



## **Bicycle & Pedestrian Advisory Committee Meeting**

Thursday, April 29, 2021, 5:00 – 7:00 P.M.

**To join the Zoom Meeting via computer, go to:** [www.fastplanning.us/keepup/zoom](http://www.fastplanning.us/keepup/zoom)  
**Zoom Meeting Phone Number:** 1 (253) 215-8782, enter Meeting ID 843-4688-1510

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of the April 29, 2021 Agenda
4. Approval of the March 25, 2021 Meeting Minutes Pg 2-6
5. Staff/Working Group/Chair Report Pg 7-14
6. Public Comment Period
7. Old Business
  - a. Non-Motorized Plan Update (Action Item) Pg 15-165
    - Review of public comment responses, corresponding document revisions, and recommendation to Policy Board for plan adoption
8. New Business
  - a. College Road Rail Crossing – Proposed Pedestrian Crossing Improvements Pg 166-167
    - Review of proposed improvements in FAST Planning's Draft Road/Rail Crossing Reduction/Realignment Plan; request for BPAC member feedback
  - b. Annual Intersection Bicycle & Pedestrian Counts Pg 168-174
9. Other Issues
10. Committee Member Comments
11. Adjournment

Next Scheduled BPAC Meeting – Thursday, May 27, 2021, 5-7 P.M. [w/ in-person option]



## Bicycle & Pedestrian Advisory Committee Web Conference Meeting Minutes

March 25, 2021 • 5:00-7:00 p.m.

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

By telephone at: 1 (253) 215-8782 Meeting ID: 825 6448 6958

### 1. Call to Order

Olivia Lunsford, Vice Chair, called the meeting to order at 5:03 p.m. for Nathan Belz, Chair, who joined the meeting after the introductions were made. Ms. Lunsford welcomed Jesse Coleman, the newest member of the BPAC.

### 2. Introduction of Members and Attendees

- \*Nathan Belz
- \*Jesse Coleman
- \*Donna Gardino
- \*Carl Heim
- \*Jim Richardson
- \*Peter Stern
- \*John Stowman
- \*Larry Zervos
- \*\*Jackson Fox
- \*\*Olivia Lunsford
- \*\*Deborah Todd
- Mariyam Medovaya
- Susan Bissell
- David van den Berg
- Travis Naibert
- \*BPAC Representative**
- \*\*FAST Planning Staff**

### 3. Approval of the March 25, 2021 Agenda

**Motion:** To approve the March 25, 2021 Agenda. (Gardino/Stowman).

**Discussion:** No further discussion.

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

### 4. Approval of the February 25, 2021 Meeting Minutes

**Motion:** To approve the February 25, 2021 Meeting Minutes as presented. (Stern/Richardson).

**Discussion:** No further discussion.

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

**5. Staff /Working Group/Chair Reports**

Mr. Fox provided the following updates:

- The Policy Board unanimously adopted the Resolution of Support for Alaska Administrative Code (AAC) Revisions for Bike/Pedestrian Safety.
- The Policy Board approved the request to adjust the MPO boundaries to include the Chena and Tanana Lakes Recreation Areas and the transmittal for that boundary adjustment has gone to the Governor's office.
- Jim Richardson published an article in the Fairbanks Daily News-Miner in the *Community Perspective* section entitled, "Winter Walking and Biking: Let's Make a Plan."

**6. Public Comment Period**

**David van den Berg, Downtown Association of Fairbanks,** stated that he wanted to comment about Agenda Item 8c, the Seasonal Mobility Report. Mr. van den Berg commented that he was glad that the Bicycle/Pedestrian Advisory Committee was looking at this and thought they all knew that it was a perennial problem with mobility in the winter. Mr. van den Berg commented that he thought it was going to take some type of a concerted effort such as limiting sprawl or somehow addressing the linear miles of sidewalks that were constructed and were expected to be maintained. Mr. van den Berg stated that the existing network that we had really needed better attention.

Mr. van den Berg commented that over the last two years they had established a snow removal standard with the City of Fairbanks that was really working, and they were synchronizing their sidewalk snow removal in the dense urban core with the street snow removal. Mr. van den Berg stated that he was glad they were doing this, and it was possible to synchronize, harmonize, and improve snow removal even with the constrained budgets. Mr. van den Berg thanked the BPAC for their efforts and told them that he looked forward to more.

**7. Old Business****a. Non-Motorized Plan Update – Public Comment Summary**

Mr. Fox explained that the meeting packet included 32 pages of the 400 comments received from the public and various committee members during the 30-day public comment period for the Draft Non-Motorized Plan. Mr. Fox thanked Ms. Lunsford for all her hard work in getting the word out to the public about the Plan. Mr. Fox explained that the final Non-Motorized Plan should be completed with all the revisions incorporated into it by the end of April 2021 and move toward adoption of the final revised plan in May.

**8. New Business****a. Fairbanks to Seward Trail – Guest Presentation by Mariyam Medovaya**

Mr. Belz introduced Mariyam Medovaya of Alaska Trails, an Anchorage-based, statewide non-profit organization, who provided a presentation about the Fairbanks to Seward Trail.

**b. Chena River Walk, Stage III – Project Update**

Mr. Fox explained that there was an article in the Fairbanks Daily News-Miner regarding the Chena River Walk Project and alluded that it was currently in limbo. Mr. Fox explained the status of the project stating that a new Resolution passed through the Fairbanks City Council and a Resolution of Support was up before

the Fairbanks North Star Borough Assembly for their approval on Thursday, March 25, 2021. Mr. Fox explained that there was an active project in design for a new path on the north bank of the Chena River between Peger Road and the existing footbridge at Pioneer Park. Mr. Fox stated that the Master Plan for the Riverwalk would take the trail system from Peger Road all the way to downtown Fairbanks. Mr. Fox explained that they could take the first segment of the project to construction if an agreement was reached with the Alaska Railroad for a long-term land interest.

**c. Seasonal Mobility Recommendations Report Update**

- ***BPAC Task–Mapping Priority (1,2,3,4) Routes and Establishing Metrics for Winter Maintenance of the Non-Motorized Transportation Network***

Mr. Fox explained the meeting packet contained the priority routes for DOT to clear roadways between Fairbanks and North Pole. Mr. Fox stated that the map was on the DOT website and routes were listed by priority. Mr. Fox explained that the routes were based on the level of traffic on the route. Mr. Fox explained that the Policy Board had suggested that the BPAC work with FAST Planning to develop a map showing ranked priorities for snow removal on the non-motorized facilities. Mr. Fox provided an example of the type of map that they would like to see delivered to DOT, the City, and the Borough. Mr. Fox stated that when they were looking at mapping out the priorities, they needed to decide what those priorities were and rank them. Mr. Fox stated that the next Seasonal Mobility Task Force Meeting was April 14, 2021 and at that meeting they would be working on updating the text of the Seasonal Mobility Recommendations and invited all the BPAC members to attend. Mr. Fox stated that the Seasonal Mobility Task Force would specifically discuss outsourcing snow removal on sidewalks and bike paths to local contractors, defining a scope of performance metrics or guidelines for when that would occur, and how to pay for that outsourcing. Mr. Fox stated that volunteers were needed to work on the map. Mr. Fox stated that in some locations, they would be considering the shoulder of the road that led to the destinations that people were reaching on foot, such as bus stops. Mr. Fox stated that he would like to be working on a map in April or May and have it completed by July.

**9. Other Issues- Public Notice of Proposed Changes to 13 AAC 02.455 (ATVs/Snowmobiles).**

Mr. Fox explained that the Governor requested that the Department of Public Safety issue proposed changes to 13 AAC 02.455 pertaining to ATVs and Snowmobiles and send them out for public comment. Mr. Fox stated that it basically removed prohibitions for ATV's and snowmobiles to be used on public roads and highways with speed limits of 45 mph or less. Mr. Fox stated that currently those drivers were not required to be licensed to use ATVs and snowmobiles and they were not treated like vehicles or motorcycles. Mr. Fox explained that there were safety issues involved and currently there were fatalities, and the proposed change would increase those fatalities. Mr. Fox stated that Mayor Ward was interested in sponsoring a Resolution on this topic for Borough Assembly approval.

Mr. Belz explained that they received notice of the proposed changes on Thursday, March 18. Mr. Belz explained that he felt that it should be made clear that the use of

off-highway or all-purpose vehicles, if they wanted to redefine them, would still be prohibited under other sections of the Alaska Administrative Code on non-motorized facilities. Mr. Belz stated that the proposed changes were contrary to the proposed Resolution to revise the Alaska Administrative Code that were made by the BPAC and approved by the Technical Committee and Policy Board. Mr. Belz stated that vagueness of it could be misconstrued to mean that ATVs/snowmobiles could be used on the non-motorized, bike/pedestrian paths.

#### **10. Committee Member Comments**

- Mr. Richardson commented that for those of them that had had their COVID shots, and based on CDC recommendations, he would like to go back to live meetings for those that had their shots and wondered how other people felt about that.
- Mr. Belz commented that he would receive his second shot on April 4<sup>th</sup> and due to the two-week window after the shot, he had no objection to meeting in person.
- Mr. Fox, Ms. Lunsford, and Ms. Todd commented that they had no objection to meeting in person.
- Mr. Stern stated that he had no objection to meeting in person for regular meetings.
- Mr. Heim stated via chat box that he had no objection to meeting in person.
- Mr. Belz clarified that there would still be the option of attending virtually for people that were not comfortable with meeting in person.
- Mr. Fox stated that meetings would be done both virtually and in-person and he thought that the May 2021 would be a good meeting to start the in-person meetings with.
- Mr. Zervos stated he was a bit more cautious, and the vaccinations were not a guarantee, but he would consider meeting in-person in May.
- Mr. Belz stated that he assumed they would be masked to attend the meeting.
- Mr. Fox stated that the conference table could be taken apart and moved to maintain a 6-ft. distance between participants and everyone could be accommodated.
- Mr. Stern asked if Mr. Fox had heard from the City of Fairbanks regarding the fatal accident on Aurora Drive.
- Mr. Fox explained that at this time, the information they had was the only information that the City of Fairbanks was willing to release so they would not be getting anymore information from the Mayor's office on that topic unless Mr. Stern had other means to pursue it. Mr. Fox stated that he would reforward the email about that to Mr. Stern.
- Ms. Coleman introduced herself to the BPAC and stated that she appreciated the opportunity to join them and work through the issues. Ms. Coleman stated that she had lived in Fairbanks for 12 years and had been a cyclist for most of her life so trying to figure out how to bike in Fairbanks was a big issue when she first moved here and then slowly, she figured it out and noticed things she thought could be improved on which was why she joined the BPAC. Ms. Coleman stated that in her day job she was a Social Scientist for the Wildlife Conservation Society and did a lot of survey and research on social issues in the State focused specifically on subsistence, sharing, and cooperation. Ms. Coleman stated that her skill set could potentially translate to some of the issues they focused on in the BPAC.

**11. Adjournment**

**Motion to adjourn.** (Richardson/Coleman). The meeting adjourned at 6:58 p.m.  
The next BPAC meeting is Thursday, April 29, 2021, 5-7 pm.

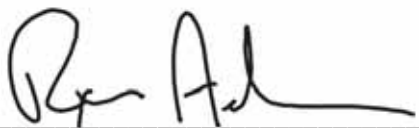
**Approved:** \_\_\_\_\_  
**Nathan Belz, Chair**  
**Bicycle & Pedestrian Advisory Committee**

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

**Policy Board  
Action Items  
April 21, 2021**

**Motion:** To approve the letter [regarding the Chena Riverwalk project] to the Alaska Railroad. (Ward/Gibson). None opposed. Approved.

**Motion:** To allow FAST Planning to apply for the Bloomberg Grant Opportunity for the Asphalt Art Initiative Project as described. (Matherly/Welch). None opposed. Approved.

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

**Ryan Anderson, P.E.**  
Chair, Policy Board

4/22/2021

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](mailto:jackson.fox@fastplanning.us) or (907) 205-4276.

Sincerely,

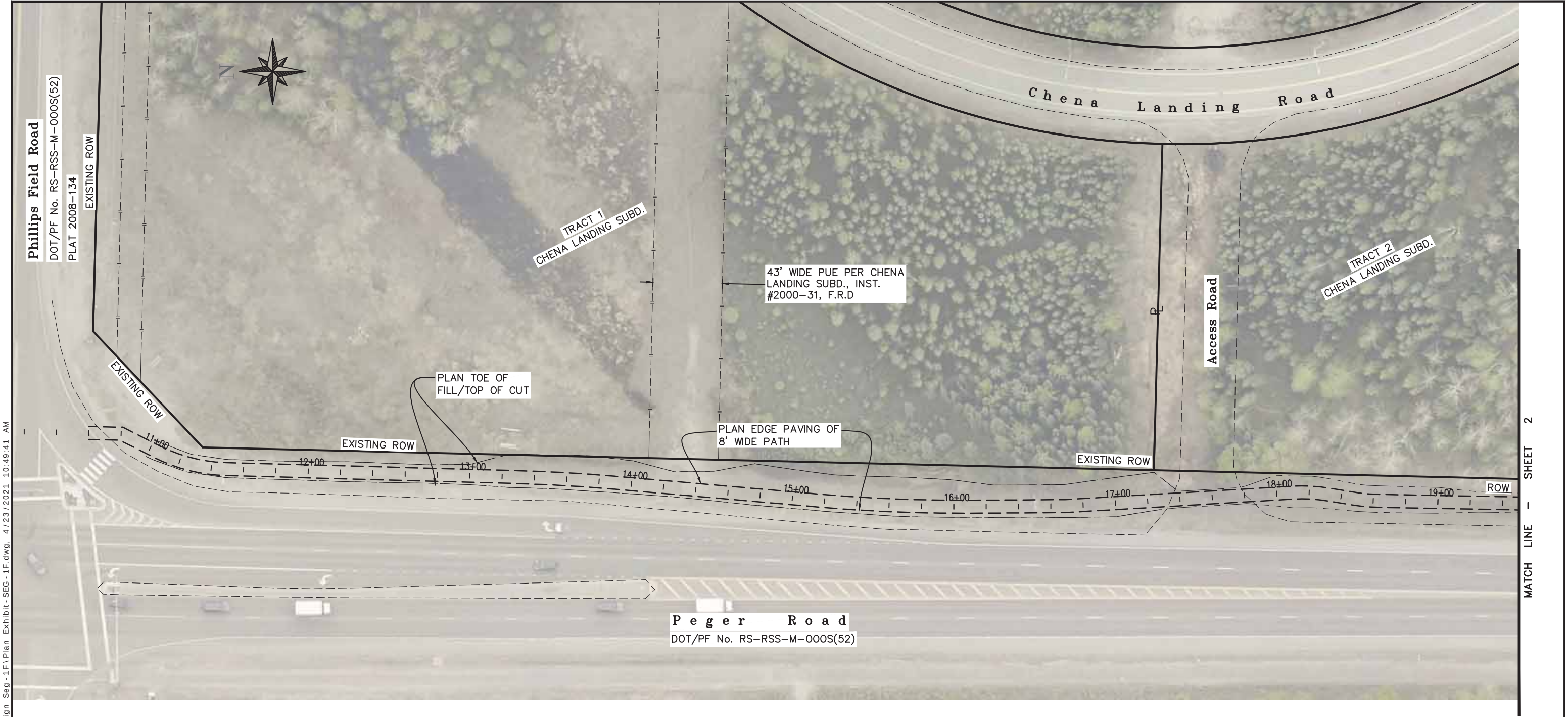


**Jackson C. Fox**

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



NOTES FOR PLAN SET SEGMENT 1-F

- 1) This alignment design (version "Segment 1-F") attempts to:
  - A) Keep the entire footprint of the path improvements within the road right-of-way for that portion of the pathway parallel to Peger Road and
  - B) Contain footprint of the toe of fill/top of cut bank within a 10 foot wide easement for that portion along the Chena River.
- 2) The Base Flood Elevation for this area has been to determined to be at elevation 433.75. As shown on the profile sheets of this set, most of the finished grade of this path design (version "Segment 1-F") will be below said Base Flood Elevation because a constructed embankment high enough to raise the path above that elevation would require the construction of an embankment whose footprint would require a much wider easement.
- 3) Hydrologist recommends path finished grade elevation to be at 1 ft. above Base Flood Elevation.

LEGEND

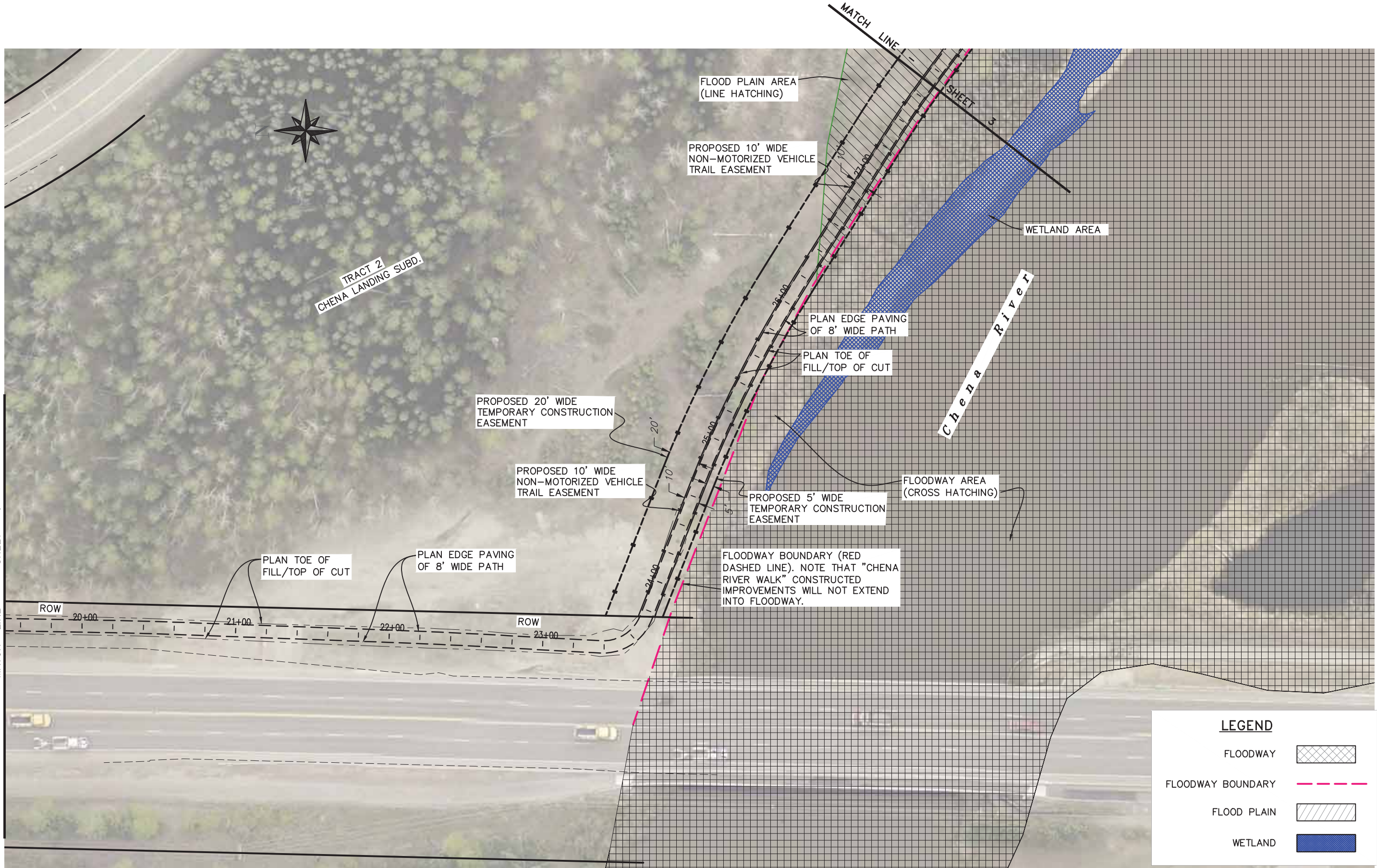
- FLOODWAY
- FLOODWAY BOUNDARY
- FLOOD PLAIN
- WETLAND

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| 51320 Chena |          |                                            | SCALE: 1" = 30' HORIZ.<br><div><div></div><div>0306090</div><div>Scale (Feet)</div></div> | DESIGNED: WKR | APPROVED<br><div></div> <div>CITY ENGINEER</div> | <div>Chena River Walk</div> <div>NON-MOTORIZED VEHICLE TRAIL EASEMENT, SEGMENT 1-F</div> | CITY OF FAIRBANKS, ALASKA<br>Engineering Department<br>Project FB-xx-xx/xxxxxx | PLAN-01 |
|             |          |                                            |                                                                                           | DRAWN: WKR    |                                                  |                                                                                          |                                                                                |         |
|             | 04/23/21 | ADD TEMP CONSTRUCTION EASEMENT ALONG RIVER |                                                                                           | WKR           | CHECKED:                                         |                                                                                          |                                                                                |         |
|             | DATE     | REVISION                                   |                                                                                           | BY            | DATE: 10/21/20                                   |                                                                                          |                                                                                | DATE    |

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MATCH LINE - SHEET 1



LEGEND

FLOODWAY

FLOODWAY BOUNDARY

FLOOD PLAIN

WETLAND

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| DATE     | REVISION                                   | BY  |

SCALE: 1" = 30' HORIZ.

