99 WHEREAS, Time is of the essence to secure a long-term land interest on
100 ARRC's property to finish the design and right-of-way negotiations to get the project out
101 to bid in the next 12 months, and the Borough does not want to risk losing this
102 construction funding opportunity for the Community; and

103
104 WHEREAS, Expanding the Chena Riverwalk to the North side of the Chena
105 River is consistent with the Borough Comprehensive Plan and the Borough Chena
106 Riverfront Plan; and

107
108 WHEREAS, On July 28, 2020, the Borough Planning Commission voted to
109 approve Chena Riverwalk Stage III project as being consistent with the Borough Regional
110 Comprehensive Plan; and

111
112 WHEREAS, This project has long been supported by the Chena Riverfront
113 Commission, Borough Assembly, and City Council for over 30 years, and the Community
114 continues to support this project.

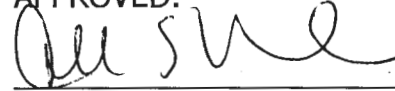
115
116 NOW, THEREFORE BE IT RESOLVED, that the Assembly of the Fairbanks
117 North Star Borough encourages all parties involved to continue working on securing a
118 long-term land interest from the ARRC for the Chena Riverwalk Phase III project to bring
119 the project to construction as soon as practical.

ADOPTED THE _____ DAY OF _____ 2021.

Mindy O'Neall
Presiding Officer

ATTEST:

APPROVED:



April Trickey, CMC
Borough Clerk

Jill S. Dolan
Borough Attorney

Introduced by: Mayor Matherly
Introduced: March 22, 2021

RESOLUTION NO. 4961

A RESOLUTION ENCOURAGING CONTINUED WORK ON THE CHENA RIVERWALK PHASE III PROJECT AND CONSIDERATION FROM THE ALASKA RAILROAD CORPORATION TO GRANT A LONG-TERM LAND INTEREST FOR THE PROJECT

WHEREAS, the City of Fairbanks has been working with the State of Alaska, the Fairbanks North Star Borough, and the Alaska Railroad Cooperation (ARRC) since the late 1980s to construct a Riverwalk on the north side of the Chena River; and

WHEREAS, the Chena Riverfront Commission is a joint Commission of the City and the Borough charged with, "planning and fostering the development of riverfront property along the Chena River;" and

WHEREAS, in 2015 the Fairbanks City Council adopted the goals, policies, and objectives of the Chena Riverfront Plan by Ordinance No. 5995; and

WHEREAS, one of the objectives in the Chena Riverfront Plan is to "Construct new paths along, above, and as close as possible to the riverbank in order to take full advantage of river views;" and

WHEREAS, in 1990, the ARRC offered in a letter to the Borough, "to transfer control to the FNSB this area along the river designated for greenbelt, trails, and public amenities by entering into a rent-free, long-term ground lease for this property" which was accepted by the signature of Borough Mayor Juanita Helms, but never transferred; and

WHEREAS, in 1993, the ARRC stated in a letter to the Borough they, "agreed to provide the land needed for the trail system for only a small administrative fee and accept the ongoing maintenance responsibility for the bridge and the portion of the trail system site on the 80-acre parcel;" and

WHEREAS, in 1994, the ARRC restated this commitment in a letter to the Borough with, "... the Railroad will ensure land is available for the construction of the trail at no cost to the community ..." and "ARRC will accept the ongoing maintenance responsibility for the bridge and the portion of the trail system site on the 80-acre parcel;" and

WHEREAS, from 1994 to 2006, the project did not make substantial progress due to lack of construction funding, but the effort was renewed with development of a Conceptual Master Plan by Festival Fairbanks, and the Chena Riverfront Commission passed Chena Riverfront Resolution 2006-2 "...strongly support[ing] the Festival Fairbanks Conceptual Master Plan for the development of a pedestrian walkway and bike path on the north side of the Chena River from Peger Road to the William Ransom Wood Centennial Bridge;" and

WHEREAS, in 2010, the City and Borough, respectively, passed Resolutions 4456 and 2010-44 encouraging the Alaska Legislature to transfer parcels of ARRC land to the Borough through a land exchange or by other method; and

WHEREAS, in 2011, the ARRC sent a letter to Senator Joe Thomas stating their commitment and support for the project and offered to issue a long-term land use permit at no cost to the community, and the City of Fairbanks applied for the permit; and

WHEREAS, in 2014, the ARRC granted a 5-year Land Use Permit, and the City of Fairbanks accepted its terms and conditions by Resolution 4604, including the maintenance responsibility for the path and ownership and maintenance responsibility for the pedestrian bridge over the Chena River; and

WHEREAS, in 2014, the City of Fairbanks received State funds to initiate design of the Chena Riverwalk Stage III project; and

WHEREAS, in 2017, the Fairbanks Metropolitan Area Transportation System (FMATS) provided Federal funds to complete the design and construction of the project; and

WHEREAS, during the design process it was realized by the City of Fairbanks and Alaska Department of Transportation and Public Facilities (ADOT&PF) that the permit was not adequate to meet Federal requirements for an investment in a public transportation facility since a revocable, near-term permit (expiring January 31, 2019) is not a secure land interest; and

WHEREAS, in July 2020, Fairbanks Area Surface Transportation (FAST) Planning (formerly FMATS) sent a letter to the ARRC Board of Directors summarizing the project's history and discussions with the ARRC over the past 30 years and requested a long-term interest in the land as an easement or long-term lease (preferably 50 years) at nominal or no cost to the community; and

WHEREAS, the ARRC expressed concerns about the width of the footprint needed for the project, and the City of Fairbanks and ADOT&PF reduced the width to 20 feet and submitted new design drawings to the ARRC; but the ARRC Board of Directors decided to, "...not proceed with the project at this time..." to watch development of the subdivision over the next year; and

WHEREAS, the City of Fairbanks and ADOT&PF are in the final design phase of the project, and FAST Planning has programmed \$1.7 million in Federal funds for construction of the project in 2022; and

WHEREAS, time is of the essence to secure a long-term land interest on ARRC's property to finish the design and right-of-way negotiations to get the project out to bid in the next 12 months, and the City and the Borough do not want to risk losing this construction funding opportunity for the community; and

WHEREAS, expanding the Chena Riverwalk to the north side of the Chena River is consistent with the Chena Riverfront Plan and the Borough Comprehensive Plan; and

WHEREAS, on July 28, 2020, the Borough Planning Commission voted to approve the Chena Riverwalk Stage III project as being consistent with the Borough Regional Comprehensive Plan; and

WHEREAS, the ARRC gave the City a Notice of Termination of the path permit on January 15, 2021; and

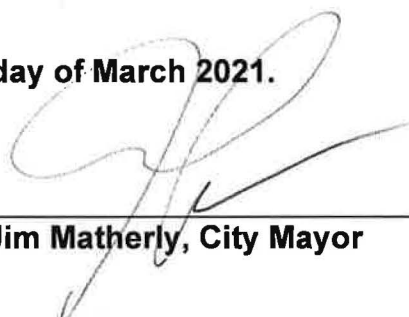
WHEREAS, the City Administration requested the ARRC to rescind the Notice of Termination on February 1, 2021; and

WHEREAS, the ARRC reconsidered the permit termination and sent a letter to the City rescinding the Notice of Termination on February 19, 2021; and

WHEREAS, the Chena Riverwalk Phase III project has been supported by the Chena Riverfront Commission, Borough Assembly, and City Council for over 30 years, and the community continues to support the project.

NOW, THEREFORE BE IT RESOLVED, that the Fairbanks City Council encourages all parties involved to continue working on securing a long-term land interest from the ARRC for the Chena Riverwalk Phase III project to bring the project to construction as soon as practical.

PASSED and APPROVED this 22nd day of March 2021.

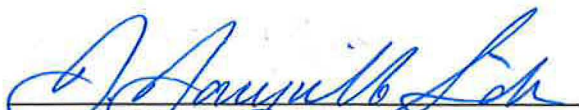


Jim Matherly, City Mayor

YEAS: PASSED and APPROVED on the CONSENT AGENDA
 NAYS: None
 ABSENT: None
 APPROVED: March 22, 2021

ATTEST:

APPROVED AS TO FORM:



 D. Danyielle Snider, MMC, City Clerk



 Paul J. Ewers, City Attorney



March 22, 2021

Alaska Railroad Corporation
Attn. Board of Directors
P.O. Box 107500
Anchorage, Alaska 99510-7500

Subject: Support for Chena Riverwalk, Stage III Project – Fairbanks, Alaska

Dear Mr. Campbell,

The Greater Fairbanks Chamber of Commerce would like to express our support for Stage III of the Chena Riverwalk project in Fairbanks. The Chena River is the central focus of our community and the vision for a Riverwalk has been long supported by our residents, City of Fairbanks, Fairbanks North Star Borough, and Chena Riverfront Commission for over 30 years. Stages I and II of the project successfully constructed the portion of the Riverwalk along the south side of the Chena River from our downtown core to Pioneer Park, a year-round theme park for community gatherings, events, and activities for residents and visitors alike. The City of Fairbanks in partnership with the Alaska Department of Transportation & Public Facilities is in the final design phase of Stage III project, which would construct a new portion of the Riverwalk on the north side of the Chena River on Railroad land from the footbridge at Pioneer Park to Peger Road. This segment would be a new attraction for winter and summer recreation for residents and visitors to our community, improve safety and route options for non-motorized commuters, and help foster economic development in Fairbanks.

Fairbanks Area Surface Transportation (FAST) Planning has programmed \$1.7 million in federal funding for construction of Stage III in 2022, and we understand is seeking a long-term land interest from the Railroad to finish the design and right-of-way negotiations to get the project out to bid in the next 12 months. We also understand the land is currently vacant and not essential for present or future Railroad operations, but that the Railroad has interest in future land sales, leases, and development of the subdivision. The Chamber firmly believes the investment for this project on Railroad land along the waterfront for public use would not only be compatible, but also significantly benefit the prospects of future land sales, leases, and development of the subdivision. Additionally, the project would enhance Fairbanks as a year-round visitor destination, which is of equal importance to the railroad for its passenger service division. We highly encourage the Railroad to take advantage of this opportunity for both the benefit of the Railroad and our Community.

EXECUTIVE PARTNERS

DIAMOND

Alaska Airlines
Denali State Bank
Foundation Health Partners
Fairbanks Memorial Hospital, TVC Orthopedics & Sportsmedicine
Mt. McKinley Bank
Vivamore Companies

PLATINUM

Alyeska Pipeline Service Co.
ConocoPhillips
Costco Wholesale
Doyon, Limited
Golden Heart Utilities
Kinross Fort Knox Mine
Lockheed Martin

GOLD

Alaska Executive Search
BP Exploration
Carlson Center
Design Alaska
Doyon Utilities LLC
First National Bank Alaska
GCI
Matson Alaska
Northern Star Pogo LLC
TOTE Maritime Alaska
Usibelli Coal Mine
WAL-MART Stores, Inc.
Westmark Fairbanks Hotel & Fairbanks Princess Riverside Lodge

SILVER

Ahna Incorporated
Alaska USA
Alaska Railroad
Ambler Metals
AT&T
Crowley Fuels Alaska
Everts Air Cargo, Everts Air AK
Exclusive Paving/University Redi-Mix
Fairbanks Daily News-Miner
Flowline Alaska
Gene's Chrysler, Jeep & Dodge
Golden Valley Electric Association
Hale & Associates, Inc.
Hilcorp Alaska, LLC
HUB International
Interior Gas Utility
JL Properties, Inc.
Key Bank
LifeMed Alaska
Lynden
MAC Federal Credit Union
McDonald's of Fairbanks
Northrim Bank
Seekins Ford Lincoln
Sourdough Fuel
Spirit of Alaska Federal Credit Union
Stewart Title Company
TDL Staffing
Tower Hill Mines-Livengood Gold Project
Trilogy Metals
University of Alaska Fairbanks
Verizon Wireless
Wells Fargo Bank Alaska



The Greater Fairbanks Chamber of Commerce represents over 650 business members throughout Interior Alaska. We work to advocate for the best business environment, promote economic strength and growth for Interior Alaska, and to develop the resources and networks enterprising people use to share knowledge.

Thank you in advance for your consideration of supporting Stage III of the Chena Riverwalk project in Fairbanks, and please feel free to reach out to us with any questions you have regarding our support of this project.

Respectfully,

A handwritten signature in black ink, reading "Jinnel Choiniere".

Jinnel Choiniere
President/CEO

A handwritten signature in black ink, reading "Angie M. Tallant".

Angie Tallant
Board Chair

Feb 11, 2021

To Whom It May Concern,

This is a letter of support for The Chena Riverwalk project. Fairbanks Soil and Water Conservation District has been an avid supporter of this project from its inception and will continue our support through completion and after completion. We firmly believe the project plays a significant role in the connection of the downtown Fairbanks walkways to the borough-wide trail system, as well as a way of introducing the public to the importance of the Chena River in our community as both a vital natural resource and an asset to the outdoor beauty of Fairbanks.

To date, through private and corporate donations, and funding allocations from the City of Fairbanks, Fairbanks North Star Borough, Fairbanks Fastplanning, State of Alaska Department of Transportation projects, plus foundation trails grants, the Chena Riverwalk includes pathways from Golden Heart Plaza to Peger Road at Pioneer Park on the south side of the river with six river overlooks, flower beds, decorative railing and about 19 zones with benches, trash receptacles, and picnic areas. It connects with the Pioneer Park and its boat and float launch area.

The project broke ground on the north side in 2013 with a riverbank restoration project at the Fairbanks North Star Borough building. The adjacent property is a privately owned business (The Big I) which embraced the Chena Riverwalk project by connecting the pathway along the river and adding a publicly accessible boat launch and picnic area while performing their own riverbank restoration project working with US Fish and Wildlife Service. Fairbanks Soil and Water was directly involved with this part of the project and we are proud of the assistance we provided.

As we are an agency that works with streambank restoration projects throughout the Fairbanks area, we know that the addition of the Chena Riverwalk to the Chena Landings Subdivision will offer riverbank stabilization at no cost to the Railroad Corporation while enhancing the value of the property creating greenbelt access and recreation to future landowners and tenants.

We encourage the Alaska Railroad Corporation to continue to work with the Fairbanks community by creating an open channel of communication with Fairbanks Fastplanning and community partners to approve the Chena Riverwalk plans so that Fairbanks can finally realize the completion of the Golden Heart Chena Riverwalk.

Sincerely,

A handwritten signature in blue ink that reads "Joni Scharfenberg". The signature is fluid and cursive, with the first name "Joni" and last name "Scharfenberg" clearly legible.

Joni Scharfenberg
Fairbanks Soil and Water Conservation District Coordinator



July 15, 2020

Alaska Railroad Corporation
Attn. Board of Directors
P.O. Box 107500
Anchorage, Alaska 99510-7500

Subject: **Long-Term Land Interest for Chena River Walk – Fairbanks, Alaska**

Dear Mr. Campbell,

The purpose of this letter is to respectfully request the Alaska Railroad Corporation (ARRC) Board of Directors convey a long-term land interest for the “Chena River Walk Stage III – Segment 1” project in Fairbanks, Alaska. As background, Fairbanks Area Surface Transportation (FAST) Planning is the State-designated Metropolitan Planning Organization for the Fairbanks area. We have dedicated Federal Highway Administration (FHWA) funding in our Transportation Improvement Program for this project and it is in the final design phase, anticipated to be ready for construction within a year. However, before construction can begin, a long-term land interest for the path alignment is required. We are at a critical decision point in the project’s development and need to know if ARRC is willing to convey this interest at nominal or no cost.

Below is a summary of the project’s history and discussions with ARRC:

- October 1987 – The Fairbanks North Star Borough (FNSB) passed Resolution (No. 87-099) requesting Local Public Interest for a strip of ARRC land 200 feet in width contiguous and parallel to the north bank of the Chena River within Lots 2, 3, 4, and 5 of the Chena Landings Subdivision.
- May 1990 – In subsequent discussions with FNSB, ARRC offered “...to transfer control to the FNSB this area along the river designated for greenbelt, trails, and public amenities by entering into a rent-free, long-term ground lease for this property...” This offer was accepted by FNSB Mayor Juanita Helms.
- July 1993 – ARRC indicated they “...agreed to provide the land needed for the trail system for only a small administrative fee and accept the ongoing maintenance responsibility for the bridge and the portion of the trail system site on the 80-acre parcel.” ARRC restated this commitment in a letter dated March 1994 with “...the Railroad will ensure land is available for the construction of the trail at no costs to the community...” and “ARRC will accept the ongoing maintenance responsibility for the bridge and the portion of the trail system site on the 80-acre parcel.”
- Until 2006, the project languished in search of construction funding, but the community and joint FNSB/City of Fairbanks Chena Riverfront Commission continued to pursue the project. In 2006 the Chena Riverfront Commission passed Resolution (No. 2006-2) “...strongly support[ing] the Festival Fairbanks Conceptual Master Plan for the development of a pedestrian walkway and bike path on the north side of the Chena River from Peger Road to the William Ransom Wood Centennial Bridge.”
- In September 2010 and February 2011, the FNSB and City of Fairbanks, respectively, passed Resolutions (No. 2010-44 & 4456) encouraging the Alaska Legislature to transfer the parcels of ARRC land to the FNSB.

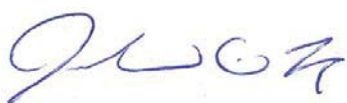
During this time, the City of Fairbanks also nominated the project for funding to our Federally funded Transportation Improvement Program (Resolution No. 4456).

- February 2011 – ARRC sent a letter to Senator Joe Thomas stating their commitment and support for the project and offered to issue a long-term land use permit at no cost to the community.
- January 2014 – The City of Fairbanks applied for this permit and accepted its terms and conditions by Resolution (No. 4604) in January 2014, including the maintenance responsibility for the path and ownership and maintenance responsibility for the pedestrian bridge over the Chena River.
- April 2014 – The City of Fairbanks received State funds for the Chena River Walk project. During the design process, it became apparent that additional design funding would be needed, and the amount of available State funds was insufficient to complete design and construction of the project.
- May 2017 – An FHWA-funded project start was initiated, and the City of Fairbanks continued design of a reduced section of the original State-funded project (Segment 1) between Peger Road and the existing utility/pedestrian bridge near Pioneer Park. Starting the project with Federal funds was not of concern at the time given the design work already conducted, and the possession of the permit from ARRC.
- Fall 2017 – Upon closer review of the permit issued, it was realized that the permit was not adequate to meet FHWA's requirements for an investment in a public transportation facility since a revocable, near-term expiring permit is not a secure land interest. The permit was revocable at any time and ultimately expired January 31, 2019. Further, the permit issued was for an 8-foot wide area, whereas detailed design revealed 30-50 feet of easement area was required to build the path. To construct the pathway 1 foot above the Base Flood Elevation as recommended, the footprint requires up to a 50-foot width.
- January/February 2020 – The Alaska Department of Transportation & Public Facilities (DOT&PF), as steward of the Federal funds submitted the proposed design and ROW easement request to ARRC. DOT&PF was notified by ARRC Realty that an appraisal was desired to determine fair market value compensation. ARRC further requested an appraisal consider valuation of the impact of any lots losing waterfront. DOT&PF was advised that only the ARRC Board of Directors had the authority to determine a conveyance of less than fair market value for the requested easement.

FAST Planning and DOT&PF understand and respect ARRC's rights as a landowner but make this request in the hopes the Board sees the enhancement the proposed path will add to your residential development of Chena Landings Subdivision and to the Fairbanks community as a whole. Acceptable long-term interests could be an easement or a long-term lease (preferably 50 years). Simply stated, our limited allocation of funding cannot afford to purchase this land at its anticipated fair market value. If a long-term interest is not secured at a nominal to no cost, as anticipated through the history of discussions on this project, it is very likely the path will not be able to move forward to construction.