Scale (Feet)

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| DESIGNED: WKR  |
| DRAWN: WKR     |
| CHECKED:       |
| DATE: 10/21/20 |

|               |
|---------------|
| APPROVED      |
| CITY ENGINEER |
| DATE          |

Chena River Walk

NON-MOTORIZED VEHICLE TRAIL EASEMENT, SEGMENT 1-F

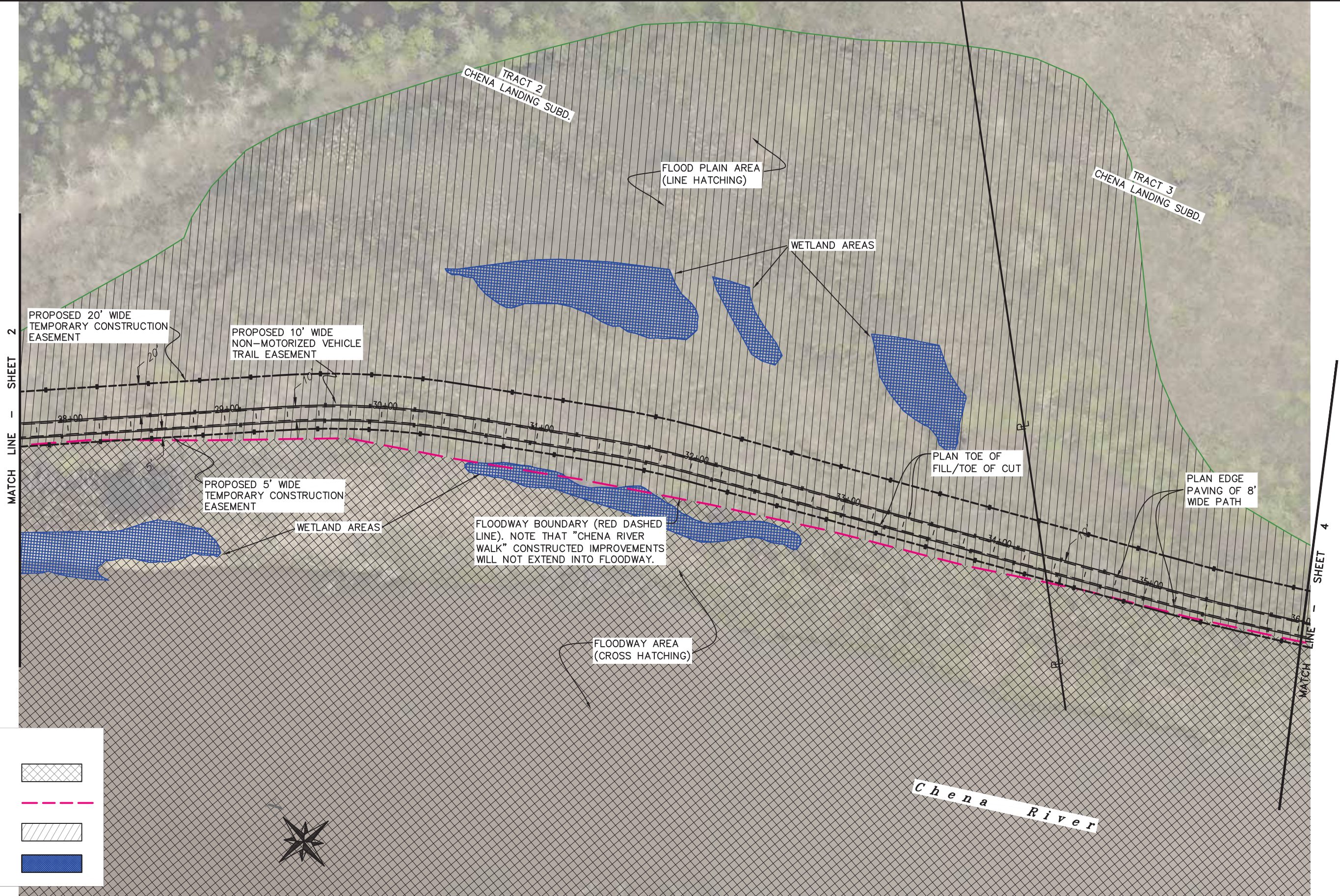
CITY OF FAIRBANKS, ALASKA  
Engineering Department

Project FB-xx-xx/xxxxxx

PLAN-02

OF 4 SHEETS

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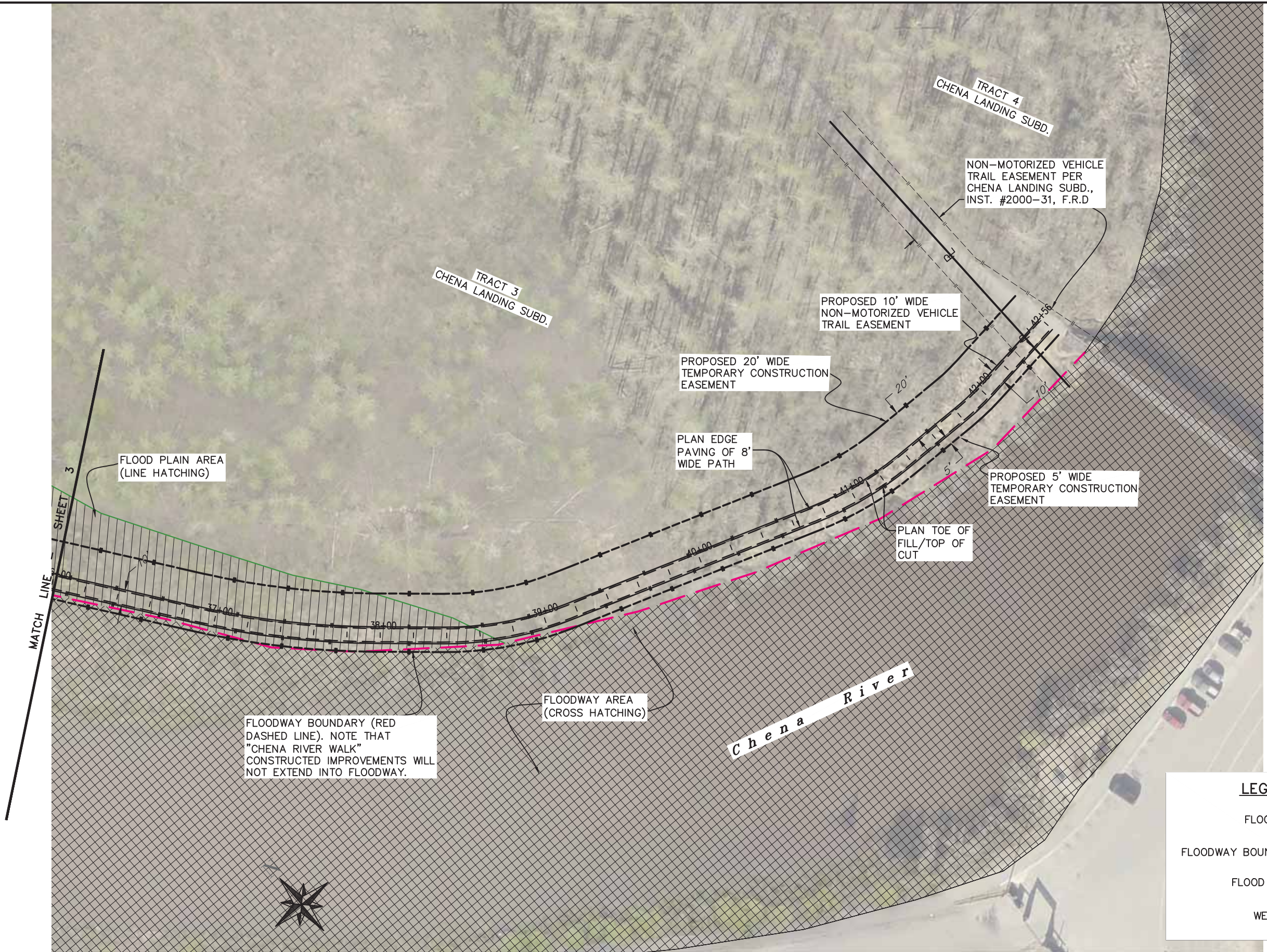


**LEGEND**

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| FLOODWAY BOUNDARY |  |
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| WETLAND           |  |

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| 04/23/21 | ADD TEMP CONSTRUCTION EASEMENT ALONG RIVER | WKR |                                            | CHECKED:                    |                                            |                                                                                               |                                                                                |                               |
| DATE     | REVISION                                   | BY  |                                            | DATE: 10/21/20              |                                            |                                                                                               |                                                                                |                               |

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**LEGEND**

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| FLOOD PLAIN       |  |
| WETLAND           |  |

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| CHECKED:       |
| DATE: 10/21/20 |

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| APPROVED      |
| CITY ENGINEER |
| DATE          |

**Chena River Walk**  
**NON-MOTORIZED VEHICLE TRAIL**  
**EASEMENT, SEGMENT 1-F**

**CITY OF FAIRBANKS, ALASKA**  
**Engineering Department**  
**Project FB-xx-xx/xxxxxx**

**PLAN-04**  
 OF 4  
 SHEETS

| Comment Number | Commenter Name | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Project number (if any) | Response                                                                                                                                |
|----------------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| 1              | Daniel Brower  | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                         | Thank you for your comment, no action taken.                                                                                            |
| 2              | Daniel Brower  | 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?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                         | The plan recommends bike facility requirements, such as bike parking.                                                                   |
| 3              | Daniel Brower  | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                         | Thank you for your comment, no action taken.                                                                                            |
| 4              | Daniel Brower  | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                         | Thank you for your comment, no action taken.                                                                                            |
| 5              | Cherie Bowman  | 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                                                                                                                                                                                                                                                          |                         | Thank you for your comment, no action taken.                                                                                            |
| 6              | Eric Troyer    | 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!                                                                                                                                                                                                                                                                                                                                                   |                         | Thank you for your comment, no action taken.                                                                                            |
| 7              | Davin Rockstad | 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                                                                                                                                                                                                                                                                                                                                                                                                                                         | MP-28                   | Thank you for your comment, due to challenges associated with the project this project will remain medium priority.                     |
| 8              | Laurie Hueffer | 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                                                                                                                                                                                                                                                                                                                                                                                                  |                         | Thank you for your comment.                                                                                                             |
| 9              | Peter Stern    | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                         | Thank you for your comment, misspelling instances addressed                                                                             |
| 10             | Bill Witte     | 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).                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                         | Thank you for your comment; project recommendations relied on national guidance.                                                        |
| 11             | Bill Witte     | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                         | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                    |
| 12             | Bill Witte     | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                         | Thank you for your comment, no action taken.                                                                                            |
| 13             | Bill Witte     | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                         | Thank you for your comment, no action taken.                                                                                            |
| 14             | Bill Witte     | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                    |
| 15             | Bill Witte     | Other exorbitant, big projects would be wide shoulders on Ester Dome Rd and Murphy Dome Rd.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                         | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                    |
| 16             | Bill Witte     | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                         | Thank you for your comment.                                                                                                             |
| 17             | David A. James | What I posted to the News-Miner Facebook page, this a general statement, not plan-specific.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                         | See below                                                                                                                               |
| 18             | David A. James | 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. |                         | Thank you for your comment; facility recommendations are intended to provide comfortable facilities for users of all ages and abilities |

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| 19 | David A. James | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  | Thank you for your comment; facility recommendations are intended to provide comfortable facilities for users of all ages and abilities |
| 20 | Sarah Durand   | 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.                                                                                                                                                                                                                                                                                                                                                                 |  | Thank you for your comment; the plan includes discussion of winter maintenance needs; no other actions identified.                      |
| 21 | John Schauer   | 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 ( <a href="https://library.municode.com/ak/anchorage/ordinances/code_of_ordinances?nodeId=777025">https://library.municode.com/ak/anchorage/ordinances/code_of_ordinances?nodeId=777025</a> ) to classify low speed electric bicycles as bicycles, and to permit their use on all bike paths and trails. In 2019, House Bill 123 ( <a href="http://www.akleg.gov/PDF/31/Bills/HB0123A.PDF">http://www.akleg.gov/PDF/31/Bills/HB0123A.PDF</a> ) 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. |  | Thank you for your comment, no action taken.                                                                                            |
| 22 | John Schauer   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  | Thank you for your comment, no action taken.                                                                                            |
| 23 | John Schauer   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  | Thank you for your comment, no action taken.                                                                                            |
| 24 | John Schauer   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  | Thank you for your comment, no action taken.                                                                                            |
| 25 | John Schauer   | I strongly urge plan developers to expressly permit the use of low-speed electric bicycles on all paths and trails designated non-motorized.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  | Thank you for your comment, no action taken.                                                                                            |
| 26 | Brian Charlton | Page 3 say College Way rather than College Rd.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  | Thank you for your comment, misspelling instance addressed                                                                              |
| 27 | Brian Charlton | 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?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  | Thank you for your comment, no action taken.                                                                                            |
| 28 | Brian Charlton | How will all of this updated inventory data be shared?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  | Thank you for your comment.                                                                                                             |
| 29 | Brian Charlton | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  | Thank you for your comment, no action taken.                                                                                            |
| 30 | Brian Charlton | Promoting awareness should include wayfinding maps, promotion of the bikeways and exercise routes, downloadable maps that work with various apps/gps.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  | Thank you for your comment; expanding the wayfinding program is included in the recommendations chapter                                 |

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| 31 | Brian Charlton   | Consider adding trails to this plan, such as routes through Creamer's Field (which should be added) going east-west and north-south.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                     |
| 32 | Brian Charlton   | Great work on this!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  | Thank you for your support.                                                                                                                                                              |
| 33 | Melissa Osborn   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  | Thank you for your comment, no action taken.                                                                                                                                             |
| 34 | Ms. Jo Woodward  | 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. |  | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. No action taken on ATV, as ATV use is prohibited on the bike paths. |
| 35 | Ms. Jo Woodward  | 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. ...                                                                                                                                                                                                                                                                  |  | Thank you for your comment, no action taken.                                                                                                                                             |
| 36 | Haley McCaig     | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  | Thank you for your comment. Winter maintenance discussed in the recommendations chapter.                                                                                                 |
| 37 | Haley McCaig     | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                            |  | Thank you for your comment, this plan works to prioritize the needs on nonmotorized users.                                                                                               |
| 38 | Joseph Cowell    | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  | Thank you for your comment, no action taken.                                                                                                                                             |
| 39 | Catherine Berner | Link to article "winter walking and biking"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  | Thank you for your comment, we reviewed the article.                                                                                                                                     |
| 40 | Catherine Berner | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  | Thank you for your support.                                                                                                                                                              |
| 41 | Catherine Berner | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  | Thank you for your comment, no action taken.                                                                                                                                             |
| 42 | Catherine Berner | 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.                                                                                                                                                                                                                                                                                                                                                                                   |  | Thank you for this context.                                                                                                                                                              |
| 43 | Catherine Berner | 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.                                                                                                 |  | Thank you for your comment. Winter maintenance discussed in the recommendations chapter.                                                                                                 |
| 44 | Catherine Berner | 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.                                                                                                                                                                                                                                                                                                                        |  | Thank you for your comment. The recommendations chapter identifies that City of Fairbanks Ordinance General Code Sec. 70-321 requires sidewalk snow removal by private entities          |
| 45 | Catherine Berner | 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.                                                                                                                                                                                                             |  | Thank you for your comment, no action taken.                                                                                                                                             |
| 46 | Catherine Berner | I completely appreciate and support this effort to make Fairbanks a walkable community. Thanks for the work and the opportunity to comment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  | Thank you for your support.                                                                                                                                                              |

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| 47 | Travis J Naibert | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |              | Thank you for your comment. Vision and Goals were established through an open and collaborative process.            |
| 48 | Travis J Naibert | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |              | Thank you for your comment. Vision and Goals were established through an open and collaborative process.            |
| 49 | Travis J Naibert | This style of chart may not be the best way to communicate goals for the plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |              | Thank you for your comment, no action taken.                                                                        |
| 50 | Travis J Naibert | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |              | Thank you for your comment. Vision and Goals were established through an open and collaborative process.            |
| 51 | Travis J Naibert | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |              | Thank you for your comment. We added the title "Executive Summary" to the title page of the executive summary       |
| 52 | Travis J Naibert | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |              | Thank you for your comment, no action taken.                                                                        |
| 53 | Sarah Boger      | 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.       |              | Thank you for your comment. Separate walking and biking facilities are recommended in the plan.                     |
| 54 | Travis J Naibert | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |              | Thank you for your comment. Vision and Goals were established through an open and collaborative process.            |
| 55 | June Champlin    | 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! |              | Thank you for your comment. Winter maintenance discussed in the recommendations chapter.                            |
| 56 | Brooke McDavid   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |              | Thank you for your comment. Winter maintenance discussed in the recommendations chapter and be re-assessed by BPAC. |
| 57 | Rachel Lekanoff  | Make College Road a Complete Street with three vehicle lanes, bike lanes, bus pullouts, and pedestrian crossings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | HP-23        | HP-23 recommends making college road a complete street.                                                             |
| 58 | Don Kiely        | 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.                                                                                                                          | HP-11, HP-23 | Thank you for your comment, these projects are both included in the High Priority List.                             |

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| 59 | John Perreault         | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       | Thank you for your comment, no action taken.                                                                                                                                                  |
| 60 | Dana Truffer<br>Moudra | 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 | HP-11 | Thank you for your comment. The College Road Pedestrian Crossings is a high priority projects. The other projects will be included in a list of projects to consider in the next plan update. |
| 61 | Alex Gagne-Hawes       | 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!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |       | Thank you for your support.                                                                                                                                                                   |
| 62 | Alex Gagne-Hawes       | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |       | Thank you for your comment.                                                                                                                                                                   |
| 63 | Alex Gagne-Hawes       | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       | Thank you for your comment. Maintenance and wayfinding recommendations are included in the recommendations chapter.                                                                           |
| 64 | Alex Gagne-Hawes       | 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 railroad crossing? You have the crash data, the public comments, what's missing?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |       | Thank you for your comment.                                                                                                                                                                   |
| 65 | Alex Gagne-Hawes       | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |       | Thank you for your comment, no action taken.                                                                                                                                                  |
| 66 | Alex Gagne-Hawes       | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |       | Thank you for your comment, no action taken.                                                                                                                                                  |
| 67 | Susan Bissell          | 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.                                                                                                                                                                                                                                                                                                                                                                      |       | Thank you for your comment, this plan recommends projects and practices that align with national and state guidance.                                                                          |
| 68 | Chris Miller           | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |       | Thank you for your support.                                                                                                                                                                   |

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| 69 | Chris Miller           | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |             | Thank you for your support.                                                                                                                                                          |
| 70 | Aaron Majors           | 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....                                                                                                                                                                                                                                                                                                                                                                                                    |             | Thank you for your comment. Project recommendations align with national and state guidance.                                                                                          |
| 71 | Michael Florens-bolton | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |             | Thank you for your comment. this project will be included in a list of projects to consider in the next plan update.                                                                 |
| 72 | John Estle             | 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.               |             | Thank you for your comment. Motorized transportation needs will be considered in the next Motorized Transportation Plan Update.                                                      |
| 73 | John Estle             | 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.                                                                                                                                                                                                 |             | Thank you for your comment, several projects include recommendations for on-street facilities.                                                                                       |
| 74 | John Estle             | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | LP-17?      | Thank you for your comment. The Farmers Loop - Chena Hot Springs Road Trail connection is intended to provide comfortable, separated facilities for users of all ages and abilities. |
| 75 | John Estle             | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |             | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                 |
| 76 | John Estle             | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |             | Thank you for this comment, plan projects include bike lanes and sidewalk improvements.                                                                                              |
| 77 | John Estle             | 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 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. | MP-5, MP-31 | Thank you for your comment, no action taken.                                                                                                                                         |
| 78 | Charles Whitaker       | 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?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             | Thank you for your comment, the recommendation chapter includes recommendation for enforcing non-motorized use of separated paths and trails                                         |

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| 79 | Charles whitaker         | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                 | Thank you for your comment, no action taken.                                                                                                         |
| 80 | Jason Faris              | 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.                                                                                                                                                                                                                                                                                                                           |                                                                 | Thank you for your comment, winter maintenance is discussed in the Recommendations chapter and Technical Appendix                                    |
| 81 | Lori Weedlin             | Make College Road a Complete Street with three vehicle lanes, bike lanes, bus pullouts, and pedestrian crossings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | HP-11                                                           | Thank you for your comment, this is a high priority project in the plan.                                                                             |
| 82 | Ron Inouye               | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                 | Thank you for your comment, the Recommendations chapter includes general recommendations for improved wayfinding signage around Fairbanks.           |
| 83 | Jennifer Gleason Schmidt | 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.                                                                                                                                                                                                                                                                              |                                                                 | Thank you for your comment. Walking and biking destination for all ages were considered in the network analysis.                                     |
| 84 | Jennifer Gleason Schmidt | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | LP-21                                                           | Thank you for your comment. LP-21 recommends a bike/ped bridge over the Johansen expressway, other projects recommend various crossing improvements. |
| 85 | Jennifer Gleason Schmidt | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                 | While skis are used as transportation, this plan is explicitly a walking and cycling plan.                                                           |
| 86 | Jennifer Gleason Schmidt | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                 | Thank you for your comment. The plan recommends bike facility requirements, such as bike parking.                                                    |
| 87 | James Fox                | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                 | Thank you for your comment. Safe Routes to School is mentioned in the implementation chapter and the Appendix.                                       |
| 88 | Brian Keelean            | 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. |                                                                 | Thank you for your support. These items will be identified for consideration with the Motorized Transportation Plan Update.                          |
| 89 | Kayla Clark              | I am strongly in favor of a safe crossing/tunnel under Chena Pump Road for our school community of Woodriver Elementary School to be able to access the Chinook Park. As the physical education teacher who takes all of our PE students snowshoeing, this park would be amazing to access with my students! Currently, crossing Chena Pump with a class of students is not safe or possible.Thank you, Kayla Clark Woodriver Elementary School Physical Educator                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | HP-20                                                           | Thank you for your comment; this project is a high-priority project for the plan.                                                                    |
| 90 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Ballaine Road Bicycle Corridor: Yankovich Road- Goldstream Road | Thank you for your support for this project.                                                                                                         |
| 91 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Peger Road: Chena River to Airport Way                          | Thank you for your support for this project.                                                                                                         |

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| 92  | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                |                                                                                                                      |
| 93  | Eric Troyer       | Yes! This would be an excellent addition to our non-motorized infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Mitchell Expressway Parallel Bicycle and Pedestrian Facilities | Thank you for your support for this project                                                                          |
| 94  | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Ballaine Road Bicycle Corridor: Yankovich Road-Goldstream Road | Thank you for your support for this project                                                                          |
| 95  | 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.<br><br>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. | Sheep Creek Road and W Tanana Drive Enhanced Crossing          | Thank you for your comment; a Sheep Creek Road Path is added to project HP-14                                        |
| 96  |                   | I love the path along first ave!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                | Thank you for your support for this project                                                                          |
| 97  |                   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                | Thank you for comment. Please see the proposed Airport Way project.                                                  |
| 98  |                   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                | Thank you for your comment. The interchange project will consider network connections.                               |
| 99  |                   | 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 <a href="https://www.mbta.com/bikes/bike-parking">https://www.mbta.com/bikes/bike-parking</a> would be ideal, but any secured, enclosed area would be great.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                | Thank you for your comment. The plan recommends bike facility requirements, such as bike parking.                    |
| 100 |                   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                | Thank you for your comment. The plan recommends bike facility requirements, such as bike parking.                    |
| 101 |                   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. |
| 102 |                   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Old Steese Improvements                                        | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. |
| 103 |                   | I would like to see a traffic signal coming out of Costco. The driveway is extremely dangerous for bikes and pedestrians.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. |
| 104 |                   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | HP-24                                                          | Thanks for your comment. This detail will be considered in the project development.                                  |
| 105 |                   | Yes! This connector is much needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                | Thank you for your support for this project                                                                          |
| 106 |                   | I love the different projects here. Better access is needed on all of the routes around this interchange.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                | Thank you for your support for these projects                                                                        |
| 107 |                   | I was really happy to see this in the plan! I love biking to Tanana Lakes and this will make it much safer.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                | Thank you for your support for this project                                                                          |
| 108 |                   | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. |
| 109 |                   | 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).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                | Thank you for your support for this project                                                                          |
| 110 | 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!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Richardson Highway MP 356â€³362 Bicycle/Pedestrian Path        | Thank you for your support for this project.                                                                         |

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| 111 | 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.                                                                                                                                                                                                                                                                                                                      | Peede Road Bicycle Facilities                     | Thank you for your support. The type of bike facilities will be considered in the design process based on speed and vehicle volumes.                              |
| 112 | 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.                                                                                                                                                                                                                                                            | Peede Road Bicycle Facilities                     | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                              |
| 113 | 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! | Phillips Field Road: Peger Roadâ€”Illinois Street | Thank you for your comment, due to recent reconstruction and the challenging project context this project will remain medium-priority.                            |
| 114 |            | 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.                                                                                                                                                                                                | Chena River Walk Stage IIIâ€”Segment 1            | Thank you for your comment; no action taken.                                                                                                                      |
| 115 |            | 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).                                                                                                                                                        | Phillips Field Road: Peger Roadâ€”Illinois Street | Thanks for your comment. The alignment shown here is conceptual.                                                                                                  |
| 116 |            | 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.                                                                                                                                                                                                                                                                                                                                                 | Peger Road: Chena River â€” Airport Way           | Thank you for your comment.                                                                                                                                       |
| 117 |            | 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.                                                                                                                                                            |                                                   | Thank you for your comment, the recommendation chapter includes recommendation for enforcing non-motorized use of separated paths and trails                      |
| 118 |            | 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).                                                                                                                                                                                                                                                            |                                                   | Thank you for your comment, winter maintenance is discussed in the Recommendations chapter and Technical Appendix                                                 |
| 119 |            | Leaving a larger shoulder (or even building small shelters) for public transit riders would make waiting for the bus much safer along Farmers Loop.                                                                                                                                                                                                                                                                                                                                                                                                        |                                                   | Thank you for your comment, no action taken                                                                                                                       |
| 120 |            | 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.                                                                                                                                                                                                                                                                                                                   |                                                   | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                              |
| 121 |            | 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.                                                                                                                                                                                                                                                                                                                                                       |                                                   | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                              |
| 122 |            | 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).                                                                                                                                                                                                                                                                                                        |                                                   | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                              |
| 123 | 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.                                                                                                                                                                         | Chena Pump Road Crossing                          | Thank you for your support for this project                                                                                                                       |
| 124 |            | Path into Chena Lake needs to include this section of Plack which has no facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                   | Thank you for your comment, there are broader projects occurring in this location.                                                                                |
| 125 |            | 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                                                                                                                                                                                                                                                                                                                                                                                                                               | Nelson Road Bicycle and Pedestrian Facility       | Thank you for your support for this project                                                                                                                       |
| 126 |            | This area floods seasonally. Need drainage improvements. City piling snow at the park access does not help.                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                   | Thank you for your comment. Recommendations for maintenance is included in the Recommendations chapter, specific drainage projects are not included in this plan. |

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| 127 |                     | This area floods seasonally. Need drainage improvements. City piling snow at the park access does not help.                                                                                                                                                                                                                   |                                                                | Thank you for your comment. Recommendations for maintenance is included in the Recommendations chapter, specific drainage projects are not included in this plan. |
| 128 |                     | This area floods seasonally. Need drainage improvements. City piling snow at the park access does not help.                                                                                                                                                                                                                   |                                                                | Thank you for your comment. Recommendations for maintenance is included in the Recommendations chapter, specific drainage projects are not included in this plan. |
| 129 |                     | Parking/trailhead should be moved north to the trail crossing.                                                                                                                                                                                                                                                                | Ballaine Road Bicycle Corridor: Yankovich Road-Goldstream Road | Thank you for your comment, project specifics will be considered during project design.                                                                           |
| 130 | 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. | Chena Pump Road Crossing                                       | Thank you for your comment, project specifics will be considered during project design.                                                                           |
| 131 |                     | 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.                                                                                                                                                    | HP-6                                                           | Thank you for your support for this project                                                                                                                       |
| 132 |                     | Continue this route to Bluebell park                                                                                                                                                                                                                                                                                          | Egan Avenue Pedestrian Improvements                            | Thank you for your comment, no action taken.                                                                                                                      |
| 133 |                     | 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.                                                                                                                                          | Chena River Walk Stage III&#160;"Segment 1                     | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                              |
| 134 |                     | 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                                                                                  |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                              |
| 135 |                     | Yes!                                                                                                                                                                                                                                                                                                                          | College Road Pedestrian Crossings                              | Thank you for your support for this project                                                                                                                       |
| 136 |                     | 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.                                                                                                                                                    |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                              |
| 137 |                     | Continue Chena Riverwalk                                                                                                                                                                                                                                                                                                      |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                              |
| 138 | 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                                                                                                                                        |                                                                | Thank you for your support for this project.                                                                                                                      |
| 139 | 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.                                                                                                                       | Van Horn Road &#160;"University Avenue &#160;" Peger Road      | Thank you for your comment; no action taken.                                                                                                                      |
| 140 | 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.                                                   |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                              |
| 141 | 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.                                                                                                          |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                              |

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| 142 | peter stern | <p>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.</p> <p>It has signalized intersections at s univ ave, peger, lathrop and s cushman for safe crossings.</p> <p>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.</p> | Mitchell Expressway Parallel Bicycle and Pedestrian Facilities | Thank you for your support for this project                                                                                                                                                   |
| 143 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 144 | peter stern | Steese highway path needs to be resurfaced from j johansen intersection to 3rd st. Current surface is breaking up in some areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 145 | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 146 | peter stern | portions of this path are badly cracked along the edges due to the failure of the path bed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 147 | peter stern | widening the shoulders of roland rd would make it much safer for cyclists and pedestrians.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 148 | peter stern | Short section of Dawson rd from Lineman's Dr needs to have widened shoulders to complete the connection to the Hurst path.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Dawson Shoulders                                               | Thank you for your comment, the specifics of this project will be considered in the design process                                                                                            |
| 149 | peter stern | path surface is in rough shape needs to be repaved to provide safe access to the middle school.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 8th Avenue Resurfacing                                         | Thank you for your support of this resurfacing project.                                                                                                                                       |
| 150 | peter stern | The path surface is broken up by roots. Needs to be rebuilt and maintenance responsibility needs to be clarified                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Chena Landings Loop Path Reconstruction                        | Thank you for your support of this project. Maintenance recommendations are included in the Recommendations chapter                                                                           |
| 151 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 152 | peter stern | Replacing the aurora slough bridge is supposed to provide wider sidewalks for pedestrians and cyclists. Badly needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 153 | peter stern | Sidewalks on 3rd St from steese highway to old steese highway are in poor shape and need to be rebuilt.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 154 | peter stern | winter snow removal at the illinois/college intersection often leaves pedestrian access to the crossing controls blocked.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                | Thank you for your comment. Winter maintenance discussed in the Recommendations chapter and Appendix                                                                                          |
| 155 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. Winter maintenance discussed in the Recommendations chapter and Appendix |

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| 156 | 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 sawfay. This is especially dangerous during the winter due to berms.                                                                                                                                                                                                              |                                                                                              | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. Winter maintenance discussed in the Recommendations chapter and Appendix |
| 157 | peter stern        | separated path along the parks highway is starting to have surface deterioration problems. Needs a plan for resurfacing.                                                                                                                                                                                                                                                                                                                              | HP-8                                                                                         | Thank you for your comment, HP-8 is to rehabilitate the Parks Highway Path                                                                                                                    |
| 158 | peter stern        | path surface is broken up due to roots coming through asphalt. Needs to be rebuilt                                                                                                                                                                                                                                                                                                                                                                    | HP-13                                                                                        | Thank you for your comment, HP-13 is to reconstruct Johansen Path                                                                                                                             |
| 159 | peter stern        | wider shoulders along univ s for pedestrians would make walking on this road safer.                                                                                                                                                                                                                                                                                                                                                                   |                                                                                              | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 160 | 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.                                                                                                                                                                                                                                                                               | HP-24                                                                                        | Thank you for your comment.                                                                                                                                                                   |
| 161 | peter stern        | The transition from the airport path to the frontage rd sidewalk on the s side of airport is confusing.                                                                                                                                                                                                                                                                                                                                               |                                                                                              | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 162 | 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.                                                                                                                                      | 7th Avenue (Fbks): Cowles Streetâ€”Steese Highway                                            | Thank you for this concept, the specifics of this project will be considered during the design phase.                                                                                         |
| 163 | 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.                                                                      | Lacey Street Reconstruction                                                                  | Thank you for this concept, the specifics of this project will be considered during the design phase.                                                                                         |
| 164 |                    | This path should be continued along 16th to connect to the Cowles Street path.                                                                                                                                                                                                                                                                                                                                                                        |                                                                                              | Thank you for your comment. No action taken.                                                                                                                                                  |
| 165 | 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.                                                                               |                                                                                              | Thank you for your comment. Winter maintenance discussed in the Recommendations chapter and Appendix                                                                                          |
| 166 | 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 alot of pedestrian traffic from the bus stops on the Old Richardson to South Cushman                                                                                                                                                                        | Richardson Highway MP 356â€”362 Bicycle/Pedestrian Path                                      | Thank you for your support for this project                                                                                                                                                   |
| 167 | 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                                                                                                                                                              | City of Fairbanks Bike Lane Signing and Striping                                             | Thank you for your comment.                                                                                                                                                                   |
| 168 | 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                                                                                        |                                                                                              | Thank you for your comment.                                                                                                                                                                   |
| 169 | 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.                                                   |                                                                                              | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 170 | 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. | Van Horn Road Bicycle Facility Improvements                                                  | Thank you for your support for this project                                                                                                                                                   |
| 171 |                    | 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?                                                                                                                                                                                                                                                                              | Airport West Bicycle and Pedestrian Facilities                                               | Thank you for this concept, the specifics of this project will be considered during the design phase.                                                                                         |
| 172 |                    | Bicycle facilities are unspecified                                                                                                                                                                                                                                                                                                                                                                                                                    | Fairbanks International Airport to South University Avenue Bicycle and Pedestrian Facilities | Thank you for your comment. Facility type to be determined in project development process. The project description was updated to clarify this.                                               |
| 173 |                    | Why seasonal use? We should strive for year-round use of our facilities.                                                                                                                                                                                                                                                                                                                                                                              | City of Fairbanks Bike Lane Signing and Striping                                             | Thank you for your comment.                                                                                                                                                                   |
| 174 |                    | 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.                                                                                                                                                                         |                                                                                              | Thank you for your comment, no action taken.                                                                                                                                                  |

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| 175 |                            | Illinois should eventually be widened and given a wide bike lane. It could be a very useful bike corridor but is currently pretty scary.                                                                                                                                                                                                                                                                                                                                                                          | City of Fairbanks Bike Lane Signing and Striping               | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                                        |
| 176 |                            | Including any bicycle infrastructure? Seems to be left out of the project description.                                                                                                                                                                                                                                                                                                                                                                                                                            | Old Steese Improvements                                        | Please see project webpage for more information.                                                                                                                                                            |
| 177 |                            | 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.                                                                                                                                                                                                                                                                                                                                                                              | Ballaine Road Bicycle Corridor: Yankovich Road-Goldstream Road | Thank you for your comment, Yankovich is included as an extent of the Ballaine Road facilities. Facilities along Yankovich Road will be included in a list of projects to consider in the next plan update. |
| 178 |                            | 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.                                     | HP-23                                                          | Thank you for your support of this project.                                                                                                                                                                 |
| 179 |                            | 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.                                                                                                                                                                                                                                                                                         |                                                                | Thank you for your comment; a Sheep Creek Road Path is added to project HP-14                                                                                                                               |
| 180 |                            | 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.                                                                           | Farmers Loop-Chena Hot Springs Road Trail Connections: FNSB    | Thank you for your comment; the project description was modified for clarity.                                                                                                                               |
| 181 |                            | 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.                                                                  | HP-6                                                           | Thanks for your comment. Please see adjacent proposed projects.                                                                                                                                             |
| 182 | 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.                                                                                                                                                                                                                                                             | College Road Pedestrian Crossings                              | Thank you for your comment. Winter maintenance discussed in the Recommendations chapter and Appendix                                                                                                        |
| 183 | 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.                                                                                                                                                             | Parks Highway Path Rehabilitation                              | Thank you for your comment. Winter maintenance discussed in the Recommendations chapter and Appendix                                                                                                        |
| 184 | Emily Garrett              | EDIT: This comment was meant to go here on the map.<br><br>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.                                                                                                  |                                                                | Thank you for your comment. Winter maintenance discussed in the Recommendations chapter and Appendix                                                                                                        |
| 185 | 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? | Peger Road: Chena River to Airport Way                         | Thank you for your comment. Winter maintenance discussed in the Recommendations chapter and Appendix                                                                                                        |
| 186 | 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.                                                                                                         | City of Fairbanks Bike Lane Signing and Striping               | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. Proposed network is a base network for future expansion.                               |
| 187 | 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 interpretative displays, is it actually the bike thoroughfare it resembles? Can we have more wayfinding totems with signage indicating directions and mileage?                                                                                                                                              | Clay Street Bicycle Facilities                                 | Thank you for your support of this project. Wayfinding recommendations are included in the Recommendations Chapter                                                                                          |

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| 188 | Alex GH                  | <p>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.</p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 5th Avenue Reconstruction                        | Thank you for this information. The specifics of this project will be established in the design phase.               |
| 189 | Alex GH                  | <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | City of Fairbanks Bike Lane Signing and Striping | Thank you for your comment, no action taken                                                                          |
| 190 | Alex GH                  | <p>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?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | City of Fairbanks Bike Lane Signing and Striping | Thank you for your comment, no action taken                                                                          |
| 191 | Alex GH                  | <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | City of Fairbanks Bike Lane Signing and Striping | Thank you for your comment, wayfinding recommendations are included in the recommendations chapter.                  |
| 192 | Alex GH                  | <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | City of Fairbanks Bike Lane Signing and Striping | Thank you for your comment, no action taken                                                                          |
| 193 | Alex GH                  | <p>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?"</p> <p>This connection is so vital though.</p> <p>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.</p> | Johansen Path Bridge to Charles Street           | Thank you for your support of this project.                                                                          |
| 194 | Alex GH                  | <p>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?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 5th Avenue Reconstruction                        | Thank you for your comment.                                                                                          |
| 195 | Alex GH                  | <p>Great idea, many local families use the recreation facilities</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Lathrop Street Bicycle Facilities                | Thank you for your support of this project                                                                           |
| 196 | Alex GH                  | <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | City of Fairbanks Bike Lane Signing and Striping | Thank you for your support of this project                                                                           |
| 197 | Catherine Burtness-Adams | <p>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".</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | MP-28                                            | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. |