We would be happy to arrange a project presentation at your next Board meeting, which may be the best way to discuss these issues. Please respond to this letter by August 15th to confirm receipt and let us know when the Board may be able to consider this request. In the meantime, if you have any questions or need any additional information, please contact me at jackson.fox@fastplanning.us or (907) 590-1618. Thank you for consideration of our request, and we look forward to working with you to move this project forward.

Sincerely,



Jackson C. Fox

Executive Director, FAST Planning

Attachments: City of Fairbanks Design Drawings and Right-of-Way Maps

FNSB Resolution No. 87-099 – *A Resolution regarding Local Public Interest in Alaska Railroad Land located along the North Banks of the Chena River* (October 1987)

ARRC Letter dated May 29, 1990

ARRC Letter dated July 19, 1993

ARRC Letter dated March 15, 1994

Chena Riverfront Commission Resolution No. 2006-2 – *A Resolution regarding the Bike Path/Pedestrian Walkway along the North Side of the Chena River* (September 2006)

FNSB Resolution No. 2010-44 – *A Resolution by the Assembly of the Fairbanks North Star Borough to Establish as a Legislative Priority, the Transfer of Parcel of Alaska Railroad Land, subject to any Existing Leases, to the Fairbanks North Star Borough* (September 2010)

City of Fairbanks Resolution No. 4450 – *A Resolution supporting the Nomination of an FMATS Transportation Improvement Program Project for Phase III of the Chena Riverwalk* (December 2010)

City of Fairbanks Resolution No. 4456 – *A Resolution encouraging the Alaska Legislature to Transfer Parcels of the Alaska Railroad Land, subject to any Existing Leases, to the Fairbanks North Star Borough through a Land Exchange or Other Method* (February 2011)

ARRC Letter dated February 7, 2011

City of Fairbanks Resolution No. 4504 – *A Resolution authorizing the City to accept a Land Use Permit from the Alaska Railroad Corporation to Construct and Maintain a Pedestrian/Bicycle Path on Railroad Property* (January 2014)

ARRC Land Use Permit No. 9837 for Chena Riverwalk Trail (January 2014), including Bill of Sale for Pedestrian Bridge across Chena River

Chena Riverfront Commission Letter dated November 13, 2019

Copy: FAST Planning Policy Board

Bryce Ward, FNSB Mayor

Frank Tomaszewski, FNSB Assembly Member

Jim Matherly, City of Fairbanks Mayor

Aaron Gibson, City of Fairbanks Council Member

Michael Welch, City of North Pole Mayor

Ryan Anderson, P.E., Alaska DOT&PF Northern Region Director

Alice Edwards, Alaska Department of Environmental Conservation Division of Air Quality Director

Comment Number	Commenter Name	Commenter Organization	Comment
1	Daniel Brower	Public	can we get an adult play ground (pull up Bars, dip bars. Etc) And make it accessible for elders as well. This will increase functional fitness for people using non motorized transportation.
2	Daniel Brower	Public	can businesses in town be encouraged to install adequate bike racks for folks or at least chill out on having bikes come into a business?
3	Daniel Brower	Public	can the busses use "fatbike" bike storage options. We have year round bikers in town and it's kind of a drag that I can't use the bus system and my bike cus my tires are to big.
4	Daniel Brower	Public	it'd be cool to see all of those stolen bikes that fpd has go to good use in the community like a program for kids to get into biking.
5	Cherie Bowman	Public	This is long overdue!!!! have been commuting for almost 10 years. Not only do Fairbanks and surrounding communities need more bike trails, existing bike trails also are in dire need of repairs. There needs to be better access to current bike trails as well, especially during the winter months. As a current student, I love that UAF clears snow on sections of the Farmers Loop trail for improved access to campus. This would be a great community project that would have a long-lasting impact, not only locally but worldwide
6	Eric Troyer	Public	I am very impressed with the thoroughness of this plan. It is detailed and clearly shows that a lot of thought and research went into the overall goals and selection of projects. If this commitment continues, we can slowly move forward toward making Fairbanks and the surrounding area more cycle and pedestrian friendly, which will help improve our physical and mental health, our finances, and our overall quality of life. Thank you!
7	Davin Rockstad	Public	I would like to see the Phillips Field road project prioritized. It is a highly used and very dangerous road for pedestrians and cyclists. Also, I did not see a plan for winter commute trails for skiing or biking in the winter. Connectivity with the trail system is important, as well as the use of the river and sloughs for possible transportation
8	Laurie Hueffer	Public	I would love the opportunity to take a look at the draft, but the file size seems to be prohibitive. Is there any way sections of the draft can be provided so most relevant sections can be downloaded individually? I have reasonable internet, but after 3 separate tries at different times of day on different days I'm leaning towards the belief it's more an issue with the file. Thank you
9	Peter Stern	BPAC	You did not fix all the instances of Wein Ave being misspelled. There are several locations regarding ideas for 1st ave, and 10th ave where it should be Wien Ave.
10	Bill Witte	Public	Inside and outside the FAST planning zone - Although my opinion is that they are safer and I use them when they are available, separated bike paths are generally not used by cyclists. Extra wide > 4 ft. shoulders seem to be more acceptable to cyclists and seem like the safer compromise (to me as a auto driver and cyclist).
11	Bill Witte	Public	Something should be done with the dead end gap at the end of the Sheep Crk bike path. Perhaps a wide shoulder bike path to the Ester Dome single track trails. So close, but that very short gap with limited sight lines is hazardous.
12	Bill Witte	Public	Perhaps approach Goldstream Bikes or Anne's Green house as a potential Drive to Bike parking lot. IMHO Anne's greenhouse is missing an opportunity for a summer cafe. Like Tacks Greenhouse was.
13	Bill Witte	Public	In general, you guys should approach local restaurants, cafes, pubs about funding bike paths that lead to/past their locations as a win-win - e.g., hotlicks on College rd is swarmed by bikes. Cycling to HooDoo Brewery should only be encouraged for those with a valid organ donor card.
14	Bill Witte	Public	Eventually a wide shoulder bike lane on Goldstream Rd to connect the aforementioned Sheep Creek bike path to the bike path that peters out at the Vallata.
15	Bill Witte	Public	Other exorbitant, big projects would be wide shoulders on Ester Dome Rd and Murphy Dome Rd.
16	Bill Witte	Public	Thanks for what you do. Suggestion - The non-motorized plan is great but very hard to read online and I'm not going to print it out. Perhaps keep as a pdf but include more hyper links so it's easier to move around the doc and view maps.
17	David A. James	Public	What I posted to the News-Miner Facebook page, this a general statement, not plan-specific.

- | | | | |
|----|----------------|--------|--|
| 18 | David A. James | Public | As a cyclist and driver my preferred option is wider shoulders rather than separate bike paths. I feel more visible to drivers since I'm (hopefully) integrated into the flow of traffic. Meanwhile it mostly makes the roads safer for vehicles as well since it offers room to clear out of the lane in a breakdown or other situation that requires pulling over. It also opens up visibility, which is a good thing when a moose runs out of the woods. They can be spotted sooner. And maintenance is simply part of the broader road maintenance. No need for special equipment or extra hours clearing a pathway. Shoulders are a better way to get the support of those who don't ride in my view. The downside is that some drivers do go faster, but nothing comes without some negatives. |
| 19 | David A. James | Public | The one place where an isolated bike lane makes a lot of sense is on expressways. The one on the Johansen definitely makes it generally safer for all parties. But on a road like Farmers Loop, I prefer the shoulder to be seen by drivers. With all the side roads feeding into it, the bike lane is often overlooked by drivers. I know the community along that road uses the lane extensively, and I am not opposed to it being there. But looking elsewhere, I would think road widening would garner a lot more support while mostly delivering the same benefits. |
| 20 | Sarah Durand | Public | I love the concepts to make biking safer. I am an avid biker in the summer and traffic is my main concern. I try to bike in the winter but my biggest road block there is unmaintained roads and bike paths. The bike path connecting Steelhead to Loftus does not get plowed all winter. I still choose to use it and push my bike because biking along Geist is dangerous. One thing I think should be evaluated better is design for plowing snow. It kind of seems like the folks who do the snow removal have never actually walked or ridden a bike in Fairbanks. They have no frame of reference to make it safer. Designing a bike path or sidewalk that is easier to maintain so that maybe it will actually be maintained would be a good addition to this plan. Crosswalks with flashing pedestrian lights like the one on University is great. It would be good to see more of that. If more bike lanes will be put in alongside traffic as discussed in the plan it would be good to also paint a bicyclist outline in the bike lane so drivers understand what the space is designated for. Thank you for striving to make Fairbanks more pedestrian friendly. |
| 21 | John Schauer | Public | I have reviewed the Draft non-motorized plan, and am supportive of projects that increase access to and safety of bicycle and walking routes throughout the borough. One item that I found missing in all discussion of non-motorized routes is the consideration of low speed electric bicycles. I strongly feel that pedal assist e-bikes with motors of less than 750 watts be specifically included in definition of non-motorized transportation on all trails and paths designated for bicycles. In 2016, the municipality of Anchorage amended its ordinance 2016-67 (https://library.municode.com/ak/anchorage/ordinances/code_of_ordinances?nodeId=777025) to classify low speed electric bicycles as bicycles, and to permit their use on all bike paths and trails. In 2019, House Bill 123 (http://www.akleg.gov/PDF/31/Bills/HB0123A.PDF) sponsored by a representative from Fairbanks was introduced to the Alaska legislature to clarify that low speed electric bicycles should be classified as bicycles, and not as motor-driven cycles or motorized vehicles. Unfortunately, the bill died in committee. Last year, federal policies in lands managed by Department of Interior (NPS, BLM, USFWS, BOR) introduced new regulations allowing low power pedal-assist e-bikes to be used on non-motorized trails and paths designated for use by bicycle. |
| 22 | John Schauer | Public | The rapid rise in sales and popularity of eBikes in the past decade requires the consideration of appropriate regulations and codes, as the term can have different meanings to different individuals. There are "high speed" cycles powered by electric motors that do not belong on non motorized paths. Some are electric motorcycles. The standard adopted by the industry and many states, municipalities and land managing agencies classify low speed electric bicycles into three classes as follows: Class 1 - less than 750 watt electric motor, maximum assisted speed of 20 mph, pedal assist only, no throttle. Class 2 - less than 750 watt electric motor, maximum assisted speed of 20 mph, may have throttle and pedal assist. Class 3 - less than 750 watt electric motor, maximum assisted speed of 28 mph, pedal assist only, no throttle. |

23	John Schauer	Public	The maximum assisted speeds of class 1 and 2 eBikes are comparable to speeds achieved by fit conventional cyclists on commuter and mountain bike trails. Highly fit cyclists on road bikes can achieve the assisted speeds of class 3 eBikes.
24	John Schauer	Public	Allowing and promoting use of low speed electric bikes on non-motorized routes achieves several of the benefits outlined in the plan. Reducing barriers such as climbing long or steep hills, sweating excessively from exertion, and decreased fitness levels in aging riders helps to encourage bike commuting, errands, and recreational riding by less confident cyclists. Health and air quality benefits also arise as more riders replace trips by motor vehicles with non-polluting eBike rides.
25	John Schauer	Public	I strongly urge plan developers to expressly permit the use of low-speed electric bicycles on all paths and trails designated non-motorized.
26	Brian Charlton	Public	Page 3 say College Way rather than College Rd.
27	Brian Charlton	Public	In the improved connections goals it would be nice to say something about identifying additional paths/routes to reduce commuting time and use of paths. Is the Chena River a major generator? Can the generators be listed in the plan?
28	Brian Charlton	Public	How will all of this updated inventory data be shared?
29	Brian Charlton	Public	Consider winter use of paths for snowmachines/skis. Make space for motorized on/near paths especially on perimeter areas so folks can access open areas without having to trailer. These users also want to access other locations from neighborhoods.
30	Brian Charlton	Public	Promoting awareness should include wayfinding maps, promotion of the bikeways and exercise routes, downloadable maps that work with various apps/gps.
31	Brian Charlton	Public	Consider adding trails to this plan, such as routes through Creamer's Field (which should be added) going east-west and north-south.
32	Brian Charlton	Public	Great work on this!
33	Melissa Osborn	Public	I'm curious about why my neighborhood, Goldstream, isn't within the boundaries of the MPO. The area is in need of non-motorized planning efforts, many of my neighbors commute by bike to/from the greater Fairbanks area each day. Many of the issues being worked in this plan update are applicable and relevant to my neighborhood.
34	Ms. Jo Woodward	Public	Greetings...To Whom it May Concern: I skimmed the data and viewed the map w/toggle options. I agree but opt that Fairbanks Fast Planning incorporate a bike path to Sheep Creek, Ester, North Pole (esp. to Badger & Old Rich exits asap) and even as far South as Salcha and Fox. Bicycle riding and ATV are a must have and do if communities are going to continue to be settled in the perimeters of Fairbanks and w/in one hundred miles. ATV are a must have at the present or a ski machine to get to and from some land locations. I suggest you view what many metropolitan lower-forty-eight cities have incorporated. Though ATV would never be acceptable there except in a few mountainous areas surely. One hundred miles in each direction of Fairbanks is both short and long term planning.
35	Ms. Jo Woodward	Public	Mac' bus line is merely an in Fairbanks transportation bus line. If there were bicycle storing hubs and any bus stop nearest the communities mentioned e.g. salcha, North Pole, Badger Road exit, Ester, Sheep Creek, etc, that would be helpful for any shopping and city visiting conveniences to take the bus from the first bus stop into Fairbanks and a time save for the ATV, bicyclist rider. Thank you for all you are doing for the Fairbanks, FNSB and surrounding areas concerning Non-Motorized Planning. Thank you again. ...
36	Haley McCaig	Public	These projects are great, but they're only as great as the snow removal practices of the various entities responsible for them are. It's so frustrating to be out and see these gorgeous pathway along the river and elsewhere that are hardly touched until all of roads are clear. Motorized vehicles continue to be the priority.
37	Haley McCaig	Public	This prioritization practice of motorized vehicles is far from equitable. There are TONS of people in this town who don't/can't drive and still need safe routes for travel to work/school/food/etc. This lack of equity is currently being exasperated by the fact that the already limited public transportation available in town being disrupted by COVID-19.
38	Joseph Cowell	Public	I am opposed to another dime being spent on bike trail till: 1) They pay taxes on tires and licenses. Why do Vehicle operators need to pick up there cost. 2) it is a ticket able offence to ride on roads when a trail is provided. I'm tired of going out Sheep Creek Rd and Bikes are ride in the lane. some times three abreast.
39	Catherine Berne	Public	Link to article "winter walking and biking"

40	Catherine Berne	Public	I read the article in the Fairbanks Daily News Miner this morning (3/14/21) about this ongoing effort. I remember filling out a survey on these topics several years ago and had not known what had become of them nor the effort. I'm glad to see that the effort is continuing and to have been able to skim the plan.
41	Catherine Berne	Public	I want to see a more walkable Fairbanks -- including satellite grocery stores with the basics in downtown areas and in South Fairbanks neighborhoods that residents could walk to in order to purchase staples and produce.
42	Catherine Berne	Public	I own a vehicle yet choose to walk to work daily and have been doing so for over 20 years. A walk is a healthy choice and can be a relaxing way to begin and end a work day-- most often it is. In winter, it is far easier to dress warmly and walk in the crisp beauty of winter than it would be to start up a cold vehicle and drive, park, plug in and then do the same with a cold vehicle at the end of a work day.
43	Catherine Berne	Public	My comments here concern the issue brought up in today's newspaper article about how to make Fairbanks walkable and bike able even in winter. Unkept sidewalks in our city are an increasing problem; homeowners are not clearing the sidewalks in front of their homes as they once did and I am frequently left to trek through deep snow or walk on very uneven ground on my walk to work. I'm fit and healthy and can break trail on a walk to work but I think about the many people who are not as active as I am who are precluded from walking because of these terrible conditions not to mention anyone with a cane, walker, or less steady gait who simply could not navigate such a walk at all.
44	Catherine Berne	Public	Is there a City Ordinance in place that expects home and business owners to clear the areas in front of their property for the good of the community? I think there is. It should be an expectation. If this could be positively promoted and taken seriously (and enforced when necessary), the work of the City, Borough, and State to clear the areas under their responsibility would combine with that of citizens to make Fairbanks much more pleasant and walkable year round.
45	Catherine Berne	Public	Unfortunately, it seems, people often cannot be bothered even to clear snow off of their cars before they drive anymore so getting people to shovel and clean up their own property when snow falls may be a pipe dream. But, I think it could be done with a positive campaign, encouragement, and the incentive and pressure of community. One neighborhood at a time, neighbors could make this kind of thing a reality and get to know each other in the process. An elderly neighbor who can't do this anymore? Let's expect to be the kind of community that pitches in to help with that.
46	Catherine Berne	Public	I completely appreciate and support this effort to make Fairbanks a walkable community. Thanks for the work and the opportunity to comment.
47	Travis J Naibert	Public	The "Vision" chart starting on page 10 is a lot of words and is not very easy to read. A lot of the goals start out the same way, with "Develop and implement..." or "Plan for and Provide...". I suggest reorganizing the chart under more broad headings, such as "Safety", "Connectivity", "Business access", "Maintenance", "User Group Inclusion", and then making clear and concise goals under each heading. If I am a plan user who is interested in safety, for example, the current chart doesn't immediately make it clear what goals promote safety.
48	Travis J Naibert	Public	Some of the objectives are repetitive. If an objective corresponds to more than one goal in the chart, maybe that objective is actually a goal. Many of the objectives seem like goals and some of the performance measures also seem like goals. Becoming a Bronze city by the League of American Cyclists should be a goal, not a performance measure, and the steps to become a bronze city should be included in the plan.
49	Travis J Naibert	Public	This style of chart may not be the best way to communicate goals for the plan.
50	Travis J Naibert	Public	Beyond the specific projects listed in the non-motorized plan, the "Visions" are really the meat of the plan and will direct future planning ideas, so getting this section correct is really important.
51	Travis J Naibert	Public	The first 32 pages seem like an executive summary, but the plan never actually uses those words. The "Introduction" section starts on page 33. It is a little confusing as a reader.
52	Travis J Naibert	Public	Having multiple maps with each of the priority level projects would be easier to read than having all the the priority levels on just one map.

53	Sarah Boger	Public	A lot of non-motorized planning in Fairbanks seems to be only nominally centering pedestrians while being much more catered towards cycling. For instance, narrow pathways that really can't be shared well between cyclists and pedestrians, particularly in winter; the elimination of useful pedestrian overpasses and replacement with crosswalks featuring stoplights; the many areas of town where shoulders are treated as sufficient (okay but not great for cyclists, outright hazardous for pedestrians); and excessively long spacing between crosswalks in many busy areas, leading to jaywalking. Very little of Fairbanks is truly walkable. In seeking to build a culture of sharing roadways, sidewalks, and trails, please make sure not to treat pedestrians and cyclists as a single group with shared interests, because they are not. The interests of cyclists, drivers, and pedestrians can all come into conflict, and as long as Fairbanks centers mainly drivers and cyclists in its planning, it will remain a hostile and hazardous environment for pedestrians.
54	Travis J Naibert	Public	On page 31: "Eighty percent of respondents to the public survey noted that lack of maintenance is a barrier to walking and cycling in the region." This should be one of the primary takeaways from this whole plan. We need more bike/ped infrastructure, but the infrastructure we have also needs to be maintained and upgraded if we really want to promote more non-motorized transportation. Infrastructure maintenance should be highlighted more strongly in the goals table on page 10-12.
55	June Champlin	Public	I have tried to comment on the map without success. No blue box appears. So . . . I live about a block west of the Peger Bridge and walk 4 times per week to the Carlson Center. At least I did before the total lack of plowing has made the path on west side dangerous and almost impassable. (The Borough is responsible for maintenance on east side of bridge and they do a good job.) HOWEVER, the State is responsible for maintenance on west side and they have stopped doing so altogether. A fortune could be spent enlarging and improving the area for sure. However, simple winter maintenance would be far more inexpensive and improve the path immensely. State Maintenance Dept has been called about lack of plowing and pictures have been submitted to them. No change. Dozens of people walk under the bridge to and from the Taku neighborhood. Everyone is forced to navigate this very dangerous section of "bike path" where no snow removal has occurred and great chunks of snow have been lobbed onto it during snow removal on Peger Road. Something has to change!
56	Brooke McDavid	Public	I would like to see in the plan which paths are currently maintained during the winter, and where additional winter plowing will be prioritized in the future. Chena Pump and Farmers Loop bike paths would be so wonderful to be able to use for jogging and biking in the winter but they aren't maintained.
57	Rachel Lekanoff	Public	Make College Road a Complete Street with three vehicle lanes, bike lanes, bus pullouts, and pedestrian crossings.
58	Don Kiely	Public	I tried to use the interactive map to comment specifically on HP-23, the College Road Complete Street project. But I could only get the pedestrian crossings project box when I clicked the blue line. So I hope it's okay to comment here. I *strongly* urge you to go forward with this project. College Road is hard and unsafe to drive, particularly when there are a mix of vehicles and pedestrian/cycling traffic. Without turn lanes, traffic is often snarled, waiting for a long line of cars blocking the left-turning vehicle. Sidewalks are too close to the lanes. And the list goes on, as you well know. For such an active arterial that is so critical to the huge residential and commercial sector that it serves, it is a travesty. Thanks for considering it again! I hope the result is better than a few years ago. And for the record, I also support HP-11 for more and better pedestrian crossings on College Road, as it fits in with HP-23.
59	John Perreault	Public	I appreciate the research put into the snow removal and winter maintenance memo. It is my hope that a multi-agency coordinated effort can improve the clearing of non-motorized pathways, in particular around population and business centers, and along primary connection routes. More people will use consistently cleared and maintained pathways if they are available.