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| 198 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                | Thank you for your comment; a Sheep Creek Road Path is added to project HP-14                                                          |
| 199 | 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.                                                                                                                                                                                                                                                                                                                                                                         |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                   |
| 200 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                | Thank you for your comment; no action taken.                                                                                           |
| 201 |                          | 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.                                                                                                                                                                                                                                                                                                                               |                                                                | Thank you for your comment. Winter maintenance discussed in the Recommendations chapter and Appendix                                   |
| 202 |                          | johansen path from college to steese highway needs better winter maintenance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                | Thank you for your comment. Winter maintenance discussed in the Recommendations chapter and Appendix                                   |
| 203 |                          | 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                                                                                                                                                                                                                                                                                                                                                                                                                       | HP-23                                                          | Thank you for your comment, the specifics of this project will be determined in the design phase.                                      |
| 204 |                          | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                | Thank you for your comment. Winter maintenance discussed in the Recommendations chapter and Appendix                                   |
| 205 | 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.                                                                                                                                                                                                                                                                                                                          | West Fairbanks Intersection Improvements                       | Thank you for your support of this project                                                                                             |
| 206 | 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.                                                                                                                                                                                                                                                                          | Sheep Creek Road and W Tanana Drive Enhanced Crossing          | Thank you for your comment, no action taken.                                                                                           |
| 207 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Tanana Loop Reconstruction (UAF)                               | Thank you for your support of this project                                                                                             |
| 208 | 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 unusable. 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!!! | Ballaine Road Bicycle Corridor: Yankovich Road-Goldstream Road | Thank you for your comment. The specifics of this project will be determined during the design phase.                                  |
| 209 | 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!                                                                                                                                                                                                                                                                                                                               |                                                                | Thank you for your comment.                                                                                                            |
| 210 | 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.                                                                                                                                                                                                  | Geist Road: Parks Highway&#x2014;Fairbanks Street              | Thank you for your comment, no action taken.                                                                                           |
| 211 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Chena Pump Road Roundabout Interchange                         | Thank you for your comment; no action taken.                                                                                           |
| 212 | Stan Justice             | This project should be high priority.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Phillips Field Road: Peger Road&#x2014;Illinois Street         | Thank you for your comment, due to recent reconstruction and the challenging project context this project will remain medium-priority. |
| 213 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                | Chena River Walk Stage III&#x2014;Segment 1                    | Thank you for your comment, due to the challenging project context this project will maintain its current priority.                    |
| 214 | 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.                                                                                                                                                                                                                                                                           |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                   |

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| 215 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MP-19                                                          | Thank you for your support of this project.                                                                                            |
| 216 |                    | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                   |
| 217 |                    | Yankovich road needs the bike/pedestrian path continued to Ballaine Road in some form.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                   |
| 218 | 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.                                                                                                                                                                                                                                                       | Ballaine Road Bicycle Corridor: Yankovich Road-Goldstream Road | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                   |
| 219 | 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.                                                                                                                                                                                                                                                                          | Peger Road: Chena River â€” Airport Way                        | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                   |
| 220 | 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.                                                                                                                    | Peger Road: Chena River â€” Airport Way                        | Thank you for your support of this project.                                                                                            |
| 221 | 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.                                                                                                                                                                                                                                                                                                                                            | City of Fairbanks Bike Lane Signing and Striping               | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                   |
| 222 |                    | 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.                                                                                                                                                                                                                                                                                                | Phillips Field Road: Peger Roadâ€”Illinois Street              | Thank you for your comment, due to recent reconstruction and the challenging project context this project will remain medium-priority. |
| 223 | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                   |
| 224 | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | MP-11                                                          | Thank you for this context                                                                                                             |
| 225 | 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.                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                | Maintenance and non-motorized use only enforcement is included in the Recommendations Chapter                                          |
| 226 | Corey DiRutigliano | This would be a WONDERFUL addition to the town and start to connect Fairbanks more regularly to river access                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Chena River Walk Stage IIIâ€”Segment 1                         | Thank you for your support of this project.                                                                                            |
| 227 | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                   |
| 228 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                   | Phillips Field Road: Peger Roadâ€”Illinois Street              | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                   |
| 229 | 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!                                                                                                                                                                                                                                                                                                                                             | Ballaine Road Separated Path                                   | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                   |
| 230 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                            | MP-31                                                          | Thank you for your support of this project, which is for a separated path.                                                             |
| 231 | 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. |                                                                | Thank you for your comment.                                                                                                            |

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| 232 | 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.                                                         | City of Fairbanks Bike Lane Signing and Striping   | Thank you for your comment, additional opportunities to expand bike facilities beyond bike lanes may be considered in future updates                                                          |
| 233 | 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. | Phillips Field Road: Peger Road to Illinois Street | Thank you for your comment, this project would go over the railroad.                                                                                                                          |
| 234 | Chris Miller | Horrible sidewalk on this street, and there is lots of ped traffic near downtown. One sided sidewalks are better than none.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 235 | Chris Miller | Missing piece of sidewalk on the way to a bus route. A complete miss when rebuilding 5th recently was not completing this walk on a block to a bus stop. CONNECT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 236 | 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.                                                                                                                                                                                                                                                                                                                               |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 237 | Chris Miller | A ped crossing here to the bike path would improve looping opportunities for peds and bikes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 238 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                    | Thank you for your comment; no action taken.                                                                                                                                                  |
| 239 | 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 continuous. CONNECT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | City of Fairbanks Bike Lane Signing and Striping   | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 240 | Chris Miller | Missing sidewalk at Carlson Center parking lot to connect Pioneer park to downtown and the loop around carlson center. CONNECT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 241 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | City of Fairbanks Bike Lane Signing and Striping   | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. Winter maintenance discussed in the Recommendations chapter and Appendix |
| 242 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 12th Avenue Bicycle Facilities                     | Thank you for your comment, the specifics of this project will be determined in the design phase.                                                                                             |
| 243 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 244 | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                    | Thank you for your comment, wayfinding recommendations are included in the recommendations chapter.                                                                                           |
| 245 | Chris Miller | public exterior restrooms are imporant for walking.....you never know when.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                    | Thank you for your comment, no action taken                                                                                                                                                   |
| 246 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | City of Fairbanks Bike Lane Signing and Striping   | Thank you for your comment, these routes may be considered in the future.                                                                                                                     |

|     |              |                                                                                                                                                                                                                    |                                                    |                                                                                                                                                                                               |
|-----|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 247 | Chris Miller | striped facilities on this wide right of way would connect carlson center to davis road<br>recreational facilities on much lower volume road that Cowles or Peger.                                                 |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 248 | Chris Miller | east of Peger the seperated path is on the North side. CONNECT                                                                                                                                                     | Davis Road: University Avenueâ€”Peger Road         | Thank you for you comment.                                                                                                                                                                    |
| 249 | 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                                                       | Van Horn Road â€” University Avenue â€” Peger Road | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 250 | Chris Miller | No ped or bike connection to one of our biggest tour attractions the river boat discovery, which has lots of big busses.                                                                                           |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 251 | 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.                                                                                    |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 252 | 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.                                                           | Lathrop Street Bicycle Facilities                  | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 253 | Chris Miller | It seems like there could be connection to west barnette mising here to stay off the barnette sidewalks which are narrow.                                                                                          |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 254 | 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                                   |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 255 | 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                                                          |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 256 | Chris Miller | lots of peds down using these social services. Provide nice sidewalk connection all four directions from here.                                                                                                     |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 257 | 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.            |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 258 | 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..... |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 259 | Chris Miller | Minnie needs sidewalks on both sides if possible....and snow removal                                                                                                                                               |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. Winter maintenance discussed in the Recommendations chapter and Appendix |
| 260 | Chris Miller | great loop connector, provide access to walk on the slough in the winter. It is great fun to naviagte the water corridor                                                                                           | Noyes Slough Pedestrian Bridge                     | Thank you for your support of this project.                                                                                                                                                   |
| 261 | Chris Miller | ped connector here from College to the big box land. There is a non-formal path already.                                                                                                                           |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 262 | 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                                                                    |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |
| 263 | 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.                              |                                                    | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.                                                                          |

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|-----|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| 264 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                  | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. |
| 265 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                  | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. |
| 266 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | HP-5                                             | Thank you for your comment; the specifics of this project will be established in the design phase.                   |
| 267 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                  | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. |
| 268 | 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!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                  | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. |
| 269 | James Fox    | This paved path is nice except ATVs throw rock of various sizes onto the path creating an hazardous situation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                  | Thank you for your comment, enforcing non-motorized-only use is included in the recommendations chapter.             |
| 270 | James Fox    | This is a dangerous crossing for cyclists following the bike path along the Parks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                  | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. |
| 271 | 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!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | City of Fairbanks Bike Lane Signing and Striping | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. |
| 272 | 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?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | City of Fairbanks Bike Lane Signing and Striping | Thank you for your comment, this project will be included in a list of projects to consider in the next plan update. |
| 273 | 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! | City of Fairbanks Bike Lane Signing and Striping | Thank you for your comment, no action taken.                                                                         |
| 274 | 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 an 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.                                                                                            | College Road Pedestrian Crossings                | Thank you for your comment, this project aims to address some of the concerns you identify.                          |

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| 275 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | College Road Pedestrian Crossings                | Thank you for your comment, this project aims to address some of the concerns you identify.                                                                            |
| 276 | 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 Chirag 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Clay Street Bicycle Facilities                   | Thank you for your comment and support of this project. The Recommendations chapter includes a recommendation for increased wayfinding signage.                        |
| 277 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Lathrop Street Bicycle Facilities                | Thank you for your comment, this plan works to help develop a network of bike facilities, which can be expanded incrementally and in future plans.                     |
| 278 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Johansen Path Reconstruction                     | Thank you for your comment, no action taken.                                                                                                                           |
| 279 | 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 Chirag 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-obsured. 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! | Peger Road: Chena River to Airport Way           | Thank you for your support of this project, which is to improve Peger Road.                                                                                            |
| 280 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Old Steese Improvements                          | Thank you for your comment, no action taken.                                                                                                                           |
| 281 | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | City of Fairbanks Bike Lane Signing and Striping | Thank you for your comment, the projects in this plan aim to improve the network of walking and biking facilities throughout the MPO, including in downtown Fairbanks. |

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| 282 | 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! | Parks Highway Path Rehabilitation | Thank you for your comment, this plan aims to improve walking and biking facilities to support non-motorized access in Fairbanks. The Recommendations chapter mentions adding Wayfinding signage. |
| 283 | Bud Kuenzli | Thanks for all of your hard work. My concern is with HP-19. I want to ensure that the addition of a path alongside the highway will not make riding on the highway illegal. In the past there have been problems with some sections of our roads and highways being unavailable to cyclists and while I think HP-19 is a great idea I hope it will not prevent fast cyclists that might choose to commute on the highway from doing so simply because there is an alternative path.                                                                          | HP-19                             | Thank you for your comment. This aspect will be determined by DOT&PF during the project.                                                                                                          |

| Comment Number | Commenter Name  | Commenter Organization | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Project number (if any) | Response                                                              |
|----------------|-----------------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----------------------------------------------------------------------|
| 1              | Donna Gardino   | BPAC                   | Thank you for the opportunity to comment. The plan is excellent and I enjoyed all the photos!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                         | Thanks for your comment.                                              |
| 2              | Donna Gardino   | BPAC                   | HP6 - Isn't this a part of the Steese Johansen Interchange project?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | HP-6                    | Correct. Included in plan for emphasis.                               |
| 3              | Donna Gardino   | BPAC                   | I would move MP-32 to the Short term.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | MP-32                   | Moved to short term in Public Review Draft.                           |
| 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                   | Thank you for your comment, no action taken.                          |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         | Figure revised for Public Review Draft                                |
| 6              | Donna Gardino   | BPAC                   | Are any of the concepts in the Functional Features analysis incorporated into any of the projects?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                         | Yes, HP-9.                                                            |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                         | Thank you for your comment, no action taken.                          |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                         | Thank you for your comment, no action taken.                          |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                         | Revised per coordination with Pam Golden                              |
| 10             | Kellen Spillman | TC                     | 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                   | Revised for Public Review draft.                                      |
| 11             | Kellen Spillman | TC                     | HP-4 – I think there is a typo on this project description it reads “provide bicycle a connection...”                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | HP-4                    | Revised for Public Review draft.                                      |
| 12             | Kellen Spillman | TC                     | 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             | Thank you for your comment, no action taken due to lack of consensus. |
| 13             | Kellen Spillman | TC                     | HP-22 – Project title should be amended to “South Lathrop...”                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | HP-22                   | Revised for Public Review draft.                                      |
| 14             | Kellen Spillman | TC                     | MP-6 – I think the recommendation of a “buffered bicycle facility” should possibly be more generalized.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | MP-6                    | Thank you for your comment, no action taken due to lack of consensus. |
| 15             | Kellen Spillman | TC                     | MP-17 - I think the recommendation of a “buffered bicycle facility” should possibly be more generalized.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | MP-17                   | Thank you for your comment, no action taken due to lack of consensus. |
| 16             | Kellen Spillman | TC                     | 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                   | Project removed from plan.                                            |
| 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                   | Project modified for Public Review Draft                              |
| 18             | Sarah Schacher  | DOT                    | Consideration for Lathrop St vs. S. Cushman/Van Horn as main non-motorized route to Tanana Lakes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                         | Revised for Public Review draft.                                      |
| 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)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                         | Revised for Public Review draft.                                      |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                         | Held worksession with PB                                              |
| 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.                                                                                                                                     |                         | Revised page number and figure/table references for cohesive plan     |

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| 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...”                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Revised for Public Review draft.                                                                                                                                                                                                                                        |
| 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). | Thank you for your comment, maintenance will need to be establish in the design process.                                                                                                                                                                                |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Yes, FHWA has a extensive resource page:<br><a href="https://www.transportation.gov/mission/health/Expand-and-Improve-Bicycle-and-Pedestrian-Infrastructure">https://www.transportation.gov/mission/health/Expand-and-Improve-Bicycle-and-Pedestrian-Infrastructure</a> |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | The Goals, Objectives, and Performance Measures have gone before the PB several times.                                                                                                                                                                                  |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Shoulders built/widened primarily for cyclists could be included in on-street bicycle facilities.                                                                                                                                                                       |
| 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).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | The SMTF is updating their recommendations and BPAC is developing maintenance priorities.                                                                                                                                                                               |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | No change.                                                                                                                                                                                                                                                              |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | No change due to walking/biking transportation focus of plan.                                                                                                                                                                                                           |
| 30 Sarah Schacher | DOT | Existing Conditions and Needs page 23, change “limited access” to “controlled” access.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Revised for Public Review draft.                                                                                                                                                                                                                                        |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | No change.                                                                                                                                                                                                                                                              |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Included in plan.                                                                                                                                                                                                                                                       |
| 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Many projects already indicate this if inconsistently in the MTP titles; added clarification to HP-2, MP-7 and LP-18. Suggest broad review in MTP update.                                                                                                               |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | No change.                                                                                                                                                                                                                                                              |

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|                   |     | <p>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:</p> <ul style="list-style-type: none"><li>o Connects 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.</li><li>o More 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)</li><li>o Lower AADT than Peger, S Cushman and Van Horn</li><li>o Fewer driveways than S Cushman (plan notes correctly density of driveways is problematic for separated paths)</li><li>o The 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</li><li>o Fewer trucks--nearly half based on 2019 AADT than Cushman and Van Horn, though percent trucks on all three routes are similar.</li><li>o Centrally located to attracting residents of Bjerremark and other S Fairbanks neighborhoods and Airport Way Frontage Roads (and future proposed bike/ped improvements along frontage roads) provide connectivity neighborhoods to the east and west along Airport Way</li></ul> |       |                                                                                                                                           | Projects revised for Public Review Draft, including addition of HP-22. |  |
| 35 Sarah Schacher | DOT |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |       |                                                                                                                                           |                                                                        |  |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | HP-1  | No change.                                                                                                                                |                                                                        |  |
| 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?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | HP-3  | No change per TC.                                                                                                                         |                                                                        |  |
| 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-5  | Revised for Public Review draft.                                                                                                          |                                                                        |  |
| 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-6  | Revised for Public Review draft.                                                                                                          |                                                                        |  |
| 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-8  | Revised for Public Review draft.                                                                                                          |                                                                        |  |
| 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 Famers 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-11 | No change per TC. Project would include analysis per guidance in plan and ATM.                                                            |                                                                        |  |
| 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-14 | Project inclusion highlights intersection crossing need for possible inclusion in FAST Intersection Improvement Program or other project. |                                                                        |  |
| 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-18 | No change per TC.                                                                                                                         |                                                                        |  |

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|                   |     | 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?                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                    |                                                                                                                        |
| 44 Sarah Schacher | DOT | •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-21              | HP-21 moved to medium priority.<br>Giest element removed.                                                              |
| 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 | HP-21 moved to medium priority.<br>Giest element removed. MP-3 and MP-34 can be implemented together or separately.    |
| 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              | This MTP project will be refined with broader projects including Steese/Johansen and Farmer's Loop/Steese.             |
| 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              | This project is intended after development of the park.                                                                |
| 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              | Revised for Public Review draft.                                                                                       |
| 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        | MP-31 removed as duplicative                                                                                           |
| 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              | Extent changed to University to Johansen.                                                                              |
| 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               | No change.                                                                                                             |
| 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               | No change.                                                                                                             |
| 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               | Change title to "Dawson Road ped/bike facilities" description to "Widen shoulders or added path from Lineman to Hurst" |
| 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              | Revised for Public Review draft.                                                                                       |
| 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              | Project removed from plan.                                                                                             |

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| 56 | Sarah Schacher  | DOT             | <p>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.</p> |          | Revised for Public Review draft.                                                                 |
| 57 | Sarah Schacher  | DOT             | <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |          | Removed "or local review"                                                                        |
| 58 | Sarah Schacher  | DOT             | <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |          | No change.                                                                                       |
| 59 | Sarah Schacher  | DOT             | <p>Winter Maintenance – pg 40 Existing Conditions. Under ADOT&amp;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&amp;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&amp;PF’s road hierarchy driving their roadway priorities.”</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |          | Revised in Public Review Draft.                                                                  |
| 60 | Sarah Schacher  | DOT             | <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |          | No action. The BPAC and Seasonal Mobility Task Force are pursuing the these operational factors. |
| 62 | Andrew Ackerman | City of Fairbar | <p>Transportation Plan as it has been in the past?</p> <p>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</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | PDF Pg 1 | Consistent with official project name.                                                           |
| 63 | Andrew Ackerman | City of Fairbar | <p>are used in summer. Just something to keep in mind...</p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | PDF Pg 1 | Thanks for your comment.                                                                         |
| 64 | Andrew Ackerman | City of Fairbar | <p>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</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | PDF Pg 3 | Thanks for your comment.                                                                         |
| 65 | Andrew Ackerman | City of Fairbar | <p>1700 hrs see spikes on weekdays.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | PDF Pg 3 | See ACS data.                                                                                    |

|                    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                         |                                     |
|--------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------------------------------------|
|                    |                 | 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                                                                | Thanks for your comment.            |
| 66 Andrew Ackerman | City of Fairbar | 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                                                                | Thanks for your comment.            |
| 67 Andrew Ackerman | City of Fairbar | "Connect Fairbanks is a regional nonmotorized transportation plan. It outlines... and improve"-->                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | PDF Pg 3                                                                | Revised for Public Review draft.    |
| 68 Andrew Ackerman | City of Fairbar | "improves"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | PDF Pg 3                                                                | Revised for Public Review draft.    |
| 69 Andrew Ackerman | City of Fairbar | "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                                                                | Thanks for your comment.            |
|                    |                 | "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-                                                                                                                                                                                      |                                                                         |                                     |
| 70 Andrew Ackerman | City of Fairbar | bikes are similar in price and may be even more expensive.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | PDF Pg 3                                                                | Thanks for your comment.            |
|                    |                 | "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                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                         |                                     |
| 71 Andrew Ackerman | City of Fairbar | entire Fbx Urban Area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | PDF Pg 4                                                                | See Introduction.                   |
|                    |                 | "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                                                                                                                                                                                                                                                                                                                                                                                               |                                                                         |                                     |
| 72 Andrew Ackerman | City of Fairbar | avg citizen identify with and understand the meaning of the term?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | PDF Pg 4<br>PDF Pg 5,<br>comment<br>repeats<br>on all<br>quote<br>pages | Thanks for your comment.            |
| 73 Andrew Ackerman | City of Fairbar | "Outdoor Activity:" ?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                         | Thanks for your comment.            |
|                    |                 | "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                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                         |                                     |
| 74 Andrew Ackerman | City of Fairbar | referred to?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | PDF Pg 6                                                                | See map on page 4.                  |
|                    |                 | "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                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                         |                                     |
| 75 Andrew Ackerman | City of Fairbar | design and extent of path, etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | PDF Pg 6                                                                | See policy recommendations.         |
|                    |                 | "When people walk and cycle, they are often foregoing a car trip" It would be really interesting to know what % of Fbxsans 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                                                                                            |                                                                         |                                     |
| 76 Andrew Ackerman | City of Fairbar | access to a car, who bike/walk.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | PDF Pg 8                                                                | Thanks for your comment.            |
| 77 Andrew Ackerman | City of Fairbar | "stop on pass-by trips to make purchases" Likely true but needs a reference or two to study(s) 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 | PDF Pg 8                                                                | Thanks for your comment.            |
| 78 Andrew Ackerman | City of Fairbar | to >95% of the population.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | PDF Pg 9                                                                | Thanks for your comment.            |
|                    |                 | "Connect Fairbanks envisions an independent..." This is a much more specific and directed statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                         |                                     |
| 79 Andrew Ackerman | City of Fairbar | of what this plan attempts to describe (see p. 4)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | PDF Pg 10                                                               | Thanks for your comment.            |
|                    |                 | "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                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                         |                                     |
| 80 Andrew Ackerman | City of Fairbar | work flow that is a collab b/t City, FNSB, and FAST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | PDF Pg 10                                                               | Thanks for your comment.            |
|                    |                 | "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                                                                                                                                                                                                                                                                                                        |                                                                         |                                     |
| 81 Andrew Ackerman | City of Fairbar | place of residence, access to safe transportation, etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | PDF Pg 10                                                               | See Existing Conditions Chapter     |
|                    |                 | "to all inventoried major generators by year" The term 'major generators' should be defined bf using                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                         |                                     |
| 82 Andrew Ackerman | City of Fairbar | it.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | PDF Pg 10                                                               | Thanks for your comment. No change. |
|                    |                 | "Update the Fairbanks Region Bikeways" The print map should happen every year and a GIS version                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                         |                                     |
| 83 Andrew Ackerman | City of Fairbar | of it should be updated continuously as projects are completed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | PDF Pg 11                                                               | Thanks for your comment.            |
|                    |                 | "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                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                         | Thanks for your comment. There is   |
| 84 Andrew Ackerman | City of Fairbar | been made to a variety of community groups. It seems neglected here.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | PDF Pg 11                                                               | not currently an annual report.     |
|                    |                 | "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                                                                                                                                                                                                                                                                                                   |                                                                         |                                     |
| 85 Andrew Ackerman | City of Fairbar | many individuals this would be and if the current trend in bike commuting is upward, flat, or down.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | PDF Pg 11                                                               | Thanks for your comment.            |
|                    |                 | When asked about walking and cycling in the community, 31% of community members surveyed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                         |                                     |
| 86 Andrew Ackerman | City of Fairbar | explicitly mentioned a safety concern using the words "dangerous," ..." 31% of respondents.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | PDF Pg 12                                                               | Revised in Public Review Draft.     |

|     |                 |                 |                                                                                                                                                                                                                                                                                                                                                                                                                  |           |                                                                                                                                             |
|-----|-----------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------|
| 87  | Andrew Ackerman | City of Fairbar | "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 | Thanks for your comment. No change.                                                                                                         |
| 88  | Andrew Ackerman | City of Fairbar | "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 | Thanks for your comment. See Existing Conditions chapter.                                                                                   |
| 89  | Andrew Ackerman | City of Fairbar | Whole page highlighted: Is this the entire list?? There are significant other sources, both local, state and national.                                                                                                                                                                                                                                                                                           | PDF pg 19 | Thanks for your comment. No change.                                                                                                         |
| 90  | Andrew Ackerman | City of Fairbar | "healthcare costs" on average                                                                                                                                                                                                                                                                                                                                                                                    | PDF Pg 35 | Thanks for your comment. No change.                                                                                                         |
| 91  | Andrew Ackerman | City of Fairbar | "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 | Thanks for your comment. No change.                                                                                                         |
| 92  | Andrew Ackerman | City of Fairbar | "When people walk and cycle..." Again, this either needs to be cited or shown with local data to be true.                                                                                                                                                                                                                                                                                                        | PDF Pg 35 | Thanks for your comment. No change.                                                                                                         |
| 93  | Andrew Ackerman | City of Fairbar | "policy and program changes will..." Why is this true?                                                                                                                                                                                                                                                                                                                                                           | PDF Pg 37 | Thanks for your comment. No change.                                                                                                         |
| 94  | Andrew Ackerman | City of Fairbar | "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 | Thanks for your comment. No change.                                                                                                         |
| 95  | Andrew Ackerman | City of Fairbar | "This plan focuses on the MPO area" This is good                                                                                                                                                                                                                                                                                                                                                                 | PDF Pg 39 | Thanks for your comment.                                                                                                                    |
| 96  | Andrew Ackerman | City of Fairbar | "Many streets in Downtown Fairbanks" refer to a graphic of this area                                                                                                                                                                                                                                                                                                                                             | PDF Pg 39 | Thanks for your comment. No change.                                                                                                         |
| 97  | Andrew Ackerman | City of Fairbar | "Regional shared-use paths"" A fairly extensive network of existing, regional, shared-use..."                                                                                                                                                                                                                                                                                                                    | PDF Pg 39 | Thanks for your comment. No change.                                                                                                         |
| 98  | Andrew Ackerman | City of Fairbar | "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 | Thanks for your comment. No change.                                                                                                         |
| 99  | Andrew Ackerman | City of Fairbar | "Fairbanks metropolitan area between" Old data                                                                                                                                                                                                                                                                                                                                                                   | PDF Pg 39 | Thanks for your comment. This was the most recent applicable data at the time. See Existing Conditions chapter.                             |
| 100 | Andrew Ackerman | City of Fairbar | "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 | Thanks for your comment. No change.                                                                                                         |
| 101 | Andrew Ackerman | City of Fairbar | "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 | Thanks for your comment. This survey is not presented as a statistically valid tool, but information from current cyclists and pedestrians. |
| 102 | Andrew Ackerman | City of Fairbar | "Data related to the actions of individuals..." This is important to discuss                                                                                                                                                                                                                                                                                                                                     | PDF Pg 60 | Thanks for your comment.                                                                                                                    |
| 103 | Andrew Ackerman | City of Fairbar | "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 | Thanks for your comment. Lack of comprehensive exposure data is noted.                                                                      |
| 104 | Andrew Ackerman | City of Fairbar | "A major factor in the safety.." Was it determined how many areas/shoulders in Fbx have safety hazards similar to this?                                                                                                                                                                                                                                                                                          | PDF Pg 69 | This data is not available.                                                                                                                 |
| 105 | Andrew Ackerman | City of Fairbar | "In shared lanes, bicyclists.." I don't believe the exist any sharrows in Fbx, but there certainly are oppts for them.                                                                                                                                                                                                                                                                                           | PDF Pg 69 | Revised for Public Review draft.                                                                                                            |
| 106 | Andrew Ackerman | City of Fairbar | "The Fairbanks region has improved facilities for bicyclists and pedestrians.." This is good and important and needs more attention                                                                                                                                                                                                                                                                              | PDF Pg 79 | Thanks for your comment.                                                                                                                    |
| 107 | Andrew Ackerman | City of Fairbar | "The City of Fairbanks completed an inventory of City sidewalks in 2017" This signicantly 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 contraints and measures, the COF also developed a ADA Transition and Priority Plan.                                        | PDF Pg 86 | Text expanded.                                                                                                                              |



# CONNECT FAIRBANKS

## FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING NON-MOTORIZED PLAN

MAY 2021

A person wearing a dark, knee-length coat and black boots is walking on a snowy path. The path is covered in snow and some fallen leaves. The background shows more snow and some bare trees.

# EXECUTIVE SUMMARY

**REAL FREEDOM STARTS**

**WITH TRANSPORTATION**

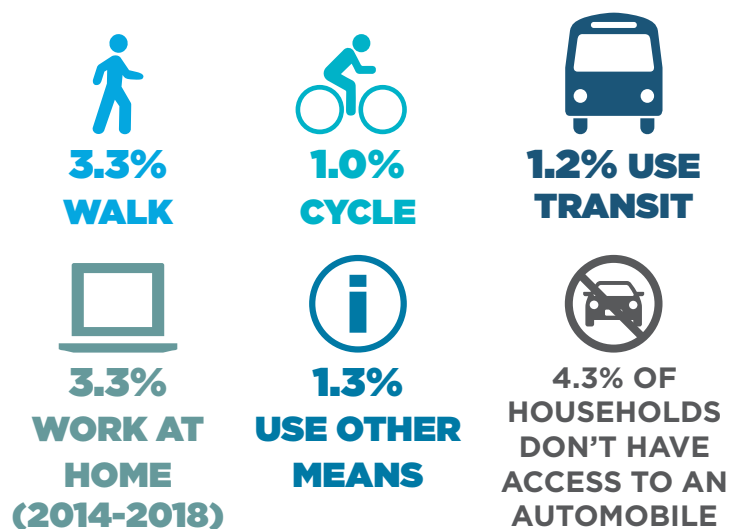
**INDEPENDENCE.**

## WHAT IS TRANSPORTATION INDEPENDENCE?

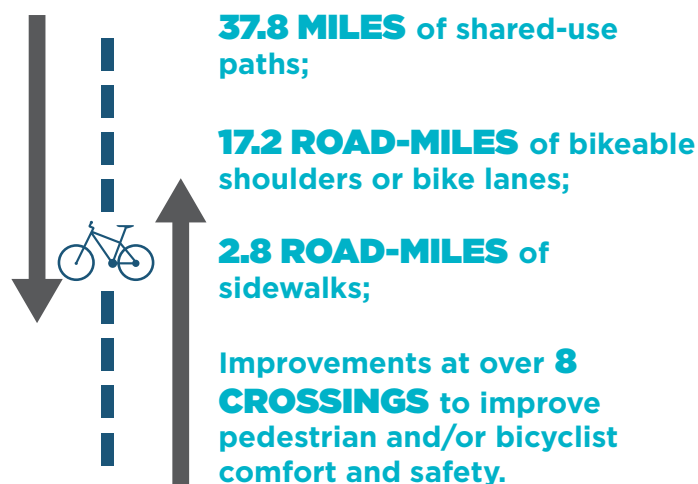
How easy would it be for you to get where you need to go in Fairbanks without a car? Ten percent of people in our community use other modes to get around every day due to age, health, financial constraints, or just a desire to improve their health or save money.<sup>1</sup> It isn't always easy, especially because much of our infrastructure has been designed around cars and trucks. Connect Fairbanks aims to increase transportation independence, so Fairbanksans can travel safely and efficiently in their communities with or without a car.

**10.2% of our community<sup>1</sup>** use non-automobile modes for commuting:

<sup>1</sup> American Community Survey data, 2014-2018.



Full implementation of this plan will add approximately:



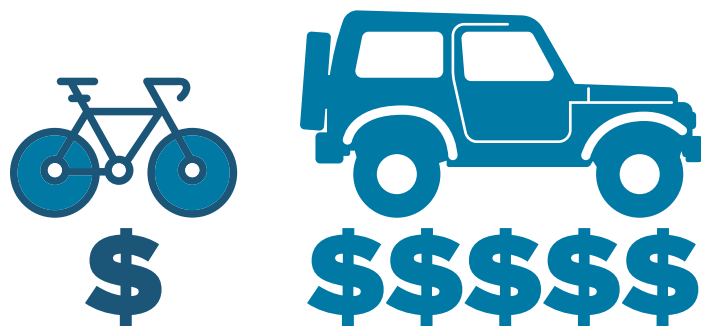
## WHAT IS CONNECT FAIRBANKS?

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. Connect Fairbanks updates the Fairbanks Non-Motorized Transportation Plan (NMP), published in 2012.

## WHY WAS THIS UPDATE NEEDED?

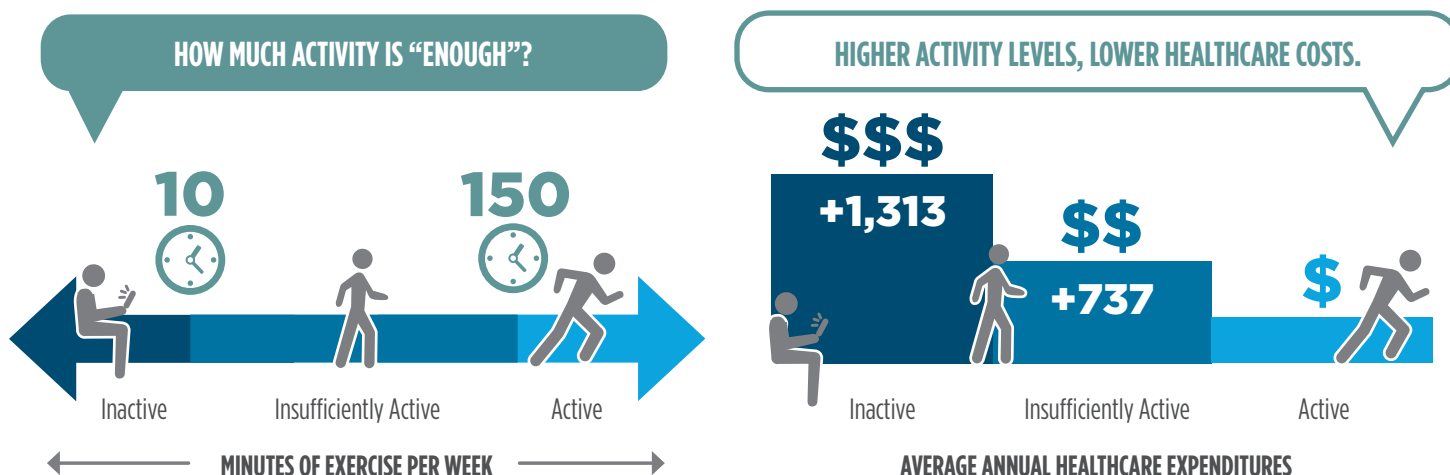
The 2012 NMP recognized a resurgence of interest in non-motorized travel, spurred by desires for better health, transportation options, environmental quality, and access to the area's natural surroundings. Connect Fairbanks considers changes in the region and in bicyclist and pedestrian planning and design practices since the 2012 NMP was adopted.

<sup>1</sup> Greater Fairbanks Transportation Survey, Alaska Department of Transportation & Public Facilities, 2014



<sup>1</sup> <https://newsroom.aaa.com/auto/your-driving-costs/>

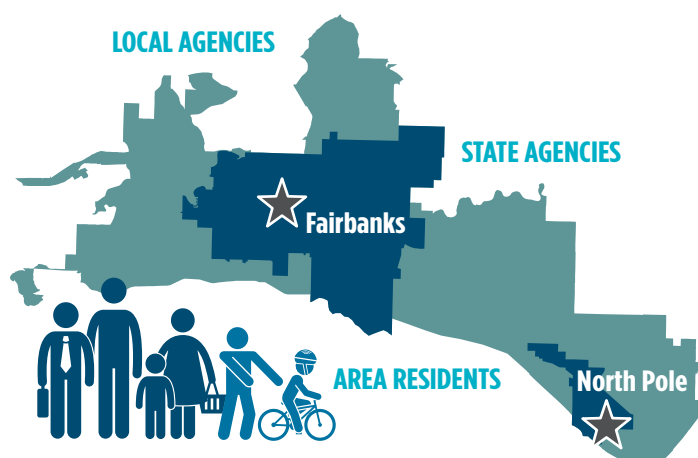
**Just 150 mins of physical activity per week measurably improves your health. That's just **one 22-minute walk a day.****



Source: Carlson, Susan A., et al. "Inadequate Physical Activity and Health Care Expenditures in the United States." *Progress in Cardiovascular Diseases*, vol. 57, no. 4, 2015, pp. 315–323., doi:10.1016/j.pcad.2014.08.002.

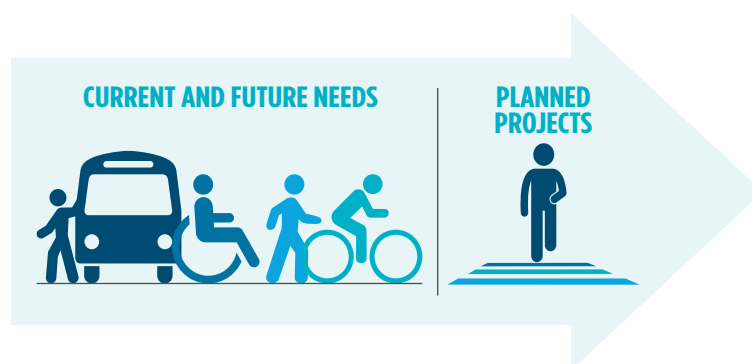
## WHO WORKED ON THE UPDATE?

Fairbanks Area Surface Transportation Planning (FAST Planning), the metropolitan planning organization that coordinates federal transportation spending within the region, led the development of Connect Fairbanks, with support from their Bicycle & Pedestrian Advisory Committee (BPAC). FAST Planning is the Metropolitan Planning Organization (MPO) for the urbanized areas of the Fairbanks North Star Borough, including the cities of North Pole and Fairbanks.



## WHAT DOES THE PLAN DESCRIBE?

Over time, FAST Planning hopes to increase transportation independence for all Fairbanksans by broadening the variety of safe, efficient travel options. Connect Fairbanks proposes community-informed active transportation investments with a connection to goals established by the community. It also lays out a framework to connect routes for those traveling without the use of a vehicle.



## Q: Are people walking, cycling, or taking transit to access your business?

A: We have walkers and bikers all the time! Customers have learned that it is a fun destination to access by foot or pedal. We also benefit from proximity to other businesses. People may be on a bar hop through downtown and would most likely walk to us instead of driving to and from each place.

-Kara Nash

| Profession:          | Outdoor Activity:                           | # Years in FBX: |
|----------------------|---------------------------------------------|-----------------|
| Small Business Owner | Summer: 15-20 hrs/wk<br>Winter: 5-10 hrs/wk | 12              |



# THIS IS A PLAN FOR EVERYONE.

Connect Fairbanks envisions a system that is accessible and comfortable for people with a wide range of abilities.

## Walking and cycling are important ways for people to get around the Fairbanks Region.

People walk or cycle to the store, to work and school, to transit stops, or just down their street or path for exercise or to get fresh air. But walking and cycling are not just ways for people to get from point A to point B. They also provide a myriad of health, economic, environmental, and social benefits.