60	Dana Truffer Moudra	Public	I highly support crossings at College Road. Two years ago my daughter was taking lessons at Artisan's Courtyard and our retired friends lived on PJ Loop directly across, but I never asked them to walk on over, or her, as a tween, to walk over to them, because crossing College Road was just too dangerous in my mind for either people who are a bit on the slow side, or kids. I skimmed through your very large and comprehensive document. I was surprised to see Roland Road, off Chena Pump Road, marked as having 4-foot wide shoulders. There are no shoulders on Roland Rd. My other child, who is a teenager, who biked the Denali Hwy from Fairbanks, is afraid on Roland Road and stays away, and rightly so. I actually think that you should pay a bit more attention to both Roland Road, Chena Point Road (I have to admit I don't know how that one is for biking) , and Old Chena Ridge Road-- all three of these roads (mainly the first two, I think) are gateways for bicyclists from houses on the inside of the Chena Ridge-Chena Pump loop. In other words, most of the people from those houses would go down the hill to one of these roads in order to get to Chena Pump. As such, I think Roland Road is pretty important, and should figure in your longer-range plan. Additionally, people somehow have to cross Chena Pump Road. By the time one gets to Chena Pump at Old Chena Ridge, there is a lot of traffic on Chena Pump, and a crossing signal would be a lot of help. (But perhaps the transportation department will put an actual signal there, as there are accidents there periodically.)Thanks for your work, Dana
61	Alex Gagne-Hawes	Public	Once again I am confronting how circuitous and unconnected Fairbanks's poorly-plowed streets are. I'm glad to see projects proposed to fill some of the gaps. The crash data and bike advocacy report cards are appalling. Please fix these roads!
62	Alex Gagne-Hawes	Public	While there are many individual problems, concerning safety, that should be dealt with first, I'm still concerned over an approach to aesthetics and pathing where after the road is built, the public gets to pick their wrought-iron fence on the perimeter of an unchangeable and unusable commuter highway. Often they don't even get a fence or shoulder. If the choice is bicycle improvements or fancy fences keeping people off Airport, then sure keep the jersey barriers. But the jersey barriers and metal pole bollards confess a deeper lack of care. You could move all this stuff in a day with heavy equipment. It's enough to block cars with something people can't lift.
63	Alex Gagne-Hawes	Public	Underneath and surrounding, the sea of asphalt stretches out. Eventually, like in Old Steese or Downtown, you can't fix with diversion. It becomes clogged and potholed without ever gaining any decoration or maintenance. All across town are roadblocks, barriers, and walls of the crudest and most visually offensive materials. Even wayfinding materials would go a long way to improve these blights.
64	Alex Gagne-Hawes	Public	It's at this point that the whole thing seems just broken. It's ugly, it's intentionally hostile, and it's intentionally subverting use. The whole of the thing was funded by the Federal government and it makes life worse for the people on the ground. How many people need to write essays and public comments, over literal decades, to get a second pedestrian railway crossing? You have the crash data, the public comments, what's missing?
65	Alex Gagne-Hawes	Public	A penny's-worth of safety fixes, a few signs here and there, some thousands of thermoplastic, and you can at least tell people how to avoid the mess. But where is the design or artistry, after all the lavish funds are spent? Where is the art? Can we really only pick what stake sticks out of the barriers keeping us away from carspace, with no hope for intelligence, innovation, or anything other than highway guidelines stamped down, caging the people and poisoning them with particulates, aerosols, and (still!) asbestos dust. Year round, because your wide asphalt stretches bake in 20-hour sun and start holding gas vapors. The floral arrangements on Airport are great and that kind of detail should be in every project. Flowers aren't enough in the Arctic, when they die, there is nothing except fencing and concrete. They only live 3 months, I want more.
66	Alex Gagne-Hawes	Public	There could be many more roads in Fairbanks that didn't make their neighborhoods measurably worse. Please start fixing these problems with loving eyes and art.

67	Susan Bissell	Public	Fairbanks relies heavily on shared bicycle/pedestrian facilities, both in current infrastructure and planned projects. Page 23 of the Existing Conditions and Needs section, Sidewalk Riding states: "According to the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (2012), a bidirectional path should be 10 feet or wider, often as much as 14 feet wide. It specifies that in very rare circumstances, a reduced width of 8 feet may be used." It is rare to see even 8-foot shared paths in Fairbanks. Those 8-foot paths shrink to 4 feet or less in the winter. This is an issue because most riders in Fairbanks ride on the sidewalk, and riders who do ride in the street or on the shoulder are often subject to abuse by drivers who think cyclists belong on the sidewalk. I am a supporter of shared paths in places like Fairbanks, where winter maintenance concerns would make separated, dedicated bike lanes difficult. However, they must be wide enough for cyclists and pedestrians to pass each other safely (and, ideally, marked to show direction and type of traffic). If Fairbanks wants to continue using shared paths, I believe we need to make a commitment to do it the right way.
68	Chris Miller	Public	I did review the plan and in general it seems to capture my concerns and goals to improve the networks for peds and bikes. I am an active Ped, and the disconnected network that drops me in various places with no good choice but to walk in a higher volume road should be a priority. Lets CONNECT what we got.
69	Chris Miller	Public	Today's example was the ped bridge at Pioneer Park that goes to the railroad property by the hotel. It leads to a low volume road, but when you get to Peger or Phillips Field, you are stuck on a shoulder at a relatively busy intersection with lots of turning movements. I will look to see if that intersection is on the list. I would be happy to review projects in more detail, and I am happy there is a bike/ped committee that looks for the non-motorized traffic even if we are only 10% of all traffic.
70	Aaron Majors	Public	Some of the improvements make sense but the largest improvement would be more walking paths with a good view in a safe area. Bike paths in the road will become a place where people get hit or nearly hit unless there is a barrier. We have too many people that won't slow down or use proper following distance. Maybe 60 years from now we can get there but in the meantime use reinforced barriers, raised paths, or deep ditches to separate them. Having witnessed inebriated individuals in action on the road, the people need protection! Some of walking paths that get used regularly get trashed or covered in dog feces every year such as the sidewalks from Alaska Land to the Carlson, Cramers Field i.e...
71	Michael Florens-bolton	Public	I believe there is a need for a bike path along Yankovich, connecting the bike path that ends by the UAF Large Animal Research Station all the way to the end of Yankovich where it connects with Ballaine Rd. There are a lot of cyclist and joggers through out the year, and there is not enough room for motorists and them, creating a large potential for a motor vehicle accident or pedestrian hit.
72	John Estle	Public	My general comments are that there are many roads around Fairbanks that have considerable motorized and bicycle traffic which are devoid of functional shoulders, or have very narrow shoulders. This makes the roads unsafe for motorists with or without the presence of bikes, and makes these roads much less safe for motorists and cyclists when both are present. Examples of such roads are: Goldhill Road, Miller Hill Road, Yankovich Road, McGrath Road, Old Steese Hwy (Farmers' Loop to Fox), Hagelbarger Road, Phillips Field Road, most of Ballaine Road, most of Goldstream Road, Steele Creek Road, Birch Hill Road, Skyline Drive, Sky Ridge, Steese Hwy and Elliott Hwy north of Fox, etc. Safety for ALL users would be greatly enhanced by rebuilding these roads with shoulders wide enough (minimum 6'-10') to accommodate cyclists, runners and other non-motorized users with at least some distance between vehicles and non-motorized users. That is not to mention that the shoulders should be maintained, year-round, to provide a safe place for cyclists to travel off the motorway.

73	John Estle	Public	Construction of recreational paths along narrow roads without the simultaneous addition of wider, more functional shoulders is NOT a good solution, as it still leaves the roads in an unsafe condition for motorists and non-motorized users who choose to use the road LEGALLY because, for them, using the separated recreation path is unsafe or impractical due to speed differences between users, or due to the lack of consciousness on the part of recreation path users that there are other users than themselves. Perfect examples of this non-solution are McGrath Road, Miller Hill Road, Yankovich Road. Along those roads, any cyclists traveling much over 10 mph are much safer on the road than on the recreational path with users who are walking at 2-4 mph (and perhaps not paying attention to other users) and with little kids just learning to ride bikes swerving back and forth across the path, etc.
74	John Estle	Public	Farmers Loop, which has wide shoulders and a separated bike path is a better solution. Of course, it would be a MUCH better solution if the shoulders were labeled as bike lanes, and if signs were added informing drivers that cyclists have the right to use the road, and that vehicles should stay at least 6' away from cyclists when overtaking them, and if the shoulders were occasionally swept of gravel, glass and other debris.
75	John Estle	Public	Most bridges in Fairbanks (University Ave, Peger Road, Cushman St., Barnett St., Wendell St.) have very narrow sidewalks which are very scary for cyclists -- and which make passing one another impossible for cyclists and pedestrians (especially with strollers) going in opposite directions. Cyclists who feel the need for self-preservation are unlikely to ride on such narrow paths.
76	John Estle	Public	There are many streets in the City of Fairbanks where the existing non-motorized infrastructure (sidewalks) are insufficient to accommodate any users other than pedestrians. Make sidewalks wide and add bike lanes in the city.
77	John Estle	Public	My one project specific comment regards the reconstruction of a separated recreation path along Ballaine Road between Farmers Loop and Goldstream Road (MP-5, MP-31). As was the clearly demonstrated in the years following its initial construction and subsequent reconstruction (in the 1980's), this is a complete waste of money. The soils in the Goldstream Valley (and other areas along the route) are such that the recreation path is guaranteed to disintegrate and become unusable very shortly after it is created. A much better solution would be to rebuild the whole road (employing all possible permafrost damage mitigation practices) with wide shoulders. If that is done, there is at least a chance that when the road inevitably will have to be repaired or rebuilt, that non-motorized users would benefit. If a separated recreation path is built, and disintegrates shortly thereafter, it will be 20-30 years before the recreation path rebuild reaches a high enough priority to get reconstructed -- and in the meantime non-motorized users suffer, and motorists have less safe conditions, too.
78	Charles whitaker	Public	Farmers Loop area needs to have enforcement to keep 4 wheelers off the path and just as important, off the shoulders of the path. The river rocks 4 wheelers throw onto the path have forced bicyclists and roller skiers out onto the road. The path also needs more consistent sweeping throughout the non snow seasons. Perhaps DOT can partner with some youth groups for this?
79	Charles whitaker	Public	Lastly,when they build or repair these facilities the quality of the blacktop is important. Please let DOT and contractors know that a smoother surface is much more enjoyable
80	Jason Faris	Public	The greatest area of concern and frustration that I have for " Transportation Independence" is lack of realistic funding for maintaining, clearing , and plowing what we currently have on a year round basis with in a reasonable time frame, especially during the winter months as the paths basically become unusable for many days after snow events or road side plowing that piles snow onto path surfaces. I hope that we address the current needed maintenance before adding new, and or improving existing paths with a clear and realistic plan for a multiyear budget that accounts for the needed equipment and personnel for keeping the surfaces to a minimum standard year round.
81	Lori Weedon	Public	Make College Road a Complete Street with three vehicle lanes, bike lanes, bus pullouts, and pedestrian crossings

82	Ron Inouye	Public	Thanks for improving the non-motorized infrastructure. This comment doesn't relate to any specific project under review. I urge better signage for the paths converging at the Chena River on Peger Rd. Many walkers and bikers get lost and wander through the Riverview subdivision unaware the bike path parallels Peger Rd. at the bridge.
83	Jennifer Gleason Schmidt	Public	Thanks for all the work on this exciting document. 1) I would like to see more input and projects that would provide safer corridors for children and teens to get to their neighborhood schools and playgrounds, soccer and baseball fields, libraries, and other activities (i.e. JP Jones Center, Boys and Girls Club, etc. For instance, a less travelled side street (not 17th or 23rd) could be designated a bike street and have some split speed bumps. The same could be done near Denali School, in the Wood River School area, in North Pole, in Hamilton Acres. Getting children riding safely would increase the number of future riders. Perhaps students could earn a safe rider license in order to ride their bikes to school.
84	Jennifer Gleason Schmidt	Public	2) There are a few critical high accident areas where bike bridges could be justified. University Avenue/ Johansen area is one. It is pretty daunting to ride from North Pole City to the bike trail along Badger Road. Also, the area around College Road and the Johansen is confusing for new riders and drivers are looking about 6 different ways at once.
85	Jennifer Gleason Schmidt	Public	3) I would like to see a cross country ski trail along the river in town. I love to see photos of Scandinavians skiing to work and school. In Fairbanks, people love walking along the river, summer and winter. If visitors could ski along the river bank, or people in Riverview or Hamilton Acres could ski to work downtown, it would liven the atmosphere of downtown in the winter, and could make downtown a destination for a short ski to the Childrens' Museum, a coffee shop, a restaurant, etc.
86	Jennifer Gleason Schmidt	Public	4) I saw no mention of air quality in the plan, but reducing the number of vehicles on the road will contribute to the reduction of PM2.5 air pollution.
87	James Fox	Public	I encourage priority be placed on providing safe access routes to all schools so that students can walk or bike easily and safely to and from school each day. This will involve assessments that can be conducted by engineering firms overseen by DOT. In the past federal funds have been available to do the assessments and implement recommendations. Providing safe non-motorized access to schools along with encouragement from the community will lead to healthier and happier young people.
88	Brian Keelean	Public	Thank you so much for your email and attached copy of the Plan! I have read the document, it's a lot to digest! I support the direction of the plan, am disappointed that it looks like Chena Ridge is outside of the Plan's scope, I would love to see improved right-of-way acquisitions and a bike lane to the top of Chena Ridge. I'm sure that would be costly beyond any possibility of accomplishment, however, and will remain a dream. We are interested in and excited about the possible Lacey Street project, however. And one thing I'd like to mention, which is probably already on your radar. That is the Steese Highway/Johansen Expressway interchange that is slated to be constructed in the coming years. It would be great to see Fast Planning take a proactive approach to ensuring that the project allows for adequate infrastructure to accommodate non-motorized traffic around that area. A bike path north along the Old Steese connecting to Farmer's Loop would be an integral part of that.
89	Eric Troyer		This path definitely needs work. In the spring or at other wet times, parts of this path just north of Goldstream Creek are under water and unusable. If that is solved, it will really improve this. And while this is not a big worry, I do want to say that I hope this path will not be plowed in the winter. We have many winter trails in the Goldstream Valley. Trail users use this path to connect trails. Without a snow covering in winter, this path would not be usable for many types of users.
90	Eric Troyer		Glad to see this on the plan. I bike this periodically and this section is kind of dicey because of the high auto traffic volume and relatively high speeds.
91	Eric Troyer		I hope this project will include an underpass so that people can access the bike/ped path on the west side of Peger Road without having to cross the road.
92	Eric Troyer		Yes! This would be an excellent addition to our non-motorized infrastructure.

- 93 Eric Troyer It would be nice if the separated path could extend all the way from Yankovich Road to the Goldstream Valley. The "folkway" along the south portion of Ballaine is nice, but portions of it are not very usable for some cyclists because the surface is unstable, especially on the hill. The north side of Ballaine hill has no separated bike path, so that would be appreciated.
- 94 Savannah Fletcher I'd love to see the FAST Plan include a high-priority plan to build a separated path between the Sheep Creek/Tanana Drive path over to the Parks Highway separated path. That (roughly) half a mile stretch between the Highway and Sheep Creek path is dangerous due to there being nothing more than a shoulder (which vanishes in the winter), but it is a critical connector for anyone commuting to UAF/Goldstream from Ester/Gold Hill/Chena Ridge and it sees a lot of traffic.
- I personally use it regularly when biking with my dogs, running, or skiing, and it is always the scariest part of my ride and has at times been a deterrent to going by foot/bike/ski to access the trails over there (I live off the Parks Highway not too far away). I think if we want to encourage more non-car commuting options and make our trails safer for all users, then creating a separated path for that short little connector stretch is a no-brainer.
- 95 I love the path along first ave!
- 96 I would like to see the Airport Road projects cover all of Airport Road, from the Steese to the airport. There isn't much on the plan east of Cowles. This will not address the lack of access to Lathrop High School or the narrow, fenced sidewalk sections that are too narrow for a bike and pedestrian to pass each other. For business access, I would like to see bicycle and pedestrian routes on both sides of Airport Road.
- 97 The gap between the end of this project and the Dartmouth Road project is concerning. The sidewalk is very narrow here. I would also like to see better access to the Chena Pump Plaza.
- 98 It would be great if some secure, long-term bicycle storage (indoor or outdoor) could be arranged as part of this project. Something like this <https://www.mbt.com/bikes/bike-parking> would be ideal, but any secured, enclosed area would be great.
- 99 I would like to see some secure bicycle storage added as part of a downtown project. This could be co-located with the transit center.
- 100 Safe access for bicycles and pedestrians to the shopping center should be a high priority, as well as sidewalks along Merhar and access between the different parts of the shopping center.
- 101 Access into the shopping center would improve safety in this area. I would also like to see a pedestrian crossing put in between the Walmart side of the shopping center and the Home Depot side.
- 102 I would like to see a traffic signal coming out of Costco. The driveway is extremely dangerous for bikes and pedestrians.
- 103 As part of this project, I would like to see better signals for people crossing Geist from north to south along University. The vehicles in the right hand turn lane (facing east) do not start to slow down until they are already in the crosswalk, and the vehicles in the other lanes block the view of the crosswalk. I've had numerous close calls here, especially in winter when the crosswalk isn't visible.
- 104 Yes! This connector is much needed.
- 105 I love the different projects here. Better access is needed on all of the routes around this interchange.
- 106 I was really happy to see this in the plan! I love biking to Tanana Lakes and this will make it much safer.
- 107 Crossing Lathrop from the bike/ped path to the frontage road is awkward, not intuitive, and dangerous. I would like to see it rerouted to cross at the intersection (where vehicles are more used to seeing a crosswalk), or add some pedestrian crossing lights like the ones across from the library.
- 108 Thank you for this! The sidewalks on both sides of Airport and Cushman are narrow and not wide enough for a bike and pedestrian to pass each other. The entire section from Gillam to the Steese could be improved (north and south sides of the road).