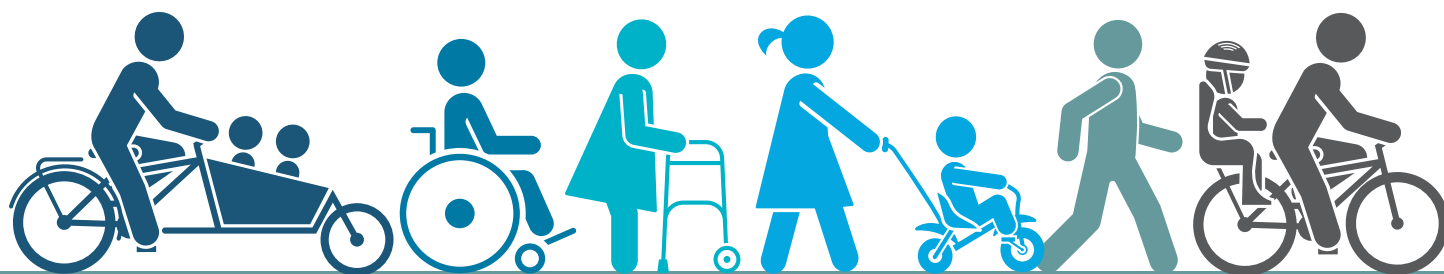
According to the Alaska Statewide Active Transportation Plan, if the walking and cycling commute mode splits were to double, there would be \$6.5M in health, transportation, and environmental benefits to the region.

## It's good for your body and your brain.

Studies show that cardiovascular exercise, such as walking and biking, has a positive effect on mental health. People who walk and cycle are less likely to suffer from depression, anxiety, and other mental health issues than those who do not.

## Our non-motorized system should be accessible to everybody.

It is critical when planning bicycle and pedestrian infrastructure to make sure everyone has equitable access. The infrastructure should empower people using mobility devices, such as walkers, canes, crutches, and wheelchairs to navigate the Fairbanks area independently.





## More people walking and cycling means fewer cars on the road...

When people walk and cycle to reach a destination, they are often foregoing a car trip, reducing traffic congestion, emissions, stormwater pollution, and wear and tear on the roadway. This can lead to reduced maintenance costs for roadways, reduced climate impacts, and improved local air and water quality.



## ...and safer conditions for all roadway users.

More people walking and cycling creates a heightened awareness among the community to expect people walking and cycling, which in turn reduces crash rates with motor vehicles.



## Walking and cycling are viable year round.

Fairbanksans are hardy and if given the chance, may be comfortable walking and cycling year round. However, snow berms at bus stops, unplowed sidewalks, and icy paths create barriers that can make winter walking and cycling challenging.



## All of this is good for quality of life and the local economy.

The presence of cycling and walking infrastructure may improve quality of life and increase property values nearby. This kind of infrastructure can also spur economic growth. People walking and cycling are more likely to stop on pass-by trips to make purchases than those in motor vehicles, and increased cycling can add jobs and economic stimulus through added visits to bicycle shops. Also, scenic and cultural destinations with good bicycle infrastructure may see increases in bicycle tourism.



**Q: What do you consider the benefits of commuting by bicycle in Fairbanks/North Pole to be?**

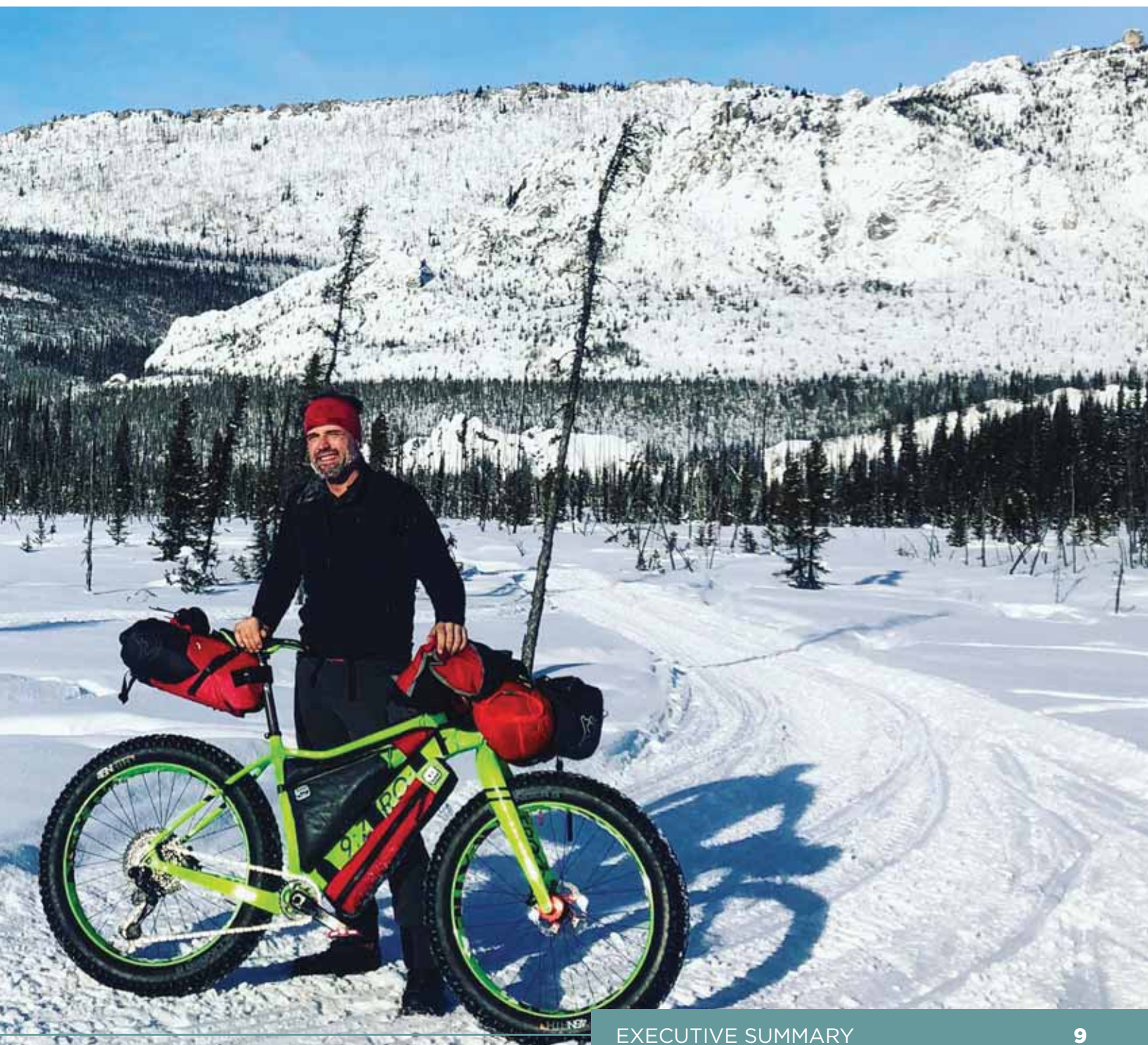
A: Health and Happiness! Everything's better on a bike!

-Adam Koegle

**Profession:**  
Network  
Communications  
Specialist

**Outdoor Activity:**  
Bike/Run/Ski/  
Paddle, 10-15 hours  
per week

**# Years in FBX:**  
My whole life!



# VISION

Connect Fairbanks envisions an independent future for all Fairbanksans through transportation network improvements, supportive agency programs, and policies that benefit pedestrian and bicycle travel and connect people with public transit.

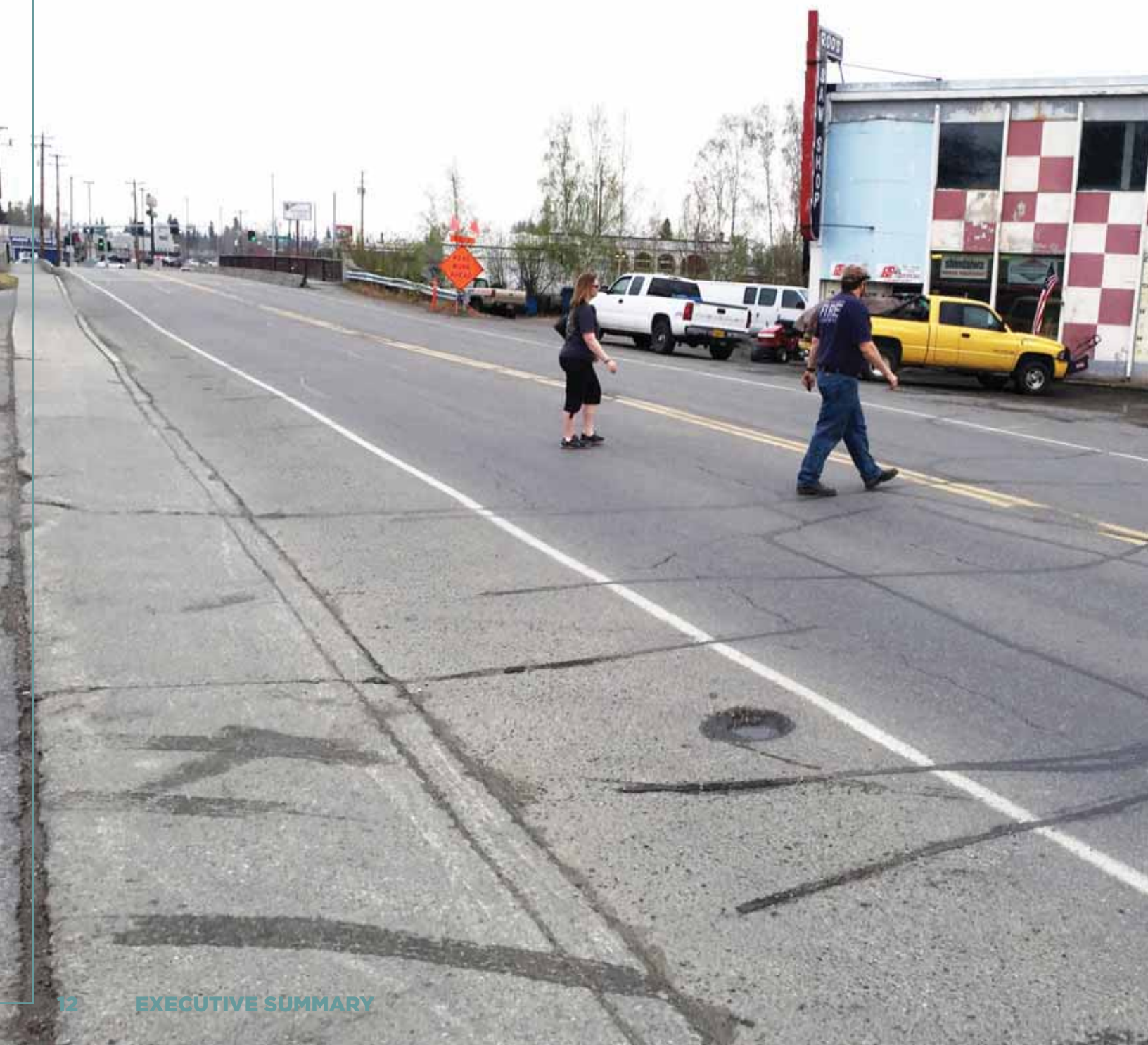
| Goals                                                                                                                                               | Objectives                                                                                                                                   | Performance Measures                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| <b>1.</b><br>PLAN FOR, PROVIDE, AND PROMOTE A NON-MOTORIZED TRANSPORTATION SYSTEM THAT IS CONTINUOUS, ACCESSIBLE, RELIABLE AND SAFE.                | Maintain a current inventory of the entire non-motorized transportation system.                                                              | Update the inventory at least every 2 - 4 years. Update in GIS after completion of each project.                              |
|                                                                                                                                                     | Improve the continuity of the non-motorized transportation system.                                                                           | Implement all high priority projects by 2030                                                                                  |
|                                                                                                                                                     |                                                                                                                                              | Report and increase the miles of sidewalks in the FAST Planning area each year.                                               |
|                                                                                                                                                     |                                                                                                                                              | Report and increase the miles of shared use paths in the FAST Planning area each year.                                        |
|                                                                                                                                                     | Improve the accessibility of the non-motorized transportation system for users of all abilities.                                             | Report and increase the miles of dedicated on-street bicycle facilities in the FAST Planning area each year.                  |
|                                                                                                                                                     |                                                                                                                                              | Implement the recommendations in the ADA Transition Plans as they are developed/updated by the City of Fairbanks and ADOT&PF. |
|                                                                                                                                                     | Implement low stress (Level of Traffic Stress 1 or 2) facilities on all collectors and arterial roads or provide a parallel network by 2035. |                                                                                                                               |
|                                                                                                                                                     | Improve the safety of the non-motorized transportation system.                                                                               | Reduce the number of pedestrian and bicycle crashes by 50 percent by 2040.                                                    |
| <b>2.</b><br>PLAN FOR AND PROVIDE A NON-MOTORIZED TRANSPORTATION SYSTEM THAT CONNECTS RESIDENTS AND VISITORS TO ESSENTIAL SERVICES AND DESTINATIONS | Maintain a current inventory of essential destinations (e.g., employment and retail centers, tourist and recreational destinations)          | Inventory major residential areas and other major generators of non-motorized travel and update at least every 2 - 4 years.   |
|                                                                                                                                                     | Improve the connectivity of the non-motorized transportation system.                                                                         | Provide bicycle and pedestrian connections to all inventoried major generators by year 2035.                                  |

| Goals                                                                                                                                                            | Objectives                                                                                                                                     | Performance Measures                                                                                                                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>3.</b><br>DEVELOP AND IMPLEMENT POLICIES AND PROGRAMS TO SUPPORT YEAR-ROUND NON-MOTORIZED TRAVEL                                                              | Ensure that agency staff has access to current best practices for non-motorized facility selection and design.                                 | Provide one bicycle and pedestrian design specific training to transportation agencies in the area per year.<br>Every year, update a list of best practice design documents for transportation agencies in the area to reference.                                   |
|                                                                                                                                                                  | Promote a bicycle and pedestrian friendly culture.                                                                                             | Achieve Bronze level Bicycle Friendly Community Status from the League of American Bicyclists by 2022 and maintain status afterward.<br>Implement policies and programs recommended in this plan by 2025.                                                           |
|                                                                                                                                                                  | Engage businesses, tourism associations, and Fairbanks area residents in the planning process.                                                 | Continue to convene the Bicycle-Pedestrian Advisory Committee at least quarterly.                                                                                                                                                                                   |
| <b>4.</b><br>DEVELOP AND IMPLEMENT PROGRAMS AND STRATEGIES TO INCREASE AWARENESS OF EXISTING NON-MOTORIZED TRANSPORTATION FACILITIES AND THEIR SAFE USE.         | Promote awareness of the existing non-motorized transportation system and how to use it.                                                       | Implement a promotional program, in coordination with community partners (i.e., bike to work week, walk to school day) each year.<br>Update the Fairbanks Region Bikeways map every 2-3 years.<br>Develop a public annual bicycle and pedestrian count report.      |
|                                                                                                                                                                  | Increase the proportion of Fairbanks area residents that cycle or walk to work.                                                                | Increase the proportion of Fairbanks area residents that walk to work from 3.3 percent <sup>1</sup> to 6.6 percent by year 2035.<br>Increase the proportion of Fairbanks area residents that cycle to work from 1.0 percent <sup>1</sup> to 2 percent by year 2035. |
|                                                                                                                                                                  | Encourage local governments to provide adequate funding to ensure the primary non-motorized network is maintained to provide year-round access | Implement recommendations from the Seasonal Mobility Task Force.                                                                                                                                                                                                    |
| <b>5.</b><br>DEVELOP, FUND, AND PROMOTE A LIST OF PRIORITIZED CAPITAL IMPROVEMENT PROJECTS THAT IMPLEMENT THIS PLAN AND ADEQUATELY MAINTAINS A YEAR ROUND SYSTEM | Maintain and fund a priority list of capital improvement projects that meets the targets of the objectives of this Plan                        | Ensure that the projects in this plan are included in each Metropolitan Transportation Plan (MTP) update and Transportation Improvement Program (TIP).                                                                                                              |

<sup>1</sup> Based on the American Community Survey 2018 5-Year Estimate for the Fairbanks-North Star Borough

## SAFE STREETS MAKE A DIFFERENCE

When asked about walking and cycling in the community, **31% of respondents** explicitly mentioned a safety concern using the words “dangerous,” “hazard,” or “unsafe.”



**“Drivers pose a huge threat to our safety. With one-way roads, they often don’t look both ways for pedestrians. Pedestrians aren’t common enough for drivers to take them into consideration.”**

**-Kara Nash**

**“Two of the biggest challenges now in my mind are aging sidewalks or lack of safe bike lanes where there are no sidewalks. Small shoulders are hazardous to use, but sometimes that’s the only option, especially anywhere on the south side of the Mitchell Expressway.”**

**-Adam Koegle**

## WE'VE MADE PROGRESS

In 2012, Fairbanks' first Non-Motorized Transportation Plan set a framework for the cycling and walking systems in the FAST Planning region and included a list of projects to improve those systems. Since then, public agencies have made significant progress toward improving walking and cycling facilities and policies across the Fairbanks area.



**24 projects** with major bicycle and/or pedestrian elements have been constructed, including

- **Cushman Street Reconstruction**
- **Steese Highway to Front Street Connector**
- **Goldhill Bicycle and Pedestrian Facility**
- **Noble Street Upgrade**

**10 projects** are currently in the works, including

- **Airport West Bicycle & Pedestrian Facility**
- **Cowles Street Reconstruction**
- **Minnie Street Upgrade**
- **5th Avenue Reconstruction**

In addition, FAST Planning adopted a Complete Streets Policy and updated the Transportation Improvement Program (TIP) criteria to better evaluate non-motorized projects.

## WE HEARD YOU

We received **227 COMMENTS** from community members through interactive maps, emailed comments, a community survey and virtual open houses. Here's what Fairbanksans had to say.

**I LOVE HAVING THE ABILITY TO HOP ON A BIKE PATH RIGHT FROM MY NEIGHBORHOOD AND BIKE ALL THE WAY INTO TOWN!**

This is a great route [along Tanana Drive between Farmers Loop Road and N Tanana Drive], but the pavement is broken and cracked, making riding painful.

JOHANSEN BIKE PATH IS FULL OF CRACKS AND I HAVE FALLEN SEVERAL TIMES AS A RESULT (ROLLERSKIING).

Would like to see the bike path continue up Chena pump and even around Chena ridge.... **lots of people run/bike the loop and it would make bike commuting much safer if there was a path or wider shoulder.**

**There's less than no shoulder [on McGrath Road] at some points: I've almost been hit twice and verbally assaulted for running on just this section...**

**Illinois St. needs a bike lane.** I once held up traffic biking from Minnie St. to College St. because there was a truck behind me too big to pass safely. There were plenty of angry drivers that day!

IT WOULD BE GREAT TO PUT IN A **CROSSWALK AT THE BUS STOPS** [ALONG COLLEGE ROAD] SO PEOPLE FROM CAN MORE SAFELY REACH TRANSIT AND/OR RECREATION OPPORTUNITIES AT CREAMER'S.



**THE MILLER HILL BIKE PATH WAS A GREAT IDEA, BUT NOT COMPLETING THE PAVEMENT MAKES IT DANGEROUS.**

For user health and safety, Yankovich sorely needs a bike path that has physical separation from traffic.

**The farmers loop path is an excellent example of non-motorized improvement** being integrated into the overall road system upgrade. Thank you.

**4-FOOT SIDEWALK IS DANGEROUS AND INTIMIDATING.**

**The Farmer's Loop path is amazing and gets used a lot.**

A bike/walking path that went along the Richardson Highway from Fairbanks to North Pole would be amazing!