- 109 Cam Webb For me this is the highest priority of all. Since Wainwright closed bike access due to Covid there is no way to cycle from Badger area to town except on the highway, which is dangerous and not fun. A cycle path on the north side of the Rich would be great. Thanks!
- 110 Cam Webb This would be good, but the road is wide and not too scary on a bike. BUT... the section of Nordale south of Peede _is_ scary - narrow in winter and cars going 50. This is the route to the closest bus stop from that intersection.
- 111 Cam Webb As with other comment, Peede is pretty safe - wide. But _Holmes_ is a nightmare on a bike: narrow, and cars doing 45 Or 50. In the winter when the Badger cycle path is not plowed, Holmes is the main way to get to Fairbanks, via Wainwright's Badger Gate. Widening Holmes would help a lot.
- 112 Claire I would like Phillips Field Rd to be High Priority, not medium. This road could be the most direct/best way to get from the university area to downtown, but it is so unsafe right now with big trucks and no shoulder. It needs a separate pedestrian/bike path. As it is, going from Johansen to Peger to Airport to downtown is neither pleasant nor as direct as Phillips Field would be. It would help tie west and east sides of town together. There are also many businesses on Phillips Field itself that would be nice to access safely by bike!
- 113 In theory this path will be nice, but this section of the river is often fairly flooded in high water periods and it is concerning to remove greenery that helps reduce the extent of flooding to create a path that is basically a redundancy to that on the south side. Depending on the location of this path, upkeep may be pricey due to flood damage.
- 114 The reason for moving the road toward the river is very unclear. I think the location is nice and direct now as a route from downtown/University West, but needs *major* improvement to make this more bike and pedestrian friendly. Riding on the shoulder is terrifying. Once this is done, the planned path on the North side of the river will not be needed (at least for commuting purposes).
- 115 Even more important (should be high priority) is making sure the underpass on the south side of the river is passable. This is frequently flooded and leads to dangerous bike/ped crossings of Peger road.
- 116 The Farmers Loop bike path is often rocky in the summer (especially the Eastern portion) due to the grade of the road and use of 4-wheelers and ATVs on the path and between it and the road. This makes it dangerous to ride on anything other than a mountain bike and shifts bike traffic to the road. Enforcement of non-motorized use and designating sweeping would be extremely helpful.
- 117 Periodic wintertime plowing of the Farmers loop bike path would make biking and walking much easier, especially removing some of the bulk of snow that occurs at road intersections and driveways that turn into very steep piles that can be impassable on a bike (wheels hitting the ground).
- 118 Leaving a larger shoulder (or even building small shelters) for public transit riders would make waiting for the bus much safer along Farmers Loop.
- 119 It would be much easier to bike and walk into the shopping area if the sidewalk did not cross the road constantly in this very busy area. Adding path to the east side of Helmericks Ave would be a major (and fairly easy) improvement.
- 120 Some portions of the Steese bike path are impassable in the spring due to poor drainage. Addressing this would not be too difficult and would make a huge difference to walkers/bikers in this area.
- 121 Riding (and driving) on W Trainor Gate is a nightmare. Pedestrian and bike routes and crossings need upgrading, especially if huge puddles persist near the Ken's Garage area of the Steese bike path (causing bikes and pedestrians to go around).
- 122 Seth Adams There are very limited safe ways to cross Chena Pump Road, with the only options being some pretty unfriendly crossings near Justa Store. Bike connections from Chena Ridge to town are essentially non-existent. A bike-friendly connection between the Chena Ridge and UWest neighborhoods would do a lot to encourage bike travel (especially by kids) between these two areas.
- 123 Path into Chena Lake needs to include this section of Plack which has no facilities.
- 124 The Nelson Rd path will serve to connect to the the Hurst Rd and other paths directly to the Plack Rd entrance to Chena Lake

125		This area floods seasonally. Need drainage improvements. City piling snow at the park access does not help.
126		This area floods seasonally. Need drainage improvements. City piling snow at the park access does not help.
127		This area floods seasonally. Need drainage improvements. City piling snow at the park access does not help.
128		Parking/trailhead should be moved north to the trail crossing.
129	Christin Swearingen	I would love to see an underpass-- a tunnel that goes under Chena Pump road and comes out at the cleared area in the Chinook Conservation Park. That wouldn't disrupt traffic, since Chena Pump Rd. is an important commuter road, and bikes and pedestrians wouldn't have to wait for a light to change to cross the street.
130		Path connection to get to Birch Hill and to sourdough from the Farmer's loop path. Biking to Tesoro for ice cream or snacks is fun, except for the last quarter mile here.
131		Continue this route to Bluebell park
132		I love this route along the river along Phillips field. Investigate continuing east to front street, through Doyon and across the Slough. Minimal private property in this location.
133		More options for crossing peger in these locations. A path on the east side of the bridge would help. People will continue to cross PEger unsafely, whether you build crossings at the intersections. So lets have a good crossing mid block
134		Yes!
135		Connect Birchwood path to Nussbaumer park and west along Iditarod to connect with Hamilton Acres Park and Slaterville for improved access to downtown and riverside parks.
136		Continue Chena Riverwalk
137	Martha Raynolds	We need a safe crossing from WoodRiver School and the Chena Small Tracts neighborhood across Chena Pump Road to the Chinook Conservation Park, owned by the Interior Alaska Land Trust
138	peter stern	This route is a poor choice for a separated path. Too many drive ways and side streets make it unsafe and the cost of Right of Way will be high. Better to look at paralleling the mitchell expressway.
139	Laurie Hueffer	Woodriver Elementary is located in this area. Currently there isn't a safe way to access trails and land across Chena Pump. An underpass would be perfect to expand educational and recreational opportunities for students and families on both the river and ridge sides.
140	Laurie Hueffer	Rerouting the bike path (or adding a section) behind the business in this area would allow for a much smoother, nicer ride without having to fight traffic at crossings by McDonald's and gas station intersections.
141	peter stern	Using the mitchell expressway as a route for a south fairbanks path is a good idea. It doesn't have ROW issues like van horn rd. It doesn't have the problem of numerous iintersecting driveways and cross streets that the van horn route would have.
		It has signalized intersections at s univ ave, peger, lathrop and s cushman for safe crossings.
		It provides connections to paths like old airport way (boat st to mitchell)(connection from ester path), s univ ave sidewalks(connections from farmers loop path), peger sidewalk (connection johansen path/pioneer park), lathrop sidewalk(connection for rebuilt cowles st and downtown area) route to tanana lakes recreation area, south cushman and to the separated path to be built from s cushman to badger rd and eventually north pole.

142	peter stern	When the johansen/steese interchange is built, there will be a need to have sidewalks or path access from Lazelle/Hamilton Acres. Pedestrian facilities for lazelle rd and D st pedestrians should be built.
143	peter stern	Steese highway path needs to be resurfaced from jjohansen intersection to 3rd st. Current surface is breaking up in some areas.
144	peter stern	The bike path from the chena river south to airport way is a mess on the west side of the steese highway. It needs to be rebuilt. The surface is bad, the path is discontinuous and narrow
145	peter stern	portions of this path are badly cracked along the edges due to the failure of the path bed.
146	peter stern	widening the shoulders of roland rd would make it much safer for cyclists and pedestrians.
147	peter stern	Short section of Dawson rd from Lineman's Dr needs to have widened shoulders to complete the connection to the Hurst path.
148	peter stern	path surface is in rough shape needs to be repaved to provide safe access to the middle school.
149	peter stern	The path surface is broken up by roots. Needs to be rebuilt and maintenance responsibility needs to be clarified
150	peter stern	Hopefully when the steese/johansen intersection project is finalized the new road and separated path will be built from the old steese johansen intersection to farmers loop rd via farmers loop extension rd. This will provide a replacement for the existing farmers loop extension path that connects to the johansen path and is in horrible condition.
151	peter stern	Replacing the aurora slough bridge is supposed to provide wider sidewalks for pedestrians and cyclists. Badly needed.
152	peter stern	Sidewalks on 3rd St from steese highway to old steese highway are in poor shape and need to be rebuilt.
153	peter stern	winter snow removal at the illinois/college intersection often leaves pedestrian access to the crossing controls blocked.
154	peter stern	There needs to be a sidewalk or wider shoulder on this crossover roadway from the johansen to merhar. It is not a safe place to walk during the winter due to snow berms.
155	peter stern	There need to be sidewalks built along s university ave from davis to airport way so pedestrians coming from apts and the hotel have a safe route to fred meyer and safeway. This is especially dangerous during the winter due to berms.
156	peter stern	separated path along the parks highway is starting to have surface deterioration problems. Needs a plan for resurfacing.
157	peter stern	path surface is broken up due to roots coming through asphalt. Needs to be rebuilt
158	peter stern	wider shoulders along univ s for pedestrians would make walking on this road safer.
159	peter stern	Conflicts between cars and ped/cyclists due to the number of intersections between the path and the driveway/side streets needs to be looked at for possible solutions.
160	peter stern	The transition from the airport path to the frontage rd sidewalk on the s side of airport is confusing.
161	Alexander Thornton	I am a business owner on 7th Avenue. I support bike lanes, but not if they remove parking in front of my shops. People use this street parking every day and it would negatively impact my business. It is not feasible to ask people who are often disabled or ill to use a parking garage several blocks away.
162	Alexander Thornton	I support turning this into a one-way street and adding places for secure bike storage. However, I urge the committee to not remove that much street-parking because it is vital to our City. We may have a deal now for free short-term parking in a garage, but that hinders accessibility of business not close to it and may not be free forever. We need to have a balance.
163		This path should be continued along 16th to connect to the Cowles Street path.
164	Hajo Eicken	Plowing the entire width of the Farmers Loop shoulder during winter has made bike commuting much easier and is much appreciated. Periodic plowing of the bike path would be even better to separate traffic (in particular along stretches where cars cross fog line as they cut corners), but please maintain current practice of clearing road shoulder when plowing.

- 165 Carmen Brooks A paved bicycle/pedestrian path on the Old Richardson Highway from Airport way is also needed because the shoulders on the Old Richardson are too narrow with heavy snowfall and there is a lot of pedestrian traffic from the bus stops on the Old Richardson to South Cushman
- 166 Carmen Brooks Unless the snow removal on South Cushman sidewalks is improved any amount of bike lane signing and striping is irrelevant for most of the year because it is almost impassable to walk from Southside to downtown in the winter let alone bike because of heavy snow that is not removed
- 167 Carmen Brooks Unless the snow is removed from the bike/pedestrian paths they are still impassable. The new path paralleling Davis Rd is often not bikeable in the winter from Lathrop to Airport way to get to Fred Meyer west. A path to Tanana Lakes would be great as the current gravel road down South Cushman is bumpy and perilous for cyclists and pedestrians alike
- 168 Owen Guthrie Chena Pump Road is nearly uncrossable for walkers and bikers, especially for kids. Some kind of crossing would greatly improve non-motorized accessibility in the area. Especially with the large Chinook Conservation Park between Old Chena Ridge Road and Chena Ridge Road which would be popular for residents of University West and the students of Wood River School if access was improved.
- 169 Jessie Desmond I live and work on Van Horn Rd. With the bus stops along Van Horn, there are often people walking or riding bikes. This is kind of dangerous due to the lack of road shoulder and the high volume of large vehicles (light industrial area). I think a bike path would be super awesome, especially one that connected to the Lakeview area and to the East Ramp area. I would also be able to walk my dogs without fear of getting hit by a vehicle.
- 170 what are the planned facilities along Dale Road? Are those facilities part of this HP-1 project?
When will the decision be made between bicycle lane or shared use path?
- 171 Bicycle facilities are unspecified
- 172 Why seasonal use? We should strive for year-round use of our facilities.
- 173 The underpass below Peger on the south side of the river is really dangerous in the spring due to really icy corners and is also dangerous during the spring/summer when the river level is high. Sometimes it is not useable during flooding, forcing people to cross Peger.
- 174 Illinois should eventually be widened and given a wide bike lane. It could be a very useful bike corridor but is currently pretty scary.
- 175 Including any bicycle infrastructure? Seems to be left out of the project description.
- 176 this project says Yankovich but isn't drawn on that road. It would be nice to have a bike path or at least a bike lane on Yankovich.
- 177 I would love bike lane striping along College Rd. I hate riding my bike on the sidewalk even though it is wide for most of the length. There are a few narrow sidewalk spots near the bus stops and near the fish and game building. It is really difficult to pass pedestrians safely while on a bike and it definitely slows down a bicycle commuter. Have a choice of bike lane or sidewalk riding would separate pedestrians and slower bikers from the faster commuters.
- 178 Connecting the Parks Highway path to the Sheep Creek Rd path and the university should be priority number 1 for increasing non-motorized commuter safety in Fairbanks. It is such a short distance and is still so scary.
- 179 It is really unclear from the project description what this project is. The line on the map is nowhere near McGrath Road. Connecting the existing path along Birch Hill road to CHSR by continuing along the powerline to the east of the Steese as drawn on the map is a great idea and would really improve commuting and recreation, especially if the gravel ATV path along CHSR was also paved at least to Weller Elementary road.

- 180 Project HP-6: There is no reason to stop at Old Steese, make the bicycle improvements go to Steese Highway! The Farmers Loop Multi-use path and the Birch Hill Multi-use path are both great but right now there is a scary highway intersection and a downright frightening quarter mile between them, with cars turning on the highway, the Old Steese, the Sourdough Fuel, the Mocha Dan's, and just generally driving fast on Farmer's loop.
- 181 Emily Garrett Please frequently PLOW this path and others so they can actually be used in winter. I had to go three weeks before being able to bike after the path was plowed halfway for another week. It was a 12" wide single track with snow boulder obstacles.
- 182 Emily Garrett Clear a break in the snow berm so we can use the bike path all the way to the sheep creek connector to access Goldhill road. When I bike through campus I have to ride on the road starting at the georgeson gardens to the sheep creek/ w tanana dr. T because I don't want to haul my bike over a five foot berm that I post hole up to my hips in.
- 183 Emily Garrett EDIT: This comment was meant to go here on the map.
- Clear a break in the snow berm so we can use the bike path all the way to the sheep creek connector to access Goldhill road. When I bike through campus I have to ride on the road starting at the georgeson gardens to the sheep creek/ w tanana dr. T because I don't want to haul my bike over a five foot berm that I post hole up to my hips in.
- 184 Less than able-bodied user Spring breakup and other high water events make the path under Peger Bridge unusable, but these events are short lived. During winter months the path on the up-stream side of the bridge has been kept adequately cleared of snow but on the down-stream side of the bridge there has been little to no snow removal, making the path unsafe for all but the most able-bodied users. Why not set some funds aside for winter maintenance to keep the entire path under Peger Bridge open and safe for all users?
- 185 Alex GH Normal Saturday: football game brings hundreds to LHS in the afternoon. Track is a neighborhood center. With basketball courts, gymnastic apparatus, and large playground areas. Needs formal bike passage through complex East/West. Weird conflicts with proposed North/South corridors. Currently middle of complex has one way the wrong way and confusing, unsigned fences blocking easy navigation.
- 186 Alex GH Downtown has no good East/West corridor. Improving this street and the others between Cowles, improving the onramp to North/South Steese Bikeway. Graveyard is still like timber posts and antiquated intrepitative displays, is it actually the bike thoroughfare it resembles? Can we have more wayfinding totems with signage indicating directions and mileage?
- 187 Alex GH Both ACS and Sadler building have relatively iconic north-facing awnings and entrances. Concrete is in decent shape, plumbed with the old straight-to-river system.
- Recent years of flood control have caused elevated water levels in the river and I am concerned about the state of the storm sewers. Evidence of subsidence in asphalt right before the transition concrete strip. Old concrete sidewalk transition makes using the ACS driveway a bumpy ride. What's happening with the property to the north? It's just a parking lot with drab topiary, is there a plan to connect this lot with 5th Avenue.
- 188 Alex GH This street is a bus corridor, with huge traffic jams at Barnette. Even in summer, navigating this narrow two-street is terrifying. Snow makes it worse. Westbound bikes trying to squeeze by an Eastbound bus that can't see 50 ft in the blowing snow. Sounds like a meat grinder. Terrible idea. Put a Berkely/Portland style soft closure on 5th and let that be a bike corridor.
- 189 Alex GH 11th/Lacey intersection still feels so unfinished. Where's the 1% for art? Street's permanently closed and the only mark on the endcap is Chiraq-style jersey barriers. Not even a planter. Road's closed, maybe put a bench? Maybe some of that long-term bike storage/lockers that everyone wants?

- 190 Alex GH We already have a bikeway that continues west here. It goes through the park to the library. It also could connect to the proposed 10th avenue improvements westerly. Needs wayfinding totem here to indicate that, the entrance to the park is terrible and the intervening blocks of 10th avenue have nothing to suggest a library or park are proximate.
- 191 Alex GH Sign here should say northbound, "Turn Back!" Even in summer, the left turners down Cushman and the right-turners from Cushman east are murderous. We have a great Airport crossing a few hundred feet to the East at the south terminus of Noble. DOT just put in a signal and crossing. It still is rough, you have a crossing onto a 50-foot bit of sidewalk and then you're in an uncontrolled 4 way intersection where drivers have no reason to expect a bike traveling against the green light (because it's still green from when you're crossing). Push a button to generate traffic going the other way. Still better than North bound on this murderous stretch of Cushman. Cushman north of Airport no better, it doesn't calm down until 10th Ave. Turn back, there's better bike infrastructure to the east and west.
- 192 Alex GH I tried to walk the stub in winter once, walking from Randy Smith middle school to downtown. My boots were decent but heavy and even fit, strong, it was a grueling task walking from downtown to the school. The stub of asphalt rose up and I saw a vision of an actual road past railroad and freeway+slough. For a moment it felt like after the world's end, Fairbanks is full of promised roads that when you try to walk them, they just aren't there. "I'll die in there if I cross the fence," I thought. A grim dystopian land, acre-wide corridor with zero art, zero wayfinding, total hostile architecture. "Am I supposed to climb this fence or does the 3' unmaintained asphalt just peter out here?"
- This connection is so vital though.
- Virtually certainly, you, biker, are not trying to use College and Illinois intersection. You would rather connect with westbound Parks near the schools, train station, and fairgrounds. You're trying to go back and forth from UAF to downtown. When you were a kid, you remember your parents talking about a Chena riverwalk that would help you travel north/south from home to school. It never got built but you figured out how to navigate the strange goat trails near Pioneer Park. Now thirty years later you're still biking northeast until you can finally reach a street that will take you west, that isn't a narrow-shouldered speedway like Philips Field. Suddenly downtown hotels can confidently send guests north on rented bikes to Creamer's Field infrastructure. It could be the center of Fairbanks bike/pedestrian infrastructure. Such a better idea than the current patches on bad automobile intersections. The automobile intersection don't get better with more traffic.
- 193 Alex GH I looked on FNSB GIS and the parcel immediately north of here, between Bingo and the other building, is listed as owned by City Hall. It currently functions as a two-way street, serving the active bingo crowd. But what's the deal with that street? Is it actually city-owned?
- 194 Alex GH Great idea, many local families use the recreation facilities
- 195 Alex GH You just improved 17th, adding neighborhood identity posts and speed bumps. Then you improved the Gillam/17th intersection as part of the resurfacing and catchment basin installation. There's all this recent work down on 17th, in part because Hunter elementary and all the other schools to the Northwest. Put a bike lane here! Right now you're making the kids bike down to the homeless shelter to stay on the bike path. Connect 17th to the existing Noble northbound and you have a great parallel route that lets people take an efficient route from downtown to the big box stores. Otherwise this northeast traffic is going to be chaotic and counterproductive through all of downtown. Barnette is one-way the wrong way, Cushman you need to stay on Cushman. Give people an easy way to bypass this automobile center. Like the missing piece of 10th avenue by Barnette, the infrastructure already exists, it needs to be part of the plan.
- 196 Catherine Burtneess-Adams Geist is helpful thoroughway for cars and bikers, but it is dangerous for bikes. Unfortunate that at least wider shoulders were not included in the last "improvement".