**College Road, in general, needs more pedestrian crossing options.**

**LOVE THE IDEA OF CLOSING LITTLE-USED STREETS TO CAR TRAFFIC AND KEEPING THEM OPEN FOR BIKES AND PEDESTRIANS, WHILE BEAUTIFYING DOWNTOWN WITH GREENERY.**

**FNSB PLEASE ENCOURAGE TROOPER ENFORCEMENT WHEN 4-WHEELERS AND DIRT BIKES ARE ON THE BIKE PATH.**

Seems silly to have so much downtown parking when the city has an agreement with the parking garage for free short-term parking. This would free up space for bike lanes and reduce risk of crashes near businesses.

## HOW DID WE DEVELOP AND PRIORITIZE OUR PROJECTS?

Selecting projects is one of the main steps in the process of creating this plan. Our project list came from many different sources to be as comprehensive as possible. Those sources include the following:



**Envision 2045 (the Fairbanks  
Metropolitan Transportation Plan)**

**FAST Planning's Bicycle and Pedestrian  
Advisory Committee**

**Public feedback**

**An assessment of bicycle and  
pedestrian related facility needs not  
expected to be addressed by projects in  
Envision 2045**

## RECOMMENDED PROJECTS

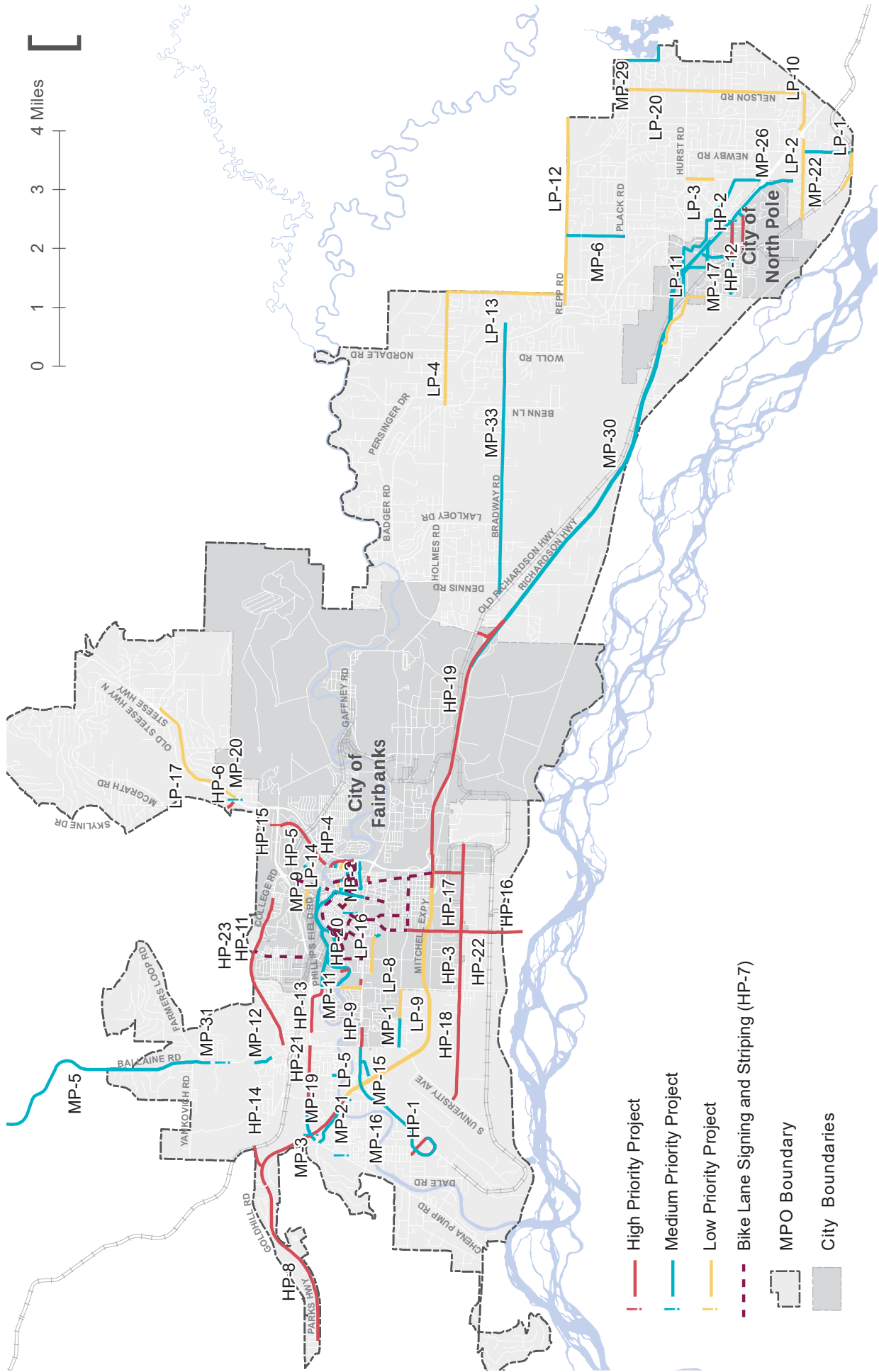
Small, targeted changes can make a big difference. Connect Fairbanks recommends wise, community-supported transportation investments that create a more robust network by connecting the walking and cycling infrastructure we already have and leveraging projects and goals from other local and regional plans.



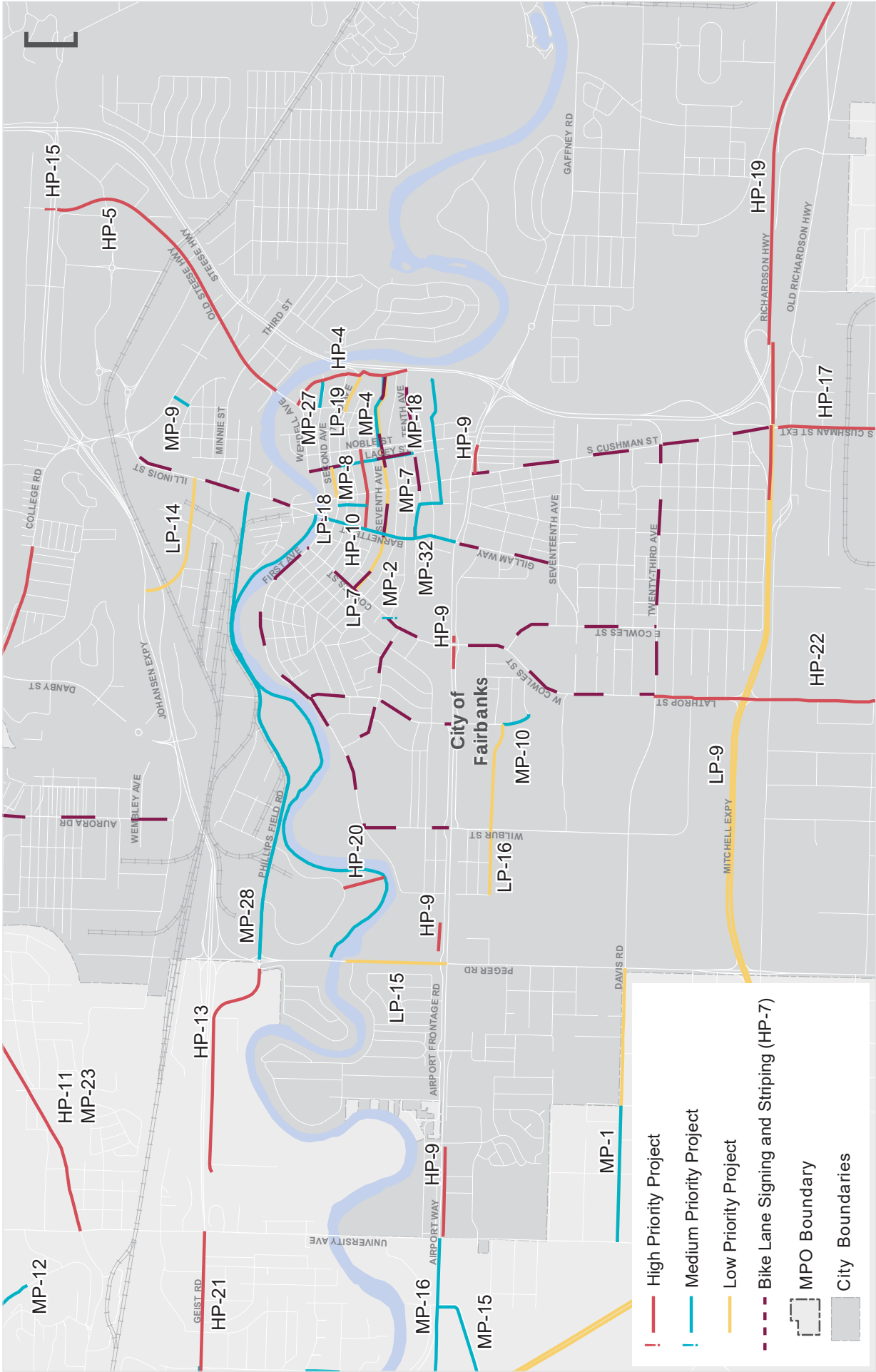
Once proposed, each project was screened based on the goals and objectives to best help us reach our vision. This evaluation, along with factors like cost estimates, context-sensitive knowledge, and inclusion in Envision 2045, was used to establish project ranking:

**HIGH PRIORITY****MEDIUM PRIORITY****LOW PRIORITY**

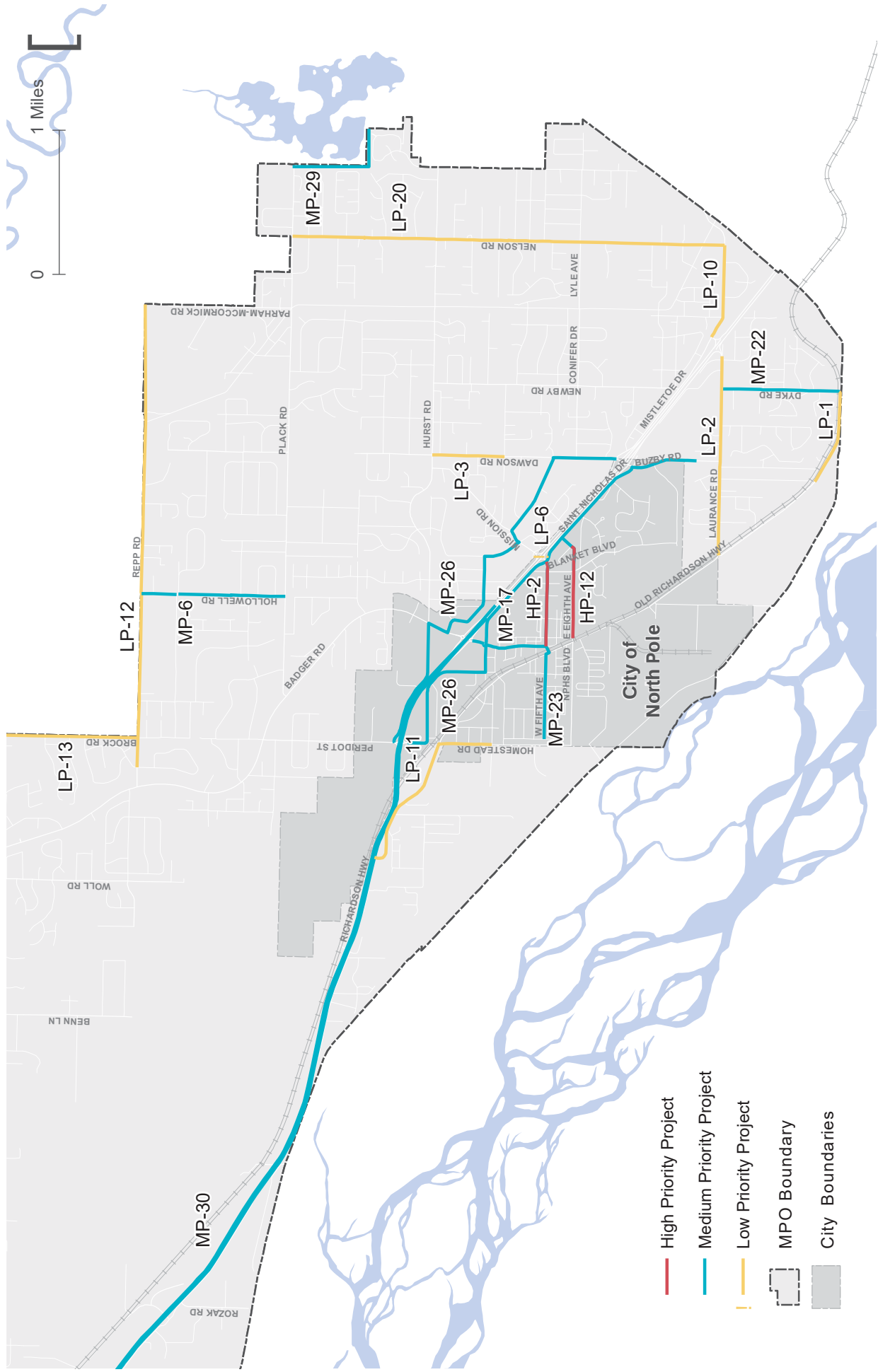
# RECOMMENDED PROJECTS: FAST PLANNING AREA



# RECOMMENDED PROJECTS: CENTRAL FAIRBANKS



# RECOMMENDED PROJECTS: NORTH POLE



# RECOMMENDED PROJECTS

| Project #                     | Associated MTP Project # | Project Name                                     | Project Description                                                                                                                                                                                                                                         | Estimated Cost (\$M) |
|-------------------------------|--------------------------|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <b>HIGH PRIORITY PROJECTS</b> |                          |                                                  |                                                                                                                                                                                                                                                             |                      |
| <b>HP-1</b>                   | MR-42                    | Airport West Bicycle and Pedestrian Facilities   | Construct bicycle lane and sidewalk or shared use path from the Fairbanks International Airport to the neighborhoods west of the Airport and planned non-motorized facilities along Dale Road.                                                              | \$1.6                |
| <b>HP-2</b>                   | N/A                      | North Pole 5th Avenue ADA Improvements           | Make ADA upgrades to provide access to the park on 5th Avenue in North Pole.                                                                                                                                                                                | \$0.5                |
| <b>HP-3</b>                   | N/A                      | Van Horn Road Bicycle Facility Improvements      | Provide separated bicycle facilities on Van Horn Road between Peger Road and S Cushman Street.                                                                                                                                                              | \$4.5                |
| <b>HP-4</b>                   | N/A                      | Clay Street Bicycle Facilities                   | Provide a bicycle connection on Clay Street to downtown Fairbanks between 10th Avenue at the Steese Highway and Wendell Avenue.                                                                                                                             | \$1.0                |
| <b>HP-5</b>                   | N/A                      | Old Steese Improvements                          | Upgrade the Old Steese Highway between 3rd Street and Johansen Expressway, including sidewalk widening and ADA improvements, addition of roadway shoulders, traffic through and right and left turn lanes, and traffic signal and street lighting upgrades. | \$16.0               |
| <b>HP-6</b>                   | N/A                      | Farmer's Loop Extension Path Rehabilitation      | Repave the path along Farmer's Loop Extension to connect to the Old Steese Improvements (HP-5).                                                                                                                                                             | \$5.0                |
| <b>HP-7</b>                   | MR-45                    | City of Fairbanks Bike Lane Signing and Striping | Signing and striping of existing paved shoulders within City of Fairbanks to accommodate bicyclists as designated bike lanes for seasonal use.                                                                                                              | \$2.0                |
| <b>HP-8</b>                   | N/A                      | Parks Highway Path Rehabilitation                | Repave and rehabilitate the path along Parks Highway between the Chena River and Goldhill Road.                                                                                                                                                             | \$2.5                |
| <b>HP-9</b>                   | N/A                      | Airport Way Frontage Road Conversion             | Implement the conversion of frontage roads to non-motorized paths per the Airport Way Functional Features Plan.                                                                                                                                             | \$5.0                |
| <b>HP-10</b>                  | MR-17                    | 5th Avenue Reconstruction                        | Reconstruct 5th Avenue from Barnette Street to Noble Street in order to provide improved facilities for all users.                                                                                                                                          | \$1.6                |
| <b>HP-11</b>                  | MR-30                    | College Road Pedestrian Crossings                | Install pedestrian crossings <sup>1</sup> on College Road.                                                                                                                                                                                                  | \$0.5                |

<sup>1</sup> Reference Roadway Crossings section of the Recommendations and Implementation Plan Chapter for guidance on determining crossing location and design

| Project # | Associated MTP Project # | Project Name                                          | Project Description                                                                                                                                                                                                                                                                                     | Estimated Cost (\$M) |
|-----------|--------------------------|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| HP-12     | N/A                      | 8th Avenue Resurfacing                                | Resurface the path on 8th Avenue in North Pole                                                                                                                                                                                                                                                          | \$0.8                |
| HP-13     | N/A                      | Johansen Path Reconstruction                          | Repave the path on the south side of Johansen Expressway between Peger Road and University Avenue.                                                                                                                                                                                                      | \$0.4                |
| HP-14     | N/A                      | Sheep Creek Road and W Tanana Drive Enhanced Crossing | Improve pedestrian and bicycle crossing facilities at the intersection of Sheep Creek Road and W Tanana Drive. Widen the shoulders along Sheep Creek Connector between Sheep Creek Road and the Parks Highway.                                                                                          | \$0.8                |
| HP-15     | LR-26                    | Old Steese Highway/Johansen Expressway                | Install guide signs to direct northbound non-motorized travelers on the Old Steese Highway to the shared-use path along the Johansen Expressway.                                                                                                                                                        | <\$0.1               |
| HP-16     | SR-6                     | Lathrop Street Extension                              | Extend South Lathrop Street, to include non-motorized facilities, into the newly developed Tanana Lakes Recreation Area.                                                                                                                                                                                | \$4.9                |
| HP-17     | LR-9                     | S Cushman Street: Mitchell Expressway - Van Horn Road | Construct crossing improvements for bicyclists and pedestrians at the Van Horn and Mitchell ramp intersections to provide a safer, more clear path for traversing these intersections.                                                                                                                  | \$0.4                |
| HP-18     | LR-10                    | Van Horn Road - University Avenue - Peger Road        | Install separated bicycle facilities to provide a complete connection around southern Fairbanks.                                                                                                                                                                                                        | \$2.5                |
| HP-19     | SR-41                    | Richardson Highway MP 356-362 Bicycle/Pedestrian Path | Construct a paved bicycle/pedestrian path on the Richardson Highway between MP 356-362, starting from the Richardson Highway/Airport Way intersection, continuing along the Richardson Highway to the Badger Loop North Bound Ramp, and terminating at the Badger Road/Old Badger Highway intersection. | \$3.8                |
| HP-20     | N/A                      | Chena Landings Loop Path Reconstruction               | Repave the path between the footbridge and Chena Landings Loop.                                                                                                                                                                                                                                         | \$0.4                |
| HP-21     | N/A                      | Geist Road Sidewalk Safety Improvements               | To improve the safety of pedestrians and reduce motor vehicle conflicts on the south side of the Geist Road non-motorized path                                                                                                                                                                          | \$0.5                |
| HP-22     | N/A                      | Lathrop Street Bicycle Facilities                     | Provide non-motorized connectivity from Davis Road path to the Tanana Lakes Recreation Area on Lathrop Street.                                                                                                                                                                                          | \$1.3                |