197	Catherine Burtness-Adams	Please make a wider shoulder or bike path to connect Sheep Creek/Tanana Dr, Goldhill and Parks! This would connect 3 well used commuter trails.
198	Catherine Burtness-Adams	Please finish paving the bottom of the bike path on Miller Hill - the break in pavement makes it too dangerous to use the bike path going downhill with road bike tires. People then continue to use Miller Hill, which is dangerously bumpy and lacks any shoulder.
199	Brendan Bells	Making non-motorized use safer on Philips Fields should be High Priority not just Medium. It is a popular connection between University neighborhoods and downtown.
200		The danby to college section of the johansen path needs better, more frequent winter maintenance. It often goes a very long time between clearing. The johansen path is a corridor path from university ave to college and steese highway. It needs to be cleared from one end to the other during the winter.
201		johansen path from college to steese highway needs better winter maintenance.
202		There are numerous low spots along college rd that don't drain in rain or breakup. Drivers don't seem to notice these and drive right through them drenching pedestrians on the sidewalk. These areas need to be fixed
203		coordination between DOT and the City on snow removal needs to be improved. Many times during the winter the roundabout and danby paths are cleared by DOT but the city is slow to clear the wembly sidewalk.
204	Stan Justice	A ped crossing of Farmers Loop Rd is badly needed! But if there is not a path to get people to the crossing it will be less effective. Many people live on Iniakuk and other subdivision roads. If the crossing is at Army Road there should at least be a path from Iniakuk to Army on the E side of Farmers Loop.
205	Stan Justice	One issue in this area is that the parking for UAF Trails is on the opposite side of the road from the trails. It is actually left over pavement from an earlier project to make a square intersection out of a curved old Parks Highway. Improving the crossing at the intersection does not solve the problem of the parking being on the wrong side of the road.
206	Stan Justice	Yes!!! Has long been needed. There are a lot of bikes and walkers trying to get to UAF and they get to this section and their only option is to get in the road. Long overdue.
207	Stan Justice	The historic Skarland Ski Trail used to run along the W side of Ballaine Road but was eliminated when Ballaine Road was rebuilt years ago. The only option for the Skarland ski trail was to cross Ballaine and go on the folk path. For years DOT would come through with a loader and bury the path with icy blocks of snow rendering the path unsuable. After years of complaining this is the first year the path has remained useable. What will become of the Skarland Ski trail with the new project to upgrade the folk path? Planners - please recognize that the Skarland Ski Trail exists and skiers want to be able to ski it!!!
208	Stan Justice	Complete the separated path along Yankovich Road! Sure it is difficult with a narrow ROW, utilities, yards, septic systems, etc.but just adding wide shoulders is to make future generations finish the separated path. Consider winter - what do wide shoulders look like for our long winters? Snow storage!
209	Stan Justice	While it is a need project pedestrians are looking for the shortest route. Thus people headed to West Ridge are going to keep using the trail that diagonals across the farm fields. This route has been brought up repeatedly but as soon as the planners see the railroad crossing it is blinders on - not going there. There are pedestrian railroad crossings where the arms come down just like the ones where roads cross the tracks.
210	Stan Justice	Certainly is an issue - a large residential area and all the traffic goes through this one point. Hard to imagine a roundabout being a solution.
211	Stan Justice	This project should be high priority.
212	Stan Justice	Should be high priority to get this built before adjacent land use changes. We should have had a river path all along the Chena River but once people had their river front homes built it became impossible.

213	James Fox	Chena Ridge is home to approximately 6000 people. Non-motorized transportation corridor is needed badly along Chena Ridge Road to access the pedestrian Corridor at Chena Pump Road. In the summer cyclist (young and old) and pedestrians travel along the shoulder of Chena Ridge Road daily. Erosion and rough shoulders make for hazardous cycling conditions.
214	James Fox	Pedestrians and cyclists need safe east-west access from Chena Pump Road along the north side of Geist Road to access the bike path that runs north along UAF.
215		Yankovich is used by a lot of bicyclists and pedestrians. The portion without a bike/pedestrian lane is dangerous due to limited visibility and no room for non-motorized users. A non-motorized path is needed.
216		Yankovich road needs the bike/pedestrian path continued to Ballaine Road in some form.
217	Shawn Wiegand	Yankovich Rd is a very dangerous road to ride or walk on. There is absolutely no shoulder until you get to the path near the musk-ox farm. In some places the road is eroded into the driving lanes. I see bikers and walkers on this road almost on a daily basis. It would be nice to have some sort of safe passage on this road from one end to the other. Hope this can happen soon.
218	Alison Carter	The path under Peger Rd along the river is closed for high water often. A 2 foot high retaining wall from the upriver peninsula to the downriver high bank would keep the path open for almost every highwater event. Although the bridge abutments catch logs there are seldom any against that left bank and likely would not interfere with a small retaining wall.
219	Alison Carter	Improving the transition from the path along the West side of Peger to the path that goes under Peger would encourage more use there. The current transition is steep and narrow and involves a sharp turn. The path that goes under the bridge is narrow on the West side and does not allow a bike and a person to pass safely, much less 2 bikes. GVEA just destroyed the trees on the lot adjacent to that section of path. The landowner may be willing to sell that strip of land if you agreed to plant a new buffer.
220	Alison Carter	A Green Belt with walking/biking path that wanders throughout South Fairbanks would encourage family walking in a safe setting. Also IACNVL and Rescue Mission residents will have safer options for walking. More well maintained sidewalks around both shelters, JP Jones Center, etc. are needed.
221		Phillips field road is such a busy road for lots of transport trucks and large vehicles, it gets pretty scary to ride on the shoulder. My small business is on Phillips field and I sometimes commute college road to avoid Phillips field, despite taking me 15 minute longer. I would like to see this become high priority instead of medium.
222	Corey DiRutigliano	It would be great to see the pedestrian bridge reconnected across the Noyes slough, and repair an important pedestrian/bike connection E-W north of the river
223	Corey DiRutigliano	This area has been parceled off and sold - the path may need to merge with Chena Landings Loop in this area and reconnect at the N-S route to the pedestrian bridge
224	Corey DiRutigliano	4-wheelers and other ATV vehicles create a lot of gravel spray across the bike/ped path along Farmers loop. Regular visits from a sweeper truck would help, as would a solution for the small motor users travelling along the corridor.
225	Corey DiRutigliano	This would be a WONDERFUL addition to the town and start to connect Fairbanks more regularly to river access
226	Corey DiRutigliano	this ramp down to the river is one of the only of its kind in this stretch, and regularly used by people casting rod and reel. More of these would encourage river use by pedestrians
227	Chris Miller	the east side of this intersection is very difficult if you came across the river on the ped bridge by pioneer park you cant connect well to the ped facilities on the west side without walking in shoulders or along peger.
228	Jenny Lessner	For safety we need a non-motorized path along Yankovich Road running the entire distance from Ballaine to Miller Hill Road. It is currently dangerous for both drivers and pedestrians/runners/bikers to not have a separate non-motorized path. Please make this a priority! It is a safety issue!
229	Will Burt	So relieved to see planned action on Ballaine Rd., but this road also get a LOT of non-motorized use (running/biking/etc.). A designated path here would provide much-needed safety.

- 230 A. Russell A huge opportunity to promote biking culture in Fairbanks would be to provide scenic biking opportunities on our major roads out of town, lower in priority than protecting the safety of our bikers and pedestrians trying to access locations in city limits, but serving a wider swath of our community. Chena Hot Springs Road leads to multiple outdoor recreational areas and has good mileage for people wanting to pursue a day trip out of town on bicycles. I would advocate for a shoulder widened with a biking lane in summers for bikers and pedestrians and maintenance of the multi use trail in winter for fat tire commuters.
- 231 A. Russell I see at least 2-3 fat tire bikers trying to reach downtown via Illinois St every day this winter and the road conditions are a nightmare. The streets are not well plowed and the sidewalks are not at all plowed from GVEA to Garden Island. We need to widen this area with a bike lane and MAINTAIN it to prevent cars from slipping into the bikers on the ice. I'd prefer the bike lane to be separated from the street with a pedestrian sidewalk on the other side but if there were a raised lane on both sides pedestrians would try to use both. It's a very difficult and congested area for bikers and pedestrians, and very small for being such a thoroughfare into downtown. This area is currently very unsafe.
- 232 A. Russell Would the AKRR be willing to sell land for a bike path over the existing rail line along this road or is it still in active use? It seems perfect to use a linear alignment that is already in place and of the right size and could be a good partnership between the railroad and the city. This is an important corridor between the east and west sides of town that has relatively less traffic than the highways and expressway and could improve the economic prospects of shops in the Well St and industrial areas, like art studios hosting 1st Fridays, breweries, eateries, coffee roasters, etc. This should be a high priority area for improvements for bikers and pedestrians, and it would be great if it could connect to the bridge across the river near Alaskaland.
- 233 Chris Miller Horrible sidewalk on this street, and there is lots of ped traffic near downtown. One sided sidewalks are better than none.
- 234 Chris Miller Missing piece of sidewalk on the way to a bus route. A complete miss when rebuilding 5th recently was not completeing this walk on a block to a bus stop. CONNECT
- 235 A. Russell Yankovich has the Skarland non motorized trail that gets a lot of year round use crossing it but the road itself is too unsafe for a pedestrian with stroller, runner or biker, preventing all but the long distance fitness users to get to the trail. The road isn't even safe for kids waiting to catch the bus. This road needs a nonmotorized trail along the full length of it, connecting it to nonmotorized trails on Ballaine and Sheep Cr Roads.
- 236 Chris Miller A ped crossing here to the bike path would improve looping oppurtunities for peds and bikes
- 237 Chris Miller the bike lockers in the garage are under utilized. Can we make the free to encourage daily commuters and protect the bikes at the same time.
- 238 Chris Miller sidewalk missing on west side of cowles. Cowles needs peds on BOTH sides from River to hospital/tcc/dipper complex/Davis that are continous. CONNECT
- 239 Chris Miller Missing sidewalk at Carlson Center parking lot to connect Pioneer park to downtown and the loop around carlson center. CONNECT
- 240 Chris Miller There needs to be a curb cut from cowles up onto the bike path for bikes going north south. and winter mainteance to keep it open for peds when 1st is bermed with snow.
- 241 Chris Miller there needs to be a nice clear ped transition from lacey to noble to continue south to Fort wainwright and the south cushman neighbor hoods.
- 242 Chris Miller big wide one way corridor. Can we use this for a bike or ped use to connect Barnette to Fort wainwright in a more complete nice way.
- 243 Chris Miller this connector is really subtle...signage to encourage looping. One seems to be in the driveway. Path to south to airport does not get great maintenance
- 244 Chris Miller public exterior restrooms are imporant for walking.....you never know when.....

245	Chris Miller	Hiton and Kellum are a really nice route for bikes and peds that are not up against loud traffic, chain link and higher speed road like airport way.
246	Chris Miller	striped facilities on this wide right of way would connect carlson center to davis road recreational facilities on much lower volume road that Cowles or Peger.
247	Chris Miller	east of Peger the seperated path is on the North side. CONNECT
248	Chris Miller	connect south around airport for a nice quite flat bike loop and connect to road near pikes somehow. Goes north back to Davis and Airport or a loop. CONNECT
249	Chris Miller	No ped or bike connection to one of our biggest tour attractions the river boat discovery, which has lots of big busses.
250	Chris Miller	There needs to be a clear route on the north side of airport to connect this campground to downtown. Signs, stripes, paths etc.
251	Chris Miller	This intersection needs work for bikes and peds. Very large with lots of turning pockets, lights on long delays, clear path on north side not available.
252	Chris Miller	It seems like there could be connection to west barnette mising here to stay off the barnette sidewalks which are narrow.
253	Chris Miller	connect 3,4,5 with a bike/ped path through Clay street cemetary. Provide winter mainteance so police.fire can use the path as needed and eliminate the dead end streets. CONNECT
254	Chris Miller	great loops and recreation in the yards hear at ryan. Connect a little clearer to Gilliam and the Schaible street by lathrop so community can access park
255	Chris Miller	lots of peds down using these social services. Provide nice sidewalk connection all four directions from here.
256	Chris Miller	a ped access across the rail yard to downtown from the depot would help so much in connecting the community. I know the trains are there but we cross tracks all the time. Lets make this work somehow.
257	Chris Miller	ped/bike train crossing form staion to Minnie street would be wonderful and make access for peds from downtown area and create many loop option for recreation users. There are not that many Train movements.....
258	Chris Miller	Minnie needs sidewalks on both sides if possible....and snow removal
259	Chris Miller	great loop connector, provide access to walk on the slough in the winter. It is great fun to naviagte the water corridor
260	Chris Miller	ped connector here from College to the big box land. There is a non-formal path already.
261	Chris Miller	connect fountain head area to this road for a grea walk for visitors and residences to get to commerical area with less out of direction travel
262	Chris Miller	there is lots of extra turns and fences in this area....can we straighten out the path across the intersection until there is too much traffic on the north side is some future time.
263	Glen Weaver	An extension of the bike path on Yankovich is a desperate safety need and is long overdue. There are many bicyclists in the area; I've witnessed too many trying to ride on the shoulder and have accidents trying to navigate the transition from the dirt shoulder to the road.
264	Erik Schoen	The shoulders on University Ave should be marked as bike lanes that extend through intersections. The new shoulders are a big improvement, but they leave it unclear how bikers should cross right-turn lanes to get through intersections.
265	Erik Schoen	When Old Steese is rebuilt it should include bike lanes that extend through intersections. Unmarked shoulders would be better than nothing, but they leave it unclear how bikers should cross right-turn lanes to go straight through intersections. Modern bike lanes make this clear.
266	Erik Schoen	Airport Way needs a continuous bike facility, either a separated bike/ped path or marked, continuous bike lanes on one of the frontage roads. There is a ton of right-of-way, especially on the west side of town. There should be plenty of room for a bike facility.
267	Laura Weaver	Please put a non-motorized/pedestrian path along Yankovich Road from Ballaine to the Large Animal Research Station, UAF. Yankovich road has very little space for walkers, bikers, runners etc. it is very dangerous!
268	James Fox	This paved path is nice except ATVs throw rock of various sizes onto the path creating an hazardous situation.
269	James Fox	This is a dangerous crossing for cyclists following the bike path along the Parks.

- 270 Alex GH Lot of what's wrong with this process and plan visible with this intersection. For all practical purposes, the bike route continues unbroken, on a scenic riverfront route and on roads. But there's absolutely no support: no safety. No triggered crosswalk, no bike box, no wayfinding. Up behind the Carlson it feels like another planet. Meanwhile there's literally an existing pedestrian bridge and usepath -- since 1991 people have been trying to make this a formal path. But nothing on the map and look south to Airport, no West there. There is no East/West bike connection. At some point you actually have to build infrastructure!
- 271 Alex GH Hilton exists, is a great parallel to Airport. Already an unofficial bike street. It's a great road until the apartments, until all the incoherent usepath streets hit 10th. There is not a wayfinding totem or neighborhood identity pole to be seen, it is barren as desert. This form and process are ridiculous, 6 figures of planning money (\$100,000 plus) to propose bikers seeking to avoid Airport/frontage traffic should bike all the way up to Cushman, "because we have to fix that intersection anyway." Why are bikes hub and spoke routing based around recreational traffic?
- 272 Alex GH One time at the Wilbur Street/Airport way intersection, I had to stop and reprimand a city maintenance truck, which was parked in the bicycle use path. Many users do not like to hook a right angle and cross at the signal when the free earth provides a straight line. Most of these users wouldn't be on the murderous Denny's frontage road into the callous blind turners of Wilbur if it weren't for absolutely inconsistent and unsafe bicycle pathing on Airport frontage roads. Why can't you put bike paths on parallel streets? Then put wayfinding totems so people know to go the block south. Right now you're killing people and you're going to mess up intersections all over the city so you can ticket them in addition to killing them. Creating bad use and then solving it with hostile funneling pathing. It's so backwards. Now I gotta click out and zoom over to Old Steese and say more about how all over down, bike routes dead-end into high-traffic highways --
"Figure it out" -- AkDOT, probably -- you are literally killing people by dumping them into dead-ends like this. End the path at a park, end it at a prison, end it somewhere on the other side of the highway. Backtracking risks exhaustion and frostbite in unplowed snow. Where's the pathing? The prison deserves bike service too!
- 273 Alex GH Mini-Airport. You leveraged the federal dollars to "improve" which somehow just meant repave and benefit profiteers. Now the hostile automobile traffic ruins a inhospitable, if wide, concrete oven that people visibly wilt trying to walk to the fair. Maybe now there might be some more money to actually let the children who live nearby cross so they can walk in a park. Zero benefit to the community from federal leverage to date. Part of the sidewalk caved in, Fairbanks maintenance threw a plywood sheet over it a few weeks. You were the rightful recipients of the curses from scarcely-warned users, at least one reporting real injury on social media. Pedestrian crossing are the least you can do. You were supposed to put in a bike lane but the absolute lack of East-West connectors even for cars sunk that. Commuters have less potholes but this is a cruel road that makes many Fair and concert visitors think Fairbanks is uglier and worse than it actually is. More likely this comment will be read and at best categorized into a percent of favorable, then if there's free money maybe you only have to walk a half mile of solar heated concrete oven just to cross the street before backtracking.
- 274 Alex GH The farmer's market crossing, where the people in cars squeeze in and buy good vegetables, how charming. The taller trees and bend in the road help shade the oven sidewalks. Too bad there's zero safety controls, zero pathing, nothing to tell you where to cross, nothing to cross, lunacy, a highway by design, a parking lot by use; no real signal control, people parking everywhere, running across, many with kids. Zero infrastructure. Recent improvements decreased safety by increasing car speed. The road goes through the neighborhood but has zero connection to it and the lack of pedestrian access makes it wall off the other side.
- 275 Alex GH Vital project. You built a new bridge and there is an existing bike path along the highway. Sure it isn't plowed, there's a weird dogleg through jersey barriers, more Chiraq hostile architecture, citizen as vulnerable prey in state-created concrete corridors. Most people can't jump off a bridge to escape the predator at the middle of a 300-foot fenced off zone. Part of the reason people disappear in Fairbanks is because the roads are twisty and have no wayfinding totems or signage guiding them.

- 276 Alex GH Okay, biking West towards Fred Meyer. Looks like you're already planning improvements a little further West. Good to connect. Northbound bike pathing makes sense for Transit because you can fix all your hospital access. But the housing is generally southeast of here, they're going to hate backtracking by heading Northeast and its murderous to send them up into a million lane changes fighting emergency traffic when they really want to go West, to Fred Meyer, Pioneer Park, or the University.
- 277 Alex GH Is this actually a legal connection? It seems kinda legit, there's an expansion joint on the bridge, bollards on the unsigned gravel path down towards the road. But you gotta be bold right now, even past the frost-buckled pavement. You gotta believe that this tiny little path traveling by dry cabins and junked cars is actually going to end up at the intersection. I personally prefer this south alternative to the bike path north, there are many paths where it is quicker and more convenient. A little less of the murderous Peger intersections.
- 278 Alex GH This whole terrible stretch of Peger feels like an extreme mountain bike course, but flat. You got bunny-hopping crevasses and frost heaves. You have the underbridge crossing with its literal flooding, ice accumulations, asphalt dogleg on the west side gaining 15 feet of elevation in 50 feet of path. Could be a 45 degree angle but they put up fence posts that risk impaling anyone. Blind bridge entrances and exits. Narrow bridge entrances, easy to knock people down onto impaling fence posts. They hate bikers on this road. The tourists climbing embankment, fences, trying to avoid the river flooded crossing, running across the uncontrolled highway. Noone looking over DOT's shoulder on this dangerous nuisance? Do you just ticket the jaywalkers and wash your hands? Incitement to vehicular manslaughter. Still no Chena Riverwalk. :(More Chiraq jersey barriers. Are we actually occupied by the Army? Even the base at least gets landscaping, why not the metro area? Once I walked a Southerner from UAF to home, just south of Peger/Airport, in deep cold. He was almost hypothermic when he reached home and would have surely turned back from the horrible, unsigned infrastructure without my guidance. Perhaps he would have been another victim of the Fairbanks roads, wandering blindly, breath fogging his sight, signs unlit, brush-obscured. The wrong path would dead-end without apology in hobo camp woods and he would be too cold and delirious to wander out. There is no right path, only broken down and inadequate infrastructure. FAST Planning, fix this road!
- 279 Alex GH This road and its improvements are harder to call criminal negligence. You're never going to have a highway with frontage roads be great for bikes. Speed limits and calling the frontage roads parking lots doesn't fix the disconnect. Road is bad for cars, it's bad for everybody. If you made it easier to cross, you could divert more bikes/peds onto great Steese bike path. But eventually they want to go to the stores and to the parking lots which function as frontage roads on the highways. There's literally nowhere else to go, almost the entirety of this area is developed and is either paved or built up. So fix it. But don't just repave it, give all the property a new sidewalk fresh out of autocad, then watch as the crossings are terrible, the cars keep marauding through subsiding, unmaintained or cleared lots, and the road is a mess. You just built a great road off autocad on Helmericks/Trainor, Bentley Trust road is there too, figure something out. Make it hard for cars to use Safeway lot to beat intersections and make it easy for bikes/peds to avoid intersections.
- 280 Alex GH This "black diamond ski route" freeway offramp is so terrible and maddening. This is the best North/South bike route anyone bothered to do. You've got to bike over a giant rail yard, the climb isn't too bad. Then the path dives to the left. Periously steep, narrow, thread the needle of bollards and then you can start worrying about the uncontrolled truck traffic, which has no warning you're coming and is literally semis ending their long-haul from Anchorage so they don't have situational awareness. If you started in Downtown Fairbanks, to the Southeast, you've just biked around three sides of the square, with a great deal of elevation change. It's maddening. You could also bike around the other three sides of the square, Illinois to college. But you can't cross your city. There's a highway and railway in the way, it's illegal to cross them and there's scant help by the city to get legally through.

281 Alex GH

I wish AkDOT had a mechanism where when people are constantly forced to use a freeway shoulder, they have to build a bike lane there. Another spot where's there no alternative, an alternative a mile away, that requires a mile backtracking after using it, is not an alternative. People are forced by narrow, poorly-plowed roads to use this Path. Improve it, make it contiguous, include wayfinding totems. Right now it's illegal to cross Fairbanks without a car. This leveraged federal money is supposed to provide facilities. Make it happen!

Comment Number	Commenter Name	Commenter Organization	Comment	Project number (if any)
1	Donna Gardino	BPAC	Thank you for the opportunity to comment. The plan is excellent and I enjoyed all the photos!	
2	Donna Gardino	BPAC	HP6 - Isn't this a part of the Steese Johansen Interchange project?	HP-6
3	Donna Gardino	BPAC	I would move MP-32 to the Short term.	MP-32
4	Donna Gardino	BPAC	MP-13 - this project has been delayed as there has been no support to maintain the sidewalk. I think there should be a neighborhood survey done.	MP-13
5	Donna Gardino	BPAC	Exhibit 11 on page 15 is hard to read I would remove from the legend those that are not displayed in the picture. Also the crashes at Cushman are on top of each other so are difficult to interpret.	
6	Donna Gardino	BPAC	Are any of the concepts in the Functional Features analysis incorporated into any of the projects?	
7	Donna Gardino	BPAC	Page 18: I would separate the list of completed projects and attach that to the graphical presentation. I would list the completed projects first, the graphic and then the inprogress projects.	
8	Donna Gardino	BPAC	Since we want success to be measured, as indicated in the objectives, I believe the summary on page 17 should list the number of new miles of path, ada compliant sidewalks, etc.	
9	Donna Gardino	BPAC	Page 23: I don't believe bikes are prohibited on the Steese at any location. There is no signing to that effect, to my knowledge. I have ridden on the Steese from Fox and while I do get off the Steese and onto the sidewalk south of the Johansen, I don't think riding on the Steese is prohibited or signed.	
10	Kellen Spillman	BPAC	MP-29 – I think it is misleading to show this project geographically as the entire length of Plack. We just upgraded Plack and should probably show this project as just the eastern portion of Plack Road.	MP-29
11	Kellen Spillman	BPAC	HP-4 – I think there is a typo on this project description it reads “provide bicycle a connection...”	HP-4
12	Kellen Spillman	BPAC	Use of the term “separated bicycle facilities” – There are several projects that use the term separated bicycle facilities, such as HP-5 and HP-17. I think that a more appropriate descriptor would be “bicycle facilities”, or possibly using a footnote similar to the “roadway crossings” footnote. I wouldn't want to try to lock in a project to a preferred alternative unless there is a reason to do so.	HP-5, HP-17
13	Kellen Spillman	BPAC	HP-22 – Project title should be amended to “South Lathrop...”	HP-22
14	Kellen Spillman	BPAC	MP-6 – I think the recommendation of a “buffered bicycle facility” should possibly be more generalized.	MP-6
15	Kellen Spillman	BPAC	MP-17 - I think the recommendation of a “buffered bicycle facility” should possibly be more generalized.	MP-17
16	Kellen Spillman	BPAC	MP-19 – There is a recommendation of a “greenway”. I'm not quite sure what we mean by “greenway” and do not see any more information about it in the plan. I'd recommend either changing greenway to something else or including more information about what a greenway is.	MP-19
17	Sarah Schacher	DOT	So assuming about 4200' of 6' wide sidewalk to get to the Tanana Lakes entrance @North Lake Drive from Van Horn, total project cost is about \$1.3M. I've assumed a bit of ROW acquisition though it may not be needed, and does not look like much if any utility impacts. The west side of Lathrop looks like the logical side to build a sidewalk on given development and drainage. I'll contact Brian Charlton at FNSB—if we're serious about a sidewalk we should plan for when they update the RR crossing at Sanduri so we wouldn't have to update the crossing again for the sidewalk (which isn't currently planned in their FLAP project)—at least the crossing could build in sidewalk facility at the same time road upgrades were done. They were having a DT study for this crossing recently or soon and this would be good to mention as well.	HP-22
18	Sarah Schacher	DOT	Consideration for Lathrop St vs. S. Cushman/Van Horn as main non-motorized route to Tanana Lakes	
19	Sarah Schacher	DOT	Discussion of referenced section in Alaska Traffic Manual (page 4 of Recommendations & Implementation plan) regarding crossing warrants, and associated projects that may be recommended based on the misinterpretation of the ATM. (Please contact Pam Golden directly to discuss)	
20	Sarah Schacher	DOT	Buy-in from Policy Board, and overall bigger picture view of projects and recommendations with long-term sustainability in mind, as well as consideration of ROW impacts and ease/timeline of project deliverability for recommended projects.	

21	Sarah Schacher	DOT	Overall Organization: The plan is well organized, except that it would be useful to have a key to its organization within the first pages. When one begins reading the second section (Introduction), for example, some of the information is repeated (goals, objectives, performance measures). The page numbers repeat again for each new section of the plan, which was confusing to some readers. There is a section on organization on page 6 of the Introduction – that’s good but maybe it could be highlighted made more obvious. In general having continuous numeric page numbers is recommended, even reviewing this and referencing applicable page numbers is a little confusing since it changes by section.
22	Sarah Schacher	DOT	Executive Summary Page 3, under “What Connects Fairbanks” insert “to” in front of the word “improve” so that it reads, “Connect Fairbanks is a regional non-motorized transportation plan. It outlines policy, programmatic, and infrastructure improvements to increase the number of Fairbanks area residents walking, cycling, and accessing transit and to improve the safety and comfort of those who already do...”
23	Sarah Schacher	DOT	Executive Summary Page 3. This is a great break down of road miles of shared use paths, etc. But particularly since numerous new facilities are proposed, DOT&PF requests where these facilities are proposed on their facilities to correlate to an additional maintenance cost, based on today’s dollars. This is extremely important in our legislative communications and budget discussions, and a transportation plan is the ideal place to really address this issue. This is also critical because none of these projects have a hope of being ever being initiated (even if allowed into TIP) if the agency who operates it is unwilling to agree to the maintenance. We believe this should be clearly stated in the plan in order to temper public expectation. The PDC memo in Appendix C speaks to this based on agency interviews, but the plan language doesn’t directly confront this topic and reconcile the difficulties associated with the recommendations and resources needed to sustain. In addition, the plan makes numerous recommendations to improve maintenance level of service that simply aren’t feasible without additional resources. (More comments to this for pg 40/41 Winter maintenance).
24	Sarah Schacher	DOT	Executive Summary, top of page 4. This is a great infographic about exercise, but to show it truly correlated to a non-motorized plan, is there any data nationally to suggest communities with more bike/ped facilities show overall health improvements in its citizens? Health statistics related to exercise are repeated later in the plan as well.
25	Sarah Schacher	DOT	Goals – really specific and good metrics established, nice job. However, we’re concerned they have not been vetted through the policy board for the bigger plan vision which drives numerous recommendations and suggested projects in the plan. It is likely the policy board will have a lot to say about sustainability from a maintenance perspective, projects that can be built/advanced quickly, and projects that minimize ROW acquisition so we feel it’s pretty important to have buy in from them on that prior to release of this plan.
26	Sarah Schacher	DOT	Goal 1, page 10. Why are roadway shoulders (especially where added/did not exist before) not given any credit for meeting the performance measure? Shoulders are discussed extensively in the AASHTO Bike Guide especially for rural roads, which is a lot of the North Pole area.
27	Sarah Schacher	DOT	Goal 5: State government is perhaps the one that needs to be encouraged the most in supporting year-round maintenance efforts. Could we think of something more concrete than Seasonal Mobility Task Force Recommendations? Without specific advocacy and impact data presented to decision making bodies (beyond the FAST Policy Board), we don’t see much changing on this front in the near future. (more on this in final comment).
28	Sarah Schacher	DOT	“We Heard You” --2 of the complaints highlighted (Johansen Bike Path & McGrath Road) have since been addressed during the 2020 construction season. While the point is taken, may not have context in the final published plan compared to when the public comments were taken. Alternatively, these can be shown as bright spots/complaints addressed since both were FAST projects. Also, McGrath should be added to the list of projects on page 19. The 3’ shoulder, while not a recommended bike minimum, still accommodates bikes on the highest volume stretch far better than previously.

29	Sarah Schacher	DOT	Existing conditions and needs: It seems like the narrative could be improved by citing the general pedestrian/bicycle-friendly nature of the Fairbanks area (within and outside of the MPA) – many rural, low volume roads, good summer weather, ample connecting recreational trails, that make bicycling or walking/skiing into the denser parts of the community possible. This is especially true when compared to most other communities in Alaska. Suggest including a zoomed out assessment of the Fairbanks area somewhere.
30	Sarah Schacher	DOT	Existing Conditions and Needs page 23, change “limited access” to “controlled” access.
31	Sarah Schacher	DOT	Plan page 40, mentions DOT&PF use of “brine”. Without context, this loaded term and it might be helpful to describe what this liquid is composed of (i.e. limited corrosives). Use at intersections improves safety for all users in winter conditions.
32	Sarah Schacher	DOT	Page 30, Recommendations and Implementation Plan, Enforcement and Laws – might be good to include ensuring that motorized vehicles are not using pedestrian/bike facilities – that can be an issue in the Fairbanks and North Pole areas. This is a common complaint for both safety and maintenance as ATVs can cause a lot of damage to non-motorized facilities and at a minimum, drag a lot of gravel onto the paths, creating additional maintenance concerns.
33	Sarah Schacher	DOT	General: Note that both City of Fairbanks and City of North Pole share numbered street designations. It might be good to label proposed projects “North Pole 8th Ave...”, etc. Even though they are designated under specific Fairbanks or NP area lists, the project concepts carry forward and usually end up with the community name in the title anyway and they should be distinct from one another
34	Sarah Schacher	DOT	General: It might be helpful to add a column indicating “status”—at least for HP projects. Many of these are already in design which indicates good progress toward achieving the project.
35	Sarah Schacher	DOT	General: network. Much consideration appears to have been given to south Fairbanks due to Tanana Lakes rec area access needs. For a larger vision in accessing this area, why not start at Airport Way and build a separate facility all the way down Lathrop to ultimately get to Tanana Lakes? A north/south corridor shifted to Lathrop seems to make more sense. Yes, it would be expensive, but could be built in stages with independent utility and may be eligible for FLAP and other grants as FNSB has secured for Tanana Lakes improvements. It seems this would tie more destinations for non-motorized users than industrial areas of S. Fairbanks. We know that the Cowles St project is not proposing separated facilities, but they are still proposing 4’ shoulders and 8’ sidewalks to East Cowles so there would still be a connection to Airport Way. We feel it is worth considering to start a separated facility at East Cowles and continuing all the way to Tanana Lakes because it would really attract a lot of use. Some benefits: - oConnects many amenities- library, Raven Landing, Hamme Pool, Big Dipper, Ryan Middle School/Lathrop HS, Hospital and Chief Andrew Isaac, ball fields, Boys and Girls club, and (future) direct connection to Tanana Lakes. - oMore attractive to the casual/recreational rider (the Interested but concerned bicyclists, which make up just over 50% of the population) (Source: 2019 FHWA Bikeway Selection Guide) - oLower AADT than Peger, S Cushman and Van Horn - oFewer driveways than S Cushman (plan notes correctly density of driveways is problematic for separated paths) - oThe more confident riders have wide shoulders they can use on Van Horn and Cushman, or can ride with traffic in lower volume areas (i.e. Van Horn west of Peger) as volume of users makes it difficult to justify the benefit/cost of maintaining separated facilities there - oFewer trucks--nearly half based on 2019 AADT than Cushman and Van Horn, though percent trucks on all three routes are similar. - oCentrally located to attracting residents of Bjerremark and other S Fairbanks
36	Sarah Schacher	DOT	Airport Way West Bike/Ped Facilities: Decision has already been made by FIA to make this a shared use path, not sure if relevant to include the other options in the plan. Project is in design status.

37	Sarah Schacher	DOT	Van Horn Rd Separated Facilities: See above comment on S. Fairbanks improvements if access is intended to Tanana Lakes, are other options available? We are not clear why this project is needed and why so high priority. Van Horn has 4' shoulders, and while it is posted at 50 mph, still provides an adequate facility. We understand the need is driven by connectivity to Tanana Lakes, but has modeling been done to forecast demand? The ROW acquisition will be fairly extensive to achieve a separated facility, and land costs in this area are high. (The est cost provided by DOT&PF includes this, but we should really consider how practical this is. FAST Policy Board has voted in the past for minimal ROW acquisition options for non-motorized facilities (Yankovich Rd) and Van Horn technically already has facilities.) Given drainage considerations in this area, a sidepath may be a better option to limit footprint and additional drainage structures?	
38	Sarah Schacher	DOT	Old Steese Reconstruction: This is an active design project, but the scope as described is not accurate. Shoulders will be added from Johansen to Kutter, and ROW acquisition will be achieved from Kutter to Old Steese/Wendell to continue shoulder width, but not constructed due to funding constraints. The city of Fairbanks has opted to have 4' shoulders as bike facility, but not dedicated bike lanes. Also, the project will add new sidewalks that don't currently exist from Old Steese to Kutter on both sides of road in this dense retail area. Please don't discount the pedestrian improvements or the shoulder widening (as implied to suggest bikes aren't recommended to be on sidewalk, they won't have to be.)	HP-3
39	Sarah Schacher	DOT	Farmers Loop Bike Path Rehabilitation should be titled to clarify Farmers Loop Extension. This is in active design status and will be constructed as part of the Steese/Johansen Interchange project.	HP-5
40	Sarah Schacher	DOT	Mitchell Expressway Path Rehabilitation, should be Parks Highway Path Rehabilitation (the project is from Goldhill Rd to the Chena River, which is outside the designation of the Mitchell Expwy.)	HP-6
41	Sarah Schacher	DOT	College Rd Ped Crossings- this should really be combined with MP-32 (College Road complete Street (aka Road diet). There is only one crossing of college road that meets the ATM- and that's at the Farmers Market on days the market is open. Suggest RRFB and place crossing near Caribou Way for access to bus stop (needs curb ramp work to make this work). There should not be a plan to implement crossings anywhere else until warrants exist. Rather, you could mark specific locations for monitoring if they are believed to be a future candidate (such as at transit stops) for a crossing, but we should not set an expectation in a plan that more crossings are in the future on College Road until the data supports it.	HP-8
42	Sarah Schacher	DOT	Sheep Creek/W Tanana Dr enhanced crossing- what is the actual goal --crossing from Sheep Creek Ext to the path or crossing between the parking area and the trails? These two issues are often muddled. The former can be addressed in the upcoming FAST Intersection Improvement program (stripe crosswalk on south leg of intersection). The latter could be addressed simply by moving the pullout to the opposite side of the road and needs endorsement by UAF since it's all on UA land.	HP-11
43	Sarah Schacher	DOT	Van Horn, University- Peger description is to install separated bicycle facilities to complete connection around southern Fairbanks. As there are no "facilities" east of Peger, what connection is being completed? Not saying having facilities on Van Horn is wrong, just that there isn't really a network for southern Fairbanks being completed with this proposed project. Suggest this might be moved to medium priority as it seems like a much lower-use link.	HP-14
44	Sarah Schacher	DOT	West Fairbanks Intersection Improvements- Description is "address crossings at Geist and Parks as well as Farmers Loop Rd and Army Rd" •Geist/Parks intersections/ramps are all marked crosswalks on the side with the shared use path. The ramp crossing is at a 90 degree angle and signed. So what is being addressed? •We have gone over the Army Rd crossing request on Farmers Loop repeatedly and there are not enough crossings to warrant installation of any sort of crossing in this area. A safe crossing of Farmers Loop is provided at the signal at Tanana (we just added a ped signal and a crosswalk there in 2018.) Crossing 4 lanes of traffic on a 50+ mph facility is not in conformance with the ATM and the plan should not propose doing something out of conformance with the ATM/MUTCD, particularly at such low ped/bike volumes.	HP-18

45	Sarah Schacher	DOT	How is MP-3 (Parks/Chena Pump/Geist) different than HP-21? And then there's MP-34, Chena Pump Road Roundabout interchange (which is technically Geist). Seems like these should all somehow be combined. (PS--we like the roundabout idea!)	HP-21, MP-3, MP-34
46	Sarah Schacher	DOT	Does MP-20 (Old Steese/Farmers Loop) address the FL path ending at FL Extension or is it intended to provide ways for bike/peds off Old Steese onto FL? It is unlikely the latter will be addressed until a much larger capital project addresses the overall Steese/FL intersection.	MP-20
47	Sarah Schacher	DOT	Chena Pump Road Crossing. There is no warrant for this project as proposed to a destination not yet developed. Chena Pump Road crossing at Chena small tracts/Old Chena Ridge, however, does meet warrants for a traffic signal so should be evaluated first as a crossing location. This then comes down to a roundabout or a signal – ped warrants aren't there but vehicular warrants are. \$1.5M probably gets you a signal with all the crosswalks to go with it, roundabout more on the order of \$3-4M. This not only provides a safe crossing, it also connects Dartmouth and Wood River school ped traffic. This is a much better overall solution for all users, and is already a demonstrated need and would also address repeated complaints about speeding on Chena Pump Road.	MP-21
48	Sarah Schacher	DOT	(Fairbanks- NP Bike/Ped Multi Use Path) – We don't feel "Continue to allow bicyclists on Richardson Highway when complete" belongs in a project description.	MP-30
49	Sarah Schacher	DOT	What is the difference between MP-5 (Ballaine Road Bicycle Corridor- Yankovich-Goldstream (reconstruction of the path)) and MP-31 (Ballaine Rd Separated Path (create a separated path from FL to Goldstream))? Should use the higher \$6M estimate of the two; this project will be expensive with high fills in poor soils. Apologies we did not catch this in project estimate description/review.	MP-5, MP-31
50	Sarah Schacher	DOT	College Rd Complete Street (University to Steese)- the project description says "Make College Road and Complete Street with three vehicle lanes, bike lanes, bus pullouts, and pedestrian crossings." Either the eastern termini needs to be changed to Margaret/Antoinette or the description needs to be tweaked. The piece between Johansen and Steese didn't work as a three lane from recollection.	MP-32
51	Sarah Schacher	DOT	Old Rich VFW to Dyke separate bike facility- Super low AADT (68) and only a ½ mile or so? And if the AADT on Old Rich is too high for comfort, then Treaty St runs parallel to the Old Rich on the other side of ARRC. It's low priority, but wonder if it should be in the plan at all.	LP-1
52	Sarah Schacher	DOT	Laurance Rd (west) bicycle facilities. This is low AADT route so really doesn't justify separated facilities here and there is a fairly wide shoulder.	LP-2
53	Sarah Schacher	DOT	Dawson shoulders is the name, but description is separated bicycle facilities from Lineman to Hurst. Why is the name shoulders if the description is separated facilities? (South of Lineman there are wider shoulders than north of Lineman).	LP-3
54	Sarah Schacher	DOT	Old Rich and Homestead Dr bicycle facilities – description should probably just be add bicycle facilities on Old Rich. Sharrow on Homestead Dr are inconsistent with admin code and should not be used.	LP-11
55	Sarah Schacher	DOT	Peede and Nordale Enhanced crossing. What is intended here? A marked crosswalk is not warranted. Nordale is 50 mph facility and we should not give bikes or peds a false sense of security that they can safely cross through a crosswalks on a high speed rural road. Currently the Alaska traffic manual (Table 3B-100) says marked crosswalks should not be installed on any road greater than 45 mph, regardless of ped or vehicle volumes. Does "enhanced" mean lighting? Signing? Neither Nordale or Peede have parallel paths or dedicated facilities to cross to. This project concept should be removed or clarified for what it is intended.	LP-14

56	Sarah Schacher	DOT	PDF page 95, (page 4 of the Recommendations and Implementation Plan) incorrectly interprets the ATM (screen shot of text below)--this should not be released to the public as written. Nothing like this statement exists in the AMATS plan either. Minimum use thresholds of 20 peds/hr (or 15 elderly/ children) still have to be met before we mark or enhance a crossing (ATM Table 3B-101). We have occasionally justified crossings for new facilities (like Chief Andrew Isaac in the photo in the plan) based on anticipated use; however all of the locations generally proposed in the lists of projects are not experiencing land use changes that would drive a change in anticipated crossings by peds (or bikes). The ATM specifically says that devices are not provided for sites with adequate gaps, good visibility, low ped volume or low crash history. Fairbanks has only a couple spots with repeatable crash history with bikes/peds and they do not include the locations this document is suggesting we construct enhanced crossings. 4A.100.04 of the ATM is not written to provide a justification to install traffic control devices where there is minimal use, as is implied by the text in the plan. We believe the Caribou Way bus stop to Farmers Market crossing of College meets ped volume thresholds on days the market is open, and we can consider that location for a marked/enhanced crossing. Everything else proposed does not meet the minimum use thresholds. I encourage you to speak with Pam Golden to further clarify the flexibilities intended with this section. In addition, it is important for the plan to acknowledge why these standards exist in the first place: 1) to not give a false sense of security that crossing is safe when motorists should not otherwise expect to encounter non-motorized users (due to lack of meeting a consistent threshold of users) 2) to not give priority to a low volume movement/mode at the expense of a higher volume motorist traffic that relies on network mobility and efficiency.
57	Sarah Schacher	DOT	Page 117 – Engineering and Planning. BPAC should not be weighing in on project alternatives at local review stage. At that phase, the public involvement driving alternative selection would already be complete and involving them at this stage could result in alternatives desired contrary to public involvement and NEPA document, creating controversy and backwards project progress that could be avoided. BPAC review needs to be concurrent with NEPA review and other public involvement.
58	Sarah Schacher	DOT	Pg 119- education and encouragement. This is a great list of ideas, and the BPAC could definitely spearhead some of them. I suggest also seeking grants or local sponsorships for these efforts. What I see as missing is bicycle and pedestrian education (probably more so bicycles.) A repeated frustration we hear from motorists towards bicyclists is that they don't follow the rules of the road, or do only when convenient. This of course is not all bicyclists, but also given other factors like unique Fairbanks area conditions and long periods of darkness, some safety courses if available would be highly beneficial even if only a small group used them. This could also be expanded to schools, much like driver's ed as proposed. You cover this a bit on page 41 of existing conditions, but it seems more aimed at children, so just something to consider.
59	Sarah Schacher	DOT	Winter Maintenance – pg 40 Existing Conditions. Under ADOT&PF, first bullet is not accurate after the semi-colon and needs corrected prior to public review, there must have been a miscommunication. A more accurate statement would be: "The DOT&PF generally prioritizes snow removal on sidewalks to the same priority as the adjacent road, but due to resource constraints, sidewalks will have a different level of service and response time. Also due to limited resources, in general, multi-use paths are not maintained in winter months." This change would also be consistent with the statement on page 41 "However, the priority of non-motorized routes by users does not necessarily align with the DOT&PF's road hierarchy driving their roadway priorities."

60	Sarah Schacher	DOT	Pg 40/41 Winter Maintenance draws some good, factual info out about each agency as to the state of maintenance, but does not make any actionable recommendations about how to address the problems and repeated frustrations we hear about at FAST Technical, Policy and BPAC meetings regarding maintenance level of service and reluctance to take on any new maintenance of a facility. The plan is missing an opportunity to make some candid statements about the reality of each agency's budget situation and what history has shown the last few years. On page 30, recommendations are also made to increase enforcement, but nothing actionable on how to achieve (or fund resources for) that. Goal 5 pointedly states to encourage local governments to adequately fund year-round maintenance, but there is no acknowledgement of how the rest of the plan vision will pan out if that is not done. This doesn't just mean reduced maintenance level of service, this means constructing or not constructing numerous projects listed in this plan to begin with. We feel this section is really important and warrants stepping back and getting further guidance from Policy Board about their vision of the future for non-motorized facilities. Some serious thought may need to be given to a "tiered approach" plan, with a realistic long term vision given current realities and political will, and the ideal long term vision (as currently presented in the plan) should circumstances change.	
61	Andrew Ackerman	City of Fairbanks	I'm attaching my review to-date. I didn't even get all the way thru the draft plan. I thought I should send to you first due to the sheer volume of my comments, never mind the content. In general I'm really disappointed in the lack of rigor with regards to citing studies/references for statements made in the plan. It makes me wonder if KA thought no one would have any expertise in the subject area. I'm not even challenging some of the validity of the statements, just the lack of willingness to document sources and refer to actual data and studies. The document does not have to be at the level of a peer reviewed paper, but it is a technical document and should have a high measure of technical reporting. The lack of data, old data (crashes) or misrepresentation of some of the survey findings are also of concern. I would be willing to discuss more with you post Xmas holdiday. Hope you and your girls have a fun break.	
62	Andrew Ackerman	City of Fairbanks	Just curious why the plan is referred to as simply 'Non-Motorized Plan' rather than Non-Motorized Transportation Plan as it has been in the past?	PDF Pg 1
63	Andrew Ackerman	City of Fairbanks	I have often thought the term 'non-motorized' doesn't fit very cleanly with the multi-modal 'independence' and 'car-free' objectives of this type of plan. E.g., our public transit is clearly motorized, as is train/rail--granted nobody commutes by rail in the area--but they to travel to/from Fbx by rail. Also, more and more Fbxer's are using e-bikes which have small motors in them. Segways are used in summer. Just something to keep in mind...	PDF Pg 1
64	Andrew Ackerman	City of Fairbanks	It would have been much more powerful to survey residents directly last year and insure a representative sample rather than relying on coarse ACS data from 6 yrs ago.	PDF Pg 3
65	Andrew Ackerman	City of Fairbanks	1% cycle: Is this an avg across all months of the year? I suspect (and have data on Chena Riverfront Path) that the % of bike commuters goes up significantly in the summer months, i.e., the 0730 and 1700 hrs see spikes on weekdays.	PDF Pg 3
66	Andrew Ackerman	City of Fairbanks	4.3% don't have access to an automobile: This is an even more compelling stat if it can be shown that some or most of these households are living in a part of the community where access to job, food, education, healthcare (their needs) is not within walking distance (~.75 mile) and they don't have a good transit and/or n-m option.	PDF Pg 3
67	Andrew Ackerman	City of Fairbanks	The choice to cycle for health is not analogous to a dependence on non-vehicle transportation. It would be interesting if data existed on how many residents own both motor vehicle and bike, but choose to bike commute rather than drive, as well as data on how many residents bike bc its the only vehicle they own.	PDF Pg 3
68	Andrew Ackerman	City of Fairbanks	"Connect Fairbanks is a regional nonmotorized transportation plan. It outlines... and improve"--> "improves"	PDF Pg 3
69	Andrew Ackerman	City of Fairbanks	"The 2012 NMP recognized a resurgence of...the area's natural surroundings": How exactly does this sentence explain why and update to the 2012 plan was needed	PDF Pg 3

70	Andrew Ackerman	City of Fairbanks	"A bicycle typically costs a small fraction of a motor vehicle in upfront costs and operating costs which are estimated over at \$9,000 per year on average1" Is this the per year operating costs of a mv? Not entirely clear. Also, a bike in Fbx used for commuting is on avg significantly more expensive than in lower 48. E.g., the cheapest fat tire bike for sale in Fbx is ~\$1,500 and the avg is ~\$3000. E-bikes are similar in price and may be even more expensive.	PDF Pg 3
71	Andrew Ackerman	City of Fairbanks	"Fairbanks Area Surface Transportation Planning.." : Might want to explain that FAST is the metro planning organization for the region and coordinates federal transportation spending within the entire Fbx Urban Area.	PDF Pg 4
72	Andrew Ackerman	City of Fairbanks	"Over time, FAST Planning hopes to...": This is a goal of FAST but is this what the plan describes? Also, I'm not sure the term 'transportation independence' is the best way of describing the goal. Does the avg citizen identify with and understand the meaning of the term?	PDF Pg 4
73	Andrew Ackerman	City of Fairbanks	"Outdoor Activity:" ?	PDF Pg 5, comment repeats on all quote pages
74	Andrew Ackerman	City of Fairbanks	"Walking and cycling are important ways for people to get around the Fairbanks Region" Does this include areas to the south and north of FUA? Maybe use a graphic to describe the region that is being referred to?	PDF Pg 6
75	Andrew Ackerman	City of Fairbanks	"Our non-motorized system should be accesible to everybody" Does this plan limit itself to just planning for the infrastructure? There are critical access barriers that exist other than the physical design and extent of path, etc.	PDF Pg 6
76	Andrew Ackerman	City of Fairbanks	"When people walk and cycle, they are often foregoing a car trip" It would be really interesting to know what % of Fbxans forego a car trip when bike/hiking vs. walk/bike purely for recreation, i.e. mutually exclusive experiences. My hypothesis is most (excluding those doing a loop from their home)--use a car to get to a bike/hike loci or bike/hike purely for that purpose, rather than forego a car trip when walking/biking/running etc. in the region. The exception of course is commuters, with access to a car, who bike/walk.	PDF Pg 8
77	Andrew Ackerman	City of Fairbanks	"stop on pass-by trips to make purchases" Likely true but needs a reference or two to study(s)	PDF Pg 8
78	Andrew Ackerman	City of Fairbanks	I highlight this as I'm not sure how one's outdoor activities relate to an urbanized area's transportation infrastructure plan. I could see justification for this info if this plan were a borough P&R trail plan. Also, FYI the 9ZERO7 bike in the photo is a \$4300 GX or a \$7200 XX. That doesn't include the expensive accessories. If your goal is to make sure everyone in the community has equitable access--this is not the best photo to represent that, since a bike like this is non-attainable to >95% of the population.	PDF Pg 9
79	Andrew Ackerman	City of Fairbanks	"Connect Fairbanks envisions an independent..." This is a much more specific and directed statement of what this plan attempts to describe (see p. 4)	PDF Pg 10
80	Andrew Ackerman	City of Fairbanks	"Update the inventory at least every" This perf measure should be much more detailed and require that the inventory be updated as the system is improved. This needs to be part of a broader GIS data work flow that is a collab b/t City, FNSB, and FAST	PDF Pg 10
81	Andrew Ackerman	City of Fairbanks	"Improve the accessibility" I think the existing known or potential barriers to accessibility need to be described first to create a clear framework around this issue. While ADA compliance is very important, access issues have a much wider range, starting with economic exclusivity, related to place of residence, access to safe transportation, etc.	PDF Pg 10
82	Andrew Ackerman	City of Fairbanks	"to all inventoried major generators by year" The term 'major generators' should be defined bf using it.	PDF Pg 10
83	Andrew Ackerman	City of Fairbanks	"Update the Fairbanks Region Bikeways" The print map should happen every year and a GIS version of it should be updated continuously as projects are completed.	PDF Pg 11
84	Andrew Ackerman	City of Fairbanks	"Develop a public annual bicycle" I believe K&A is aware of the EcoCounter ped/bike counter program that has existed since 2018. There is a public access to this data and presentations have been made to a variety of community groups. It seems neglected here.	PDF Pg 11

85	Andrew Ackerman	City of Fairbanks	"Increase the proportion of Fairbanks area residents that cycle" Its hard to understand how realistic this goal/perf measure is if a) we are not confident in our existing baseline data of 1% commuters and b) the increase by 1% over 15 yrs is easy, moderate, difficult to achieve without knowing how many individuals this would be and if the current trend in bike commuting is upward, flat, or down.	PDF Pg 11
86	Andrew Ackerman	City of Fairbanks	When asked about walking and cycling in the community, 31% of community members surveyed explicitly mentioned a safety concern using the words "dangerous,"..." 31% of respondents.	PDF Pg 12
87	Andrew Ackerman	City of Fairbanks	"Since then, public agencies have made [significant] progress toward improving walking and cycling facilities and policies across the Fairbanks area." in particular in the downtown area, areas to the south of Airport Rd and bisecting Airport and the Johansen Expwy/Geist & University.	PDF Pg 14
88	Andrew Ackerman	City of Fairbanks	"In addition, Fast Planning adopted a.." And the COF did a complete inventory and assessment of sidewalk conditions for the entire city network, and developed an ADA Transition Plan and GIS database that prioritizes areas based on condition/ADA compliance. Further the City has been monitoring ped/bike usage within the downtown area streets and paths using EcoCounter continuous automated counters.,	PDF pg 15
89	Andrew Ackerman	City of Fairbanks	Whole page highlighted: Is this the entire list?? There are significant other sources, both local, state and national.	PDF pg 19
90	Andrew Ackerman	City of Fairbanks	"healthcare costs" on average	PDF Pg 35
91	Andrew Ackerman	City of Fairbanks	"Good walking anc cycling..." Not if that good infrastructure is no where near a segment of the population or a large segment of the population cannot afford the types of equipment needed to utilize the resource many months of the year.	PDF Pg 35
92	Andrew Ackerman	City of Fairbanks	"When people walk and cycle..." Again, this either needs to be cited or shown with local data to be true.	PDF Pg 35
93	Andrew Ackerman	City of Fairbanks	"policy and program changes will..." Why is this true?	PDF Pg 37
94	Andrew Ackerman	City of Fairbanks	"including North Pole and Fairbanks" This doesn't really adequately describe the urbanized area and put it in context re: existing conditions. Over 2/3 of the regions bike and ped facilities are within the City of Fairbanks. Less than 5% is in the NP area portion of the MPO boundary. Much of the remaining is in FNSB but directly connected to COF infrastructure (roads/sidewalks/path)	PDF Pg 38
95	Andrew Ackerman	City of Fairbanks	"This plan focuses on the MPO area" This is good	PDF Pg 39
96	Andrew Ackerman	City of Fairbanks	"Many streets in Downtown Fairbanks" refer to a graphic of this area	PDF Pg 39
97	Andrew Ackerman	City of Fairbanks	"Regional shared-use paths"" A fairly extensive network of existing, regional, shared-use..."	PDF Pg 39
98	Andrew Ackerman	City of Fairbanks	"These numbers exceed the national" But how to we compare with similar cities/towns? Apples to apples. Its irrelevant to compare us to NYC and San Diego.	PDF Pg 39
99	Andrew Ackerman	City of Fairbanks	"Fairbanks metropolitan area between" Old data	PDF Pg 39
100	Andrew Ackerman	City of Fairbanks	"expressed a desire" Was this one of the most often cited or was it expressed esp. strong? If it was just one of many desires voiced at an open house, its not that significant.	PDF Pg 39
101	Andrew Ackerman	City of Fairbanks	"Compared to the demographics of.." This is a really important finding. In most social science research this would put all results in doubt or at least require a weighting of the data in an attempt to make it more representative of the pop.	PDF Pg 46
102	Andrew Ackerman	City of Fairbanks	"Data related to the actions of individuals..." This is important to discuss	PDF Pg 60
103	Andrew Ackerman	City of Fairbanks	"Based on a review of the data.." In addition to using the incomplete crash data to ID locations for further investigation, the amount of bike usage and demand for bike route in particular areas should play into ID of important areas	PDF Pg 63
104	Andrew Ackerman	City of Fairbanks	"A major factor in the safety.." Was it determined how many areas/shoulders in Fbx have safety hazards similar to this?	PDF Pg 69
105	Andrew Ackerman	City of Fairbanks	"In shared lanes, bicyclists.." I don't believe the exist any sharrows in Fbx, but there certainly are oppts for them.	PDF Pg 69
106	Andrew Ackerman	City of Fairbanks	"The Fairbanks region has improved facilities for bicyclists and pedestrians.." This is good and important and needs more attention	PDF Pg 79

107 Andrew Ackerman City of Fairbanks "The City of Fairbanks completed an inventory of City sidewalks in 2017" This significantly underrepresents what the City completed in 2017 and has provided. In addition to a complete inventory of the entire sidewalk network and a detailed geospatial db of sidewalk condition and constraints and measures, the COF also developed a ADA Transition and Priority Plan.

PDF Pg 86

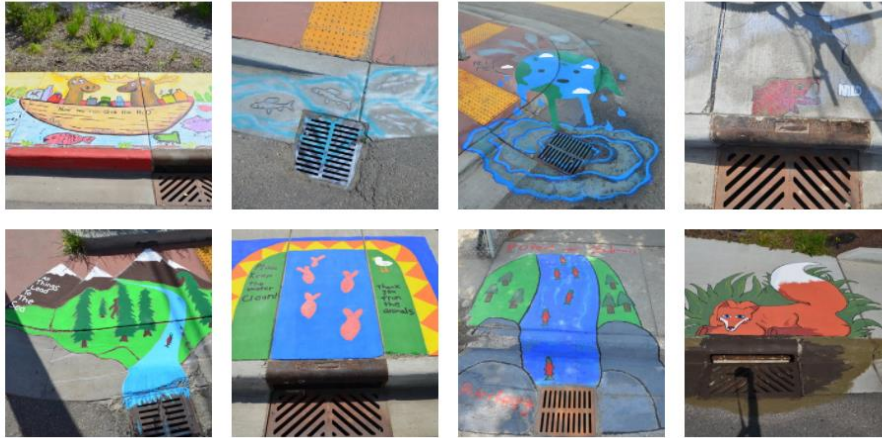
ASPHALT ART FOR DOWNTOWN FBX



2021 Storm Drain Art on Lacey

2019 Storm Drain Art Contest:

9 local artists submitted 14 of their creative ideas (a few submitted more than one idea). Of those art submissions, 10 were chosen and painted on storm drains on Saturday, June 2-15th.



<http://www.twatershed.org/storm-drain-art-pictures>

Asphalt Art

Grant opportunity

<https://asphaltart.bloomberg.org/grants/>

Where is Bloomberg funding beautification and asphalt art projects?

While cities incorporate art into public spaces in a variety of ways, the focus of this initiative is what we're calling *asphalt art*: visual interventions on **roadways** (intersections and crosswalks), **pedestrian spaces** (plazas and sidewalks), and **vertical infrastructure** (utility boxes, traffic barriers and underpasses).

[Kansas City Example](#)

[City of Norfolk Example](#)

[Saginaw Michigan Example](#)

[Piazza Aperte Example](#)

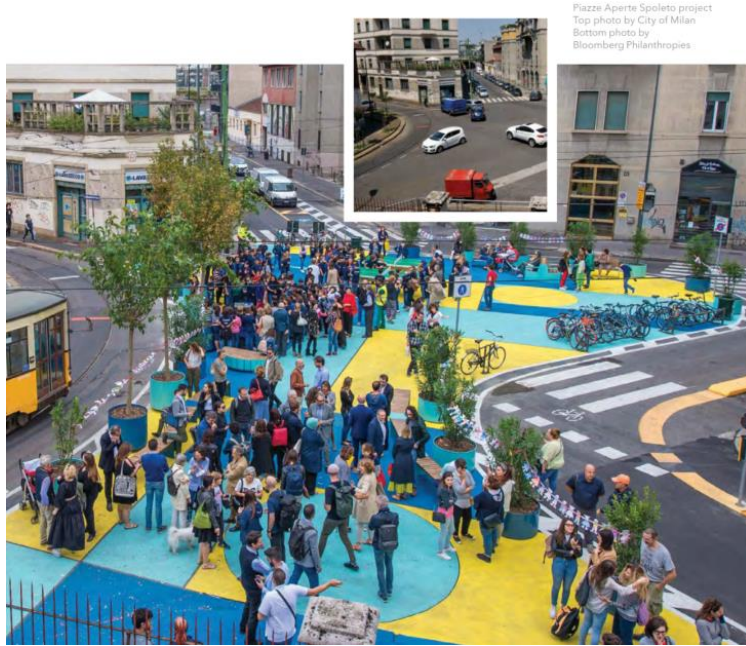


Butterfly mural in Asheville, NC, by Sound Mind Creative. Photo by Justin Mitchell.



Underground at Ink Block in Boston, MA. Mural by Silvia López Chavez. Photo by @Rediovision.

Highlight the value of Piazza “scale and scope art”



“This program has transformed the city’s design approach from a slow-moving, top-down process into a collaborative effort that involves the community and allows them to test a design before committing to a permanent change.”

- DEMETRIO SCOPELLITI

ADVISOR TO THE DEPUTY MAYOR FOR URBAN PLANNING,
GREEN AREAS AND AGRICULTURE, CITY OF MILAN

Asphalt art guide, pages 46 - 47

Funding awards and schedule from 2021 and for 2022

Round 1

Sixteen winning cities were announced in June 2020, and projects will be installed in 2020 and 2021. Applications are now open through **April 30** for additional U.S. cities to apply.

Apply Now: <https://asphaltart.bloomberg.org/grants/>

Match: \$0.00 cash. In-kind support e.g. permitting, repaving, installing planters or traffic barriers, or long-term maintenance)

Round 2

Asphalt Art Initiative was announced on March 2, 2021. The program will award up to 20 U.S. cities grants of up to **\$25,000 each**, as well as on-call technical assistance from [Street Plans](#). Grants will be announced by fall 2021 for projects installing during calendar year 2022.

Eligible Applicants

Project Teams may include various members (e.g., city agencies, nonprofit community or arts organizations, and/or individual artists or consultants), but must include:

1. **Lead City Agency:** Primary government agency with oversight of the project (e.g., Department of Transportation, Cultural Affairs, or other appropriate agency). Note: If the Lead City Agency is not the government agency with jurisdiction over city streets (e.g., Department of Transportation, Public Works, etc.), then that agency must be a part of the Project Team.
2. **Fiscal Agent:** An organization with **501(c)3 nonprofit** status that can receive the grant funds and be responsible for managing the distribution and procurement required.

In addition, each application must identify which entity or individual is responsible project management (day-to-day coordination and implementation) and which is responsible for artistic direction (selection of artist/design, etc.). We understand that each Project Team is unique, so please do your best to represent the makeup of your team.



Asphalt art guide, page 91

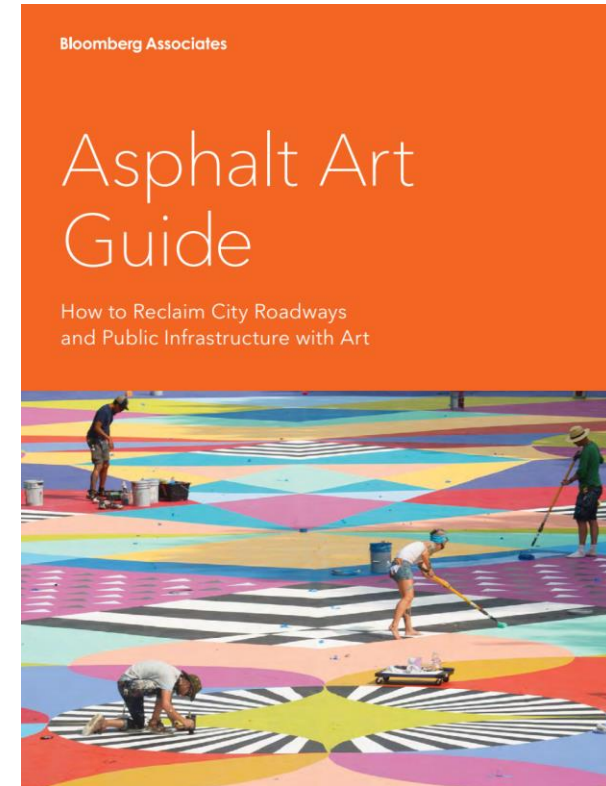
Eligible Project Sites

Each application must have a site identified for the proposed asphalt art project (or sites, if multiple are feasible within the budget).

Eligible sites should be **on or adjacent to:**

active roadways, and may include crosswalk, intersections, vehicle/parking lanes, plazas, sidewalks, or transportation infrastructure such as traffic barriers, highway underpasses, or utility boxes.

Sites may be located in and managed by one or multiple jurisdictions (city, state or county, public utility, regional transit authority, etc.) but must be largely or completely on public property and be fully open to the public. See page 71 in the [Asphalt Art Guide](#) for considerations when selecting a site.



Bloomberg Associates Asphalt art guide

Project Requirements

Duration: Proposed projects **may be temporary** (e.g., a single artwork application with plans to eventually remove faded paint) or they may be longer term with plans for **repair/reapplication or a planned/proposed capital construction**. All projects should include an appropriate plan for maintenance of the artwork for the duration of its installation. Projects with a defined end date should include a plan for removal.

Goals & Metrics: A critical component of the Asphalt Art Initiative is to identify **priority goals** for each project and to make a plan for **collecting metrics** to determine how successful the project is at meeting those goals. Goals and metrics may differ from project to project. See our [List of Common Metrics](#) for reference.

Budget: Competitive proposals **will include in-kind** support from the municipality (e.g. permitting, repaving, installing planters or traffic barriers, or long-term maintenance). Proposals may also make use of **additional funding or in-kind** support from outside sources, if applicable.

Selection Criteria Part I

Impact

- Addresses relevant and meaningful challenge: traffic safety, underutilized public space, neighborhood blight
- Characteristics: physical layout, traffic or pedestrian volume, neighborhood context
- Proposed intervention is consistent with the project's stated goal(s) and metrics
- Clearly benefits the local community and engages residents/stakeholders in its planning, development, and/or execution.

Viability

- The project team and partners have the necessary authority and expertise
- Support from city and community stakeholders, through existing an outreach/engagement plan.
- The proposed budget, timeline, and maintenance plan are realistic and demonstrate notable in-kind city support.



Asphalt art guide

Selection Criteria Part II

Quality & Visual Interest

- The process for artist selection and design development is well-defined and appropriate for the proposed project, and will be overseen by someone with appropriate expertise.
- If the artist has already been selected, the chosen artist has demonstrated creative skill and the potential to develop a visually compelling design.
- The surface being painted is in good repair or there is a reasonable plan to repave or otherwise treat it to be receptive to the chosen

The grant guide 106 pages

<https://data.bloomberglp.com/dotorg/sites/43/2019/10/asphalt-art-guide.pdf>

Applications will be accepted until Friday, April 30.

Current projects: <https://asphaltart.bloomberg.org/projects/>



Asphalt art guide, page 10

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Philanthropies**

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Street Scope(s) Options for Proposal 2022

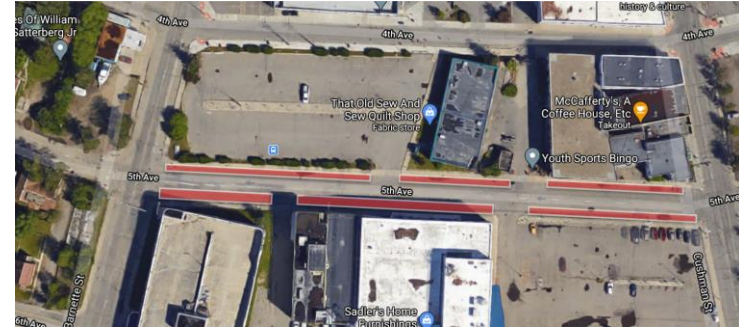
OPTION 1: 5th Avenue (Cushman to Barnette) mockup of wider sidewalks and landscaping

OPTION 2: Lacey Street (10th to 12th) mockup of blended corridor or linear park concepts

STREET SCOPE ART OPTION 1: 5TH AVENUE

Paint the asphalt parking areas on the north and south sides of 5th between Cushman and Barnette

Goal: visualize the future widened sidewalks and landscaping and see them at 1:1 on site before construction. Paint removed when the road is rebuilt.



Asphalt art guide, page 97



Asphalt art guide, page 86



Asphalt art guide, page 38

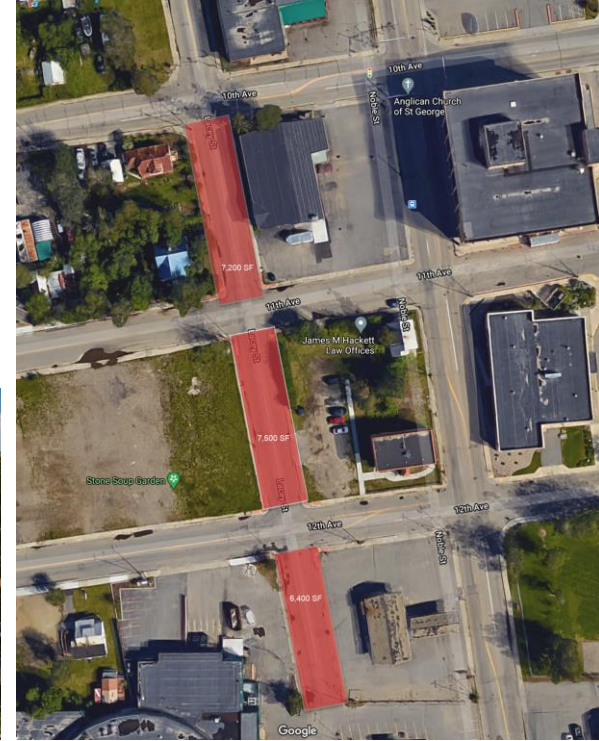
STREET SCOPE ART OPTION 2: LACEY STREET

Mock up south of 10th Avenue to Co-op Market Parking
(blended corridor or linear park concepts)

Paint removal or seal coat will be needed 2 years after installation



Asphalt art guide, page 30



Paint Primary Eco-Friend Paint

<https://www.aexcelcorp.com/products/eco-friendly-traffic-paint/biostripe-sustainable-marking-paint-aexcel>

If you'd like to start using our sustainable traffic paint or sealcoat, call one of our representatives at **800-854-078**, or **fill out an online form** and one of our representatives will be in touch with you within the next one to two business days.

Available Products:

- 72A-A049 BioStripe Black Regular-Dry Waterborne Alkyd Latex Traffic Marking Paint
- 72L-A031 BioStripe Blue Regular-Dry Waterborne Alkyd Latex Traffic Marking Paint
- 72R-A027 BioStripe Red Regular-Dry Waterborne Alkyd Latex Traffic Marking Paint
- 72W-A129 BioStripe White Regular-Dry Waterborne Alkyd Latex Traffic Marking Paint
- 72Y-A107 BioStripe Yellow Regular-Dry Waterborne Alkyd Latex Traffic Marking Paint
- 72G-A019 BioStripe Bike Path Green Waterborne Alkyd Latex Traffic Marking Paint

FAST Planning TIP OBLIGATION STATUS REPORT FFY21 (as of April 15, 2021)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY20 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$2,046.5	\$373.6	18%
STP AC	All	\$1,774.0	\$1,470.7	83%
CMAQ	All	\$727.8	\$727.8	100%
PL	All	\$321.2	\$321.2	100%
OFFSET	All	\$537.6	\$241.5	45%
TOTAL		\$5,407.2	\$3,134.8	58%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY20 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWY00445	5th Avenue Reconstruction	Design	4/5/2021	\$109.8	\$109.8	100%	
		Right-of-Way	4/5/2021	\$27.3	\$27.3	100%	
NFHWY00447	Airport West Bicycle & Pedestrian Facility	Utilities		\$9.1		0%	
		Construction		\$1,137.0		0%	
				\$318.5		0%	FFY22 AC
NFHWY00336	Coordinator's Office	Planning	1/14/2021	\$100.0	\$100.0	100%	
Z622070000	Cushman Street Bridge Rehabilitation	Design		\$2.3		0%	Phase Placeholder
NFHWY00524	FAST Intersection Improvement Program	Utilities		\$4.5		0%	
		Construction		\$268.4		0%	
NFHWY00282 NFHWY00559	FAST Sidewalk Improvement Program	Construction	4/6/2021	\$17.3	\$17.3	100%	
TBD	Metropolitan Transportation Plan Update	Planning	2/18/2021	\$136.5	\$136.5	100%	
NFHWY00269	North Pole Streetlight Standardization	Right-of-Way		\$2.3		0%	Phase Placeholder
NFHWY00158	Old Rich Hwy Intersection Improvements	Right-of-Way		\$2.3		0%	Phase Placeholder
NFHWY00246	Sign Replacement - Stage III	Design		\$2.3		0%	Phase Placeholder
		Construction	2/4/2021	\$1,455.5	\$1,453.4	100%	FFY22 AC
NFHWY00448	Woll Road Resurfacing & Widening	Design		\$227.4		0%	
	TOTAL			\$3,820.5	\$1,844.3	48%	

CMAQ FUNDS (Federal Share)

IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY20 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWY00282 NFHWY00559	FAST Sidewalk Improvement Program	Construction	4/6/2021	\$727.8	\$727.8	100%	
	TOTAL			\$727.8	\$727.8	100%	

PL FUNDS (Federal Share)

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY20 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWY00336	FAST Coordinators Office	Planning	10/1/2020	\$321.2	\$321.2	100%	
	TOTAL			\$321.2	\$321.2	100%	

[illegible]

FAST Planning FFY21 Offsets

April 15, 2021

Project	State	Federal	Total w/ Match	
Cushman Street/Gaffney Road Reconstruction	\$45,203	-	\$45,203	Project closure
Noble Street Upgrade	-	\$401,534	\$441,391	Project closure
Minnie Street Corridor Study	-	\$3,263	\$3,587	Project closure
FMATS Improvement Program FFY18-19 (Design)	-	\$3,116	\$3,425	Phase closure
FMATS Area Surface Upgrades FFY19	-	\$129,724	\$142,601	Project closure (pending)

Total Offset Funding to Date	\$45,203	\$537,637	\$636,207	
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COMMITTED FUNDS

FAST Intersection Improvement Program FFY20 Construction	-	\$6,972	\$7,664	Executive Director approved 9.14.2020
FAST Improvement Program FFY20 Construction	-	\$95,170	\$104,617	Executive Director approved 9.14.2020
McGrath Road Upgrade Construction	-	\$158,663	\$174,412	Policy Board approved 9.16.2020
FAST Improvement Program FFY20 Construction	-	\$57,175	\$62,850	Executive Director approved 11.17.2020
5th Avenue Reconstruction Design	-	\$205,865	\$226,300	Policy Board approved 12.16.2020
Tanana Loop & South Chandalar Intersections Construction	-	\$82,172	\$90,329	Technical Committee approved 01.06.2021

Total Committed Offsets	\$0	\$606,017	\$666,172	
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Remaining Funds to be Obligated	\$45,203	(\$68,380)	(\$29,966)	
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McGrath Road Upgrade FFY20 Construction Balance	-	(\$386,088)	(\$424,412)	
Use of FFY21 Offsets approved by Policy Board 9.16.2020	-	\$158,663	\$174,412	
Final Design phase delay (FFY21 to FFY22) for Woll Road	-	\$227,425	\$250,000	
		\$0	\$0	

Pending FAST Planning Deobligations from Project Closures & Reductions to Bid Awards

April 15, 2021

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
NFHWY00365	FMATS Area Surface Upgrades FFY19	2019	\$129,724	Project Closure; pending construction closeout
NFHWY00170	FMATS Sidewalk Improvement Program FFY19	2019-20	TBD	Project Closure; pending construction closeout
Z637840000	Gillam Way Rehabilitation	2019	TBD	Project Closure; pending construction closeout
NFHWY00137	Wembley Avenue Improvements	2019	TBD	Project Closure; pending construction closeout
Z628380000	McGrath Road Upgrade	2020	TBD	Project Closure; pending construction closeout
NFHWY00425	Fbks R/R Crossing Reduction/Realignment Plan	2020	TBD	Project Closure; pending final deliverable
NFHWY00417	Johansen & Danby Path Resurfacing	2020	TBD	Project Closure; pending construction closeout
NFHWY00434	FAST Improvement Program FFY20	2020	TBD	Project Closure; pending construction closeout
NFHWY00165	FAST Intersection Improvement Program FFY20	2020	TBD	Project Closure; pending construction closeout
NFHWY00446	Non-motorized Plan Update	2020	TBD	Project Closure; pending final deliverable
NFHWY00463	Road Service Area Expansion Plan	2020	TBD	Project Closure; pending final deliverable
NFHWY00014	Tanana Loop & South Chandalar Dr Intersections	2020	TBD	Project Closure; pending construction closeout
		TOTAL	TBD	

The latest general information on the Coronavirus Disease 2019 (COVID-19) is available on [Coronavirus.gov](#). For USDOT specific COVID-19 resources, [please visit our page](#).

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Related Documents

- [Past Application List \(TIGER/BUILD\)](#)

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RAISE Discretionary Grants

U.S. Secretary of Transportation Pete Buttigieg Announces Availability of \$1 Billion to Modernize and Create New American Infrastructure

WASHINGTON – The U.S. Department of Transportation (DOT) today published a Notice of Funding Opportunity (NOFO) to apply for \$1 billion in Fiscal Year (FY) 2021 discretionary grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE, formerly known as BUILD and TIGER, has awarded over \$8.935 billion in grants to projects in all 50 states, the District of Columbia and Puerto Rico since 2009.

“In communities across the country, there is tremendous need for transportation projects that create high-quality jobs, improve safety, protect our environment, and generate equitable economic opportunity for all Americans,” said U.S. Secretary of Transportation Pete Buttigieg. “With RAISE grants, we are making those needed investments in our communities’ future.”

Projects for RAISE funding will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, the Department will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs.

For this round of RAISE grants, the maximum grant award is \$25 million, and no more than \$100 million can be awarded to a single State, as specified in the appropriations act. Up to \$30 million will be awarded to planning grants, including at least \$10 million to Areas of Persistent Poverty.

To ensure that the benefits of infrastructure investments benefit communities large and small the Department will award an equitable amount, not to exceed half of funding, to projects located in urban and rural areas respectively.

The program is highly competitive with 680 projects funded out of over 9700 applications. It is one of the few DOT discretionary programs for which regional and local governments can directly compete for multimodal transportation funding.

To provide technical assistance to prospective applicants, DOT is hosting a series of webinars during the FY 2021 RAISE grant application process. To register for the webinars visit www.transportation.gov/RAISEgrants/outreach. The deadline to submit an application is July 12, 2021 at 5pm Eastern.