| Project #                       | Associated MTP Project # | Project Name                                                            | Project Description                                                                                                                                                                                                                                                                     | Estimated Cost (\$M) |
|---------------------------------|--------------------------|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| HP-23                           | MR-67                    | College Road Complete Street (University Avenue to Johansen Expressway) | Make College Road a Complete Street with three vehicle lanes, bike lanes, bus pullouts, and pedestrian crossings.                                                                                                                                                                       | \$2.5                |
| <b>MEDIUM PRIORITY PROJECTS</b> |                          |                                                                         |                                                                                                                                                                                                                                                                                         |                      |
| MP-1                            | N/A                      | Davis Road Sidewalk Improvements                                        | Repave, repair, and widen the sidewalks along Davis Road between University Avenue and Peger Road.                                                                                                                                                                                      | \$1.0                |
| MP-2                            | N/A                      | Wien Park Path Connection                                               | Improve the connection of the Wien Park Path with the 10th Avenue/ Cowles Street intersection.                                                                                                                                                                                          | \$0.7                |
| MP-3                            | SR-33                    | Parks Highway/ Chena Pump Road- Geist Road                              | Investigate potential improvements to make the crossings of the ramp terminals more comfortable for non-motorized users.                                                                                                                                                                | \$0.5                |
| MP-4                            | MR-33                    | 7th Avenue (Fbks): End of Sidewalk- 3rd Avenue                          | Construct sidewalk along 7th Avenue from where the MLH Manor (near Noble Street) existing sidewalk ends to 3rd Avenue. Approximately 0.2 miles.                                                                                                                                         | \$0.7                |
| MP-5                            | VLR-31                   | Ballaine Road Bicycle Corridor: Yankovich Road- Goldstream Road         | Major reconstruction of the old Ballaine Road Bike Path through the Goldstream Valley.                                                                                                                                                                                                  | \$6.0                |
| MP-6                            | N/A                      | Hollowell Road Bicycle Facilities                                       | Add buffered bicycle facilities between Repp Road and Plack Road.                                                                                                                                                                                                                       | \$2.0                |
| MP-7                            | N/A                      | Fairbanks 12th Avenue Bicycle Facilities                                | Provide bicycle facilities along 12th Avenue between the Steese Highway and Barnette Street.                                                                                                                                                                                            | \$2.0                |
| MP-8                            | N/A                      | Turner Street Bicycle Corridor                                          | Create a park strip or pedestrian and bicyclist corridor between 2nd Avenue and 5th Avenue.                                                                                                                                                                                             | \$1.8                |
| MP-9                            | N/A                      | Noyes Slough Pedestrian Bridge                                          | Construct a pedestrian bridge over Noyes Slough from Slaterville to College Road.                                                                                                                                                                                                       | \$3.0                |
| MP-10                           | MR-22                    | Lathrop Street: Eagan Ave - 16th Ave                                    | Construct sidewalk from existing sidewalk to the end of Lathrop Street.                                                                                                                                                                                                                 | \$0.5                |
| MP-11                           | SR-17                    | Chena River Walk Stage III—Segment 1                                    | Expand the Chena River Walk to the north side of the Chena River with approximately 2,200 linear feet of pathway from Peger Road to the existing Chena River pedestrian bridge crossing at Pioneer Park. Construct a connection of the existing pedestrian facilities along Peger Road. | \$2.2                |

| Project #    | Associated MTP Project # | Project Name                                                                                 | Project Description                                                                                                                                                                              | Estimated Cost (\$M) |
|--------------|--------------------------|----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <b>MP-12</b> | MR-6                     | Tanana Loop Reconstruction (UAF)                                                             | Reconstruct 1,700 feet of Tanana Loop between Yukon Drive and North Tanana Drive. Widen the sidewalk to 8 feet and extend it to North Tanana Drive. Add bike lanes to both sides of the roadway. | \$2.5                |
| <b>MP-13</b> | MR-28                    | Fairbanks Street: Birch Lane-Teal Avenue                                                     | Construct sidewalk on west side of Fairbanks Street.                                                                                                                                             | \$0.6                |
| <b>MP-14</b> | MR-66                    | Geist Road: Parks Highway-Fairbanks Street                                                   | Construct an extension of the existing shared-use path on the north side of the road to the Parks Highway.                                                                                       | \$1.0                |
| <b>MP-15</b> | SR-18                    | Old Airport Way: Mitchell Expressway-Airport Way                                             | Construct sidewalk along Old Airport Way.                                                                                                                                                        | \$0.8                |
| <b>MP-16</b> | MR-41                    | Fairbanks International Airport to South University Avenue Bicycle and Pedestrian Facilities | Resurface University Avenue South/ Airport Perimeter Road, realign approximately 2,500 lineal feet of University Avenue South and adjacent railroad, and add bicycle and pedestrian facilities.  | \$4.0                |
| <b>MP-17</b> | N/A                      | Santa Claus Lane Bicycle Facilities                                                          | Add buffered bicycle lanes on Santa Claus Lane between Richardson Highway and E 5th Avenue.                                                                                                      | \$0.3                |
| <b>MP-18</b> | MR-11                    | Lacey Street Reconstruction                                                                  | Reconstruct Lacey Street from 12th to 1st Avenue and provide improved facilities for all users.                                                                                                  | \$12.0               |
| <b>MP-19</b> | MR-59                    | Chena Pump Road Roundabout Interchange                                                       | Study a potential roundabout and safety and mobility improvements for bicyclists and pedestrians at the Chena Pump Road/Parks Highway interchange.                                               | \$4.0                |
| <b>MP-20</b> | MR-35                    | Old Steese Highway/Farmers Loop Road                                                         | Investigate potential improvements to make this unsignalized intersection crossing more comfortable for non-motorized users.                                                                     | \$5.0                |
| <b>MP-21</b> | MR-51                    | Chena Pump Road Crossing                                                                     | Construct a pedestrian/bicycle crossing along Chena Pump Road between Chena Ridge Road and Chena Small Tracts for safe access to the Interior Alaska Land Trust Chinook Conservation park.       | \$1.5                |
| <b>MP-22</b> | MR-3                     | Dyke Road Improvements                                                                       | Construct paved shoulders for bicyclists and pedestrians along Dyke Road from Laurance Road to the Old Richardson Highway.                                                                       | \$2.0                |
| <b>MP-23</b> | MR-25                    | 5th Avenue (NP): Santa Claus Lane-Therron Street                                             | Construct sidewalk from Santa Claus Lane to 5th Avenue's terminus at Therron Street.                                                                                                             | \$0.8                |

| Project #    | Associated MTP Project # | Project Name                                                                    | Project Description                                                                                                                                                                                                                                                                                                                            | Estimated Cost (\$M) |
|--------------|--------------------------|---------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <b>MP-24</b> | MR-26                    | 8th Avenue (NP):<br>St Nicholas Drive–<br>Blanket Boulevard                     | Construct sidewalk from the terminus of the shared use path west of Blanket Boulevard to St. Nicholas Drive.                                                                                                                                                                                                                                   | \$0.5                |
| <b>MP-25</b> | MR-27                    | Dartmouth Drive:<br>Chena Pump Road–<br>Stanford Drive                          | Construct sidewalk along Dartmouth Drive.                                                                                                                                                                                                                                                                                                      | \$1.2                |
| <b>MP-26</b> | MR-65                    | Richardson Highway (NP)<br>Alternate Route:<br>Peridot Street–<br>Laurance Road | Designate and construct pedestrian and bicyclist improvements to parallel routes on the north and south sides of the Richardson Highway through North Pole.                                                                                                                                                                                    | \$2.0                |
| <b>MP-27</b> | MR-32                    | 2nd Avenue (Fbks):<br>Hall St – Clay St                                         | Construct sidewalk along the north side of 2nd Avenue.                                                                                                                                                                                                                                                                                         | \$0.6                |
| <b>MP-28</b> | LR-12                    | Phillips Field Road:<br>Peger Road–Illinois Street                              | Realign Phillips Field Road from Chena Landings Loop to Jack Lindsey Lane to follow the north bank of the Chena River, including a non-motorized path/widened shoulders from Chena Landings Loop to Illinois Street along the riverfront to complete Segment 2 of the Chena Riverwalk, Stage III project.                                      | \$6.0                |
| <b>MP-29</b> | MR-43                    | Chena Lakes–Plack Road Bicycle and Pedestrian Facilities                        | Construct bicycle and pedestrian trail connection between Chena Lakes Recreational Area and Plack Road.                                                                                                                                                                                                                                        | \$0.5                |
| <b>MP-30</b> | MR-68                    | Fairbanks–North Pole Bicycle and Pedestrian Multi-Use Path                      | Construct bicycle and pedestrian path connection between Fairbanks and North Pole by extending the proposed path from the Richardson Highway/Badger Road intersection to North Pole. Because frontage road development is likely, the cost estimate for this project covers the addition of bicycle and pedestrian facilities to that project. | \$1.0                |
| <b>MP-31</b> | N/A                      | West Fairbanks Intersection Improvements                                        | Address non-motorized crossing at Farmers Loop Road and Army Road.                                                                                                                                                                                                                                                                             | \$0.4                |
| <b>MP-32</b> | N/A                      | Barnett Street Reconstruction                                                   | Reconstruct Barnette Street from 1st Avenue to Airport Way to include signal upgrades, decorative lighting, a dedicated bike lane, drainage improvements, intersection and sidewalk upgrades, utility relocation, signing and striping and landscaping to be consistent with the Complete Streets concept of Cushman Street.                   | \$15.5               |

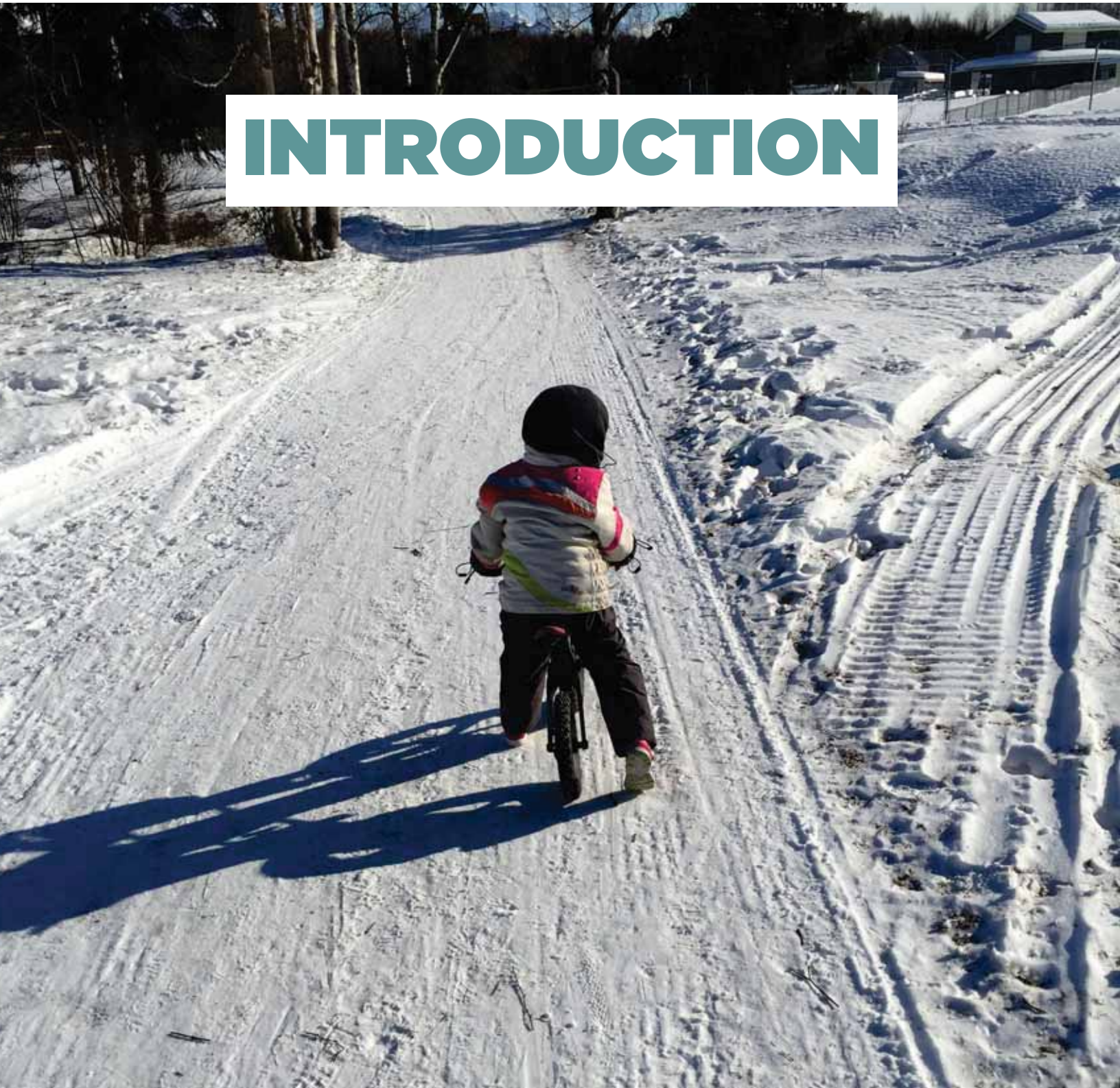
| Project #             | Associated MTP Project # | Project Name                                                       | Project Description                                                                                                                                                                                                                 | Estimated Cost (\$M) |
|-----------------------|--------------------------|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| MP-33                 | MR-7                     | Bradway Road Reconstruction                                        | Reconstruction of Bradway Road in the Badger Road area to provide a maintainable pavement structure and to provide for increase in travel demands, separated bicycle facilities, and pedestrian facilities.                         | \$10.0               |
| LOW PRIORITY PROJECTS |                          |                                                                    |                                                                                                                                                                                                                                     |                      |
| LP-1                  | N/A                      | Old Richardson Highway: VFW Street to Dyke Road Bicycle Facilities | Add separated bicycle facilities at the south end of Old Richardson Highway between VFW Street and Dyke Road.                                                                                                                       | \$1.0                |
| LP-2                  | N/A                      | Laurance Road (West) Bicycle Facilities                            | Add separated bicycle facilities to Laurance Road between the Old Richardson Highway and Richardson Highway.                                                                                                                        | \$2.0                |
| LP-3                  | N/A                      | Dawson Road Bicycle and Pedestrian Facilities                      | Widen shoulders or add path from Lineman to Hurst.                                                                                                                                                                                  | \$0.8                |
| LP-4                  | N/A                      | Peede Road Bicycle Facilities                                      | Add bicycle facilities on Peede Road between Badger Road and Brock Road.                                                                                                                                                            | \$5.5                |
| LP-5                  | MR-29                    | Boat Street Path: Chena River Bridge                               | Improve the ramp connections onto the bridge to provide a smooth transition for cyclists.                                                                                                                                           | \$0.5                |
| LP-6                  | MR-34                    | 5th Avenue--Mission Road/Richardson Highway                        | Investigate potential improvements to allow non-motorized users to cross the Richardson Highway at this location. This may require an overpass, which could be completed in conjunction with a future interchange at this location. | \$0.2                |
| LP-7                  | LR-8                     | 7th Avenue (Fbks): Cowles Street--Steese Highway                   | Install bicycle route signs and/or pavement markings. Consider full Bicycle Boulevard treatments.                                                                                                                                   | \$0.5                |
| LP-8                  | LR-11                    | Davis Road: University Avenue--Peger Road                          | Construct sidewalk on the south side of Davis Road.                                                                                                                                                                                 | \$1.1                |
| LP-9                  | VLR-33                   | Mitchell Expressway Parallel Bicycle and Pedestrian Facilities     | Construct bicycle and pedestrian facilities parallel to Mitchell Expressway.                                                                                                                                                        | \$8.0                |
| LP-10                 | N/A                      | Mistletoe Drive/Laurance Road (East) Bicycle Facilities            | Add separated bicycle facilities to Laurance Road between Mistletoe Drive and Nelson Road.                                                                                                                                          | \$1.0                |
| LP-11                 | N/A                      | Old Richardson Highway and Homestead Drive Bicycle Facilities      | Add separated bicycle facilities along Old Richardson Highway and provide a bicycle connection on Homestead Drive between Richardson Highway and Perimeter Drive.                                                                   | \$3.0                |

| Project # | Associated MTP Project # | Project Name                                                | Project Description                                                                                                                                                                                                                                                 | Estimated Cost (\$M) |
|-----------|--------------------------|-------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| LP-12     | N/A                      | Repp Road Bicycle Facilities                                | Add bicycle facilities between Badger Road and Pool Street.                                                                                                                                                                                                         | \$4.0                |
| LP-13     | N/A                      | Brock Road Bicycle Facilities                               | Add bicycle facilities on Brock Road between Peede Road and Repp Road.                                                                                                                                                                                              | \$4                  |
| LP-14     | LR-25                    | Johansen Path Bridge to Charles Street                      | Complete the partially constructed bicycle/pedestrian overcrossing of the Johansen Expressway between the railroad depot and College Road and provide a paved connection to the railroad depot and Illinois Street.                                                 | \$10                 |
| LP-15     | MR-24                    | Peger Road: Chena River – Airport Way                       | Construct separated path on east side of Peger Road.                                                                                                                                                                                                                | \$1.0                |
| LP-16     | MR-31                    | Egan Avenue Pedestrian Improvements                         | Install pedestrian facilities between Moore Street and Lathrop Street along Egan Avenue.                                                                                                                                                                            | \$1.5                |
| LP-17     | MR-64                    | Farmers Loop-Chena Hot Springs Road Trail Connections: FNSB | Construction of an all season trail connection that will link from Farmers Loop Road to Chena Hot Springs Road. This will connect the Farmers Loop Bike Trail and adjacent winter trails (including the Birch Hill Trail) to the Chena Hot Springs multi-use trail. | \$4                  |
| LP-18     | N/A                      | Fairbanks 2nd Avenue Festival Street                        | Create a festival street along 2nd Avenue between Cushman Street and Lacey Street.                                                                                                                                                                                  | \$0.5                |
| LP-19     | VLR-12                   | 3rd Avenue (Fbks): Hall Street-Steese Highway               | Construct sidewalk along the 3rd Avenue from Hall Street to the Steese Highway shared-use path connection.                                                                                                                                                          | \$0.5                |
| LP-20     | MR-44                    | Nelson Road Bicycle and Pedestrian Facility                 | Construct a bicycle and pedestrian facility along Nelson Road to the Laurance Road Path going to Chena Lakes by adding shoulders or a separated multi-use path.                                                                                                     | \$8                  |





# INTRODUCTION



# Introduction

Walking and cycling are important ways for people to get around the Fairbanks Region. People walk or cycle to the store, to work and school, to transit stops, or just down their street or path for exercise or to get fresh air.

There are many reasons to choose walking and cycling: to improve your physical and mental health, to save money, to enjoy being outside, to access public transportation, or to reduce your environmental impact.

Walking or cycling may also be the only transportation choices available to you for financial or physical reasons. For the purposes of this plan “walking” includes people using mobility devices, such as walkers, canes, crutches, and wheelchairs.



# GOOD FOR YOUR HEALTH, GOOD FOR YOUR COMMUNITY

Walking and cycling are not just ways for people to get from point A to point B, they also provide myriad health, economic, environmental, and social benefits.

## Health Benefits

The cardiovascular exercise people get cycling and walking improves their physical health. Walking and cycling also have proven mental health benefits. People who walk and cycle are less likely to suffer from depression, anxiety, and other mental health issues than those who do not.

A Centers for Disease Control and Prevention (CDC) associated study found that healthcare costs for people who exercise regularly, at least 150 minutes per week, are an average of \$737 lower than for people who exercise between 10-150 minutes per week and \$1,313 less than for people who exercise less than 10 minutes per week<sup>1</sup>.

## Transportation Independence

In addition to lower healthcare costs, people who commute by walking and cycling enjoy reduced transportation costs. 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 average<sup>2</sup>.

Good walking and cycling infrastructure expand transportation options for everyone. It is critical when planning bicycle and pedestrian infrastructure to make sure it is distributed equitably and supports people using mobility devices, such as walkers, canes, crutches, and wheelchairs.

## Healthy Community

When people walk and cycle for transportation, they are often foregoing a car trip, reducing traffic congestion, emissions, stormwater pollution, and wear and tear on the roadway. This can reduce maintenance costs for roadways, reduce climate impacts, and improve local air and water quality.

Additionally, more people walking and cycling creates a heightened awareness among the community to expect people walking and cycling, which in turn reduces crash rates with motor vehicles.

Finally, cycling and walking infrastructure may increase property values nearby and generally improve quality of life.

## Vibrant Economy

Walking and cycling can spur economic growth. People walking and cycling are more likely to stop on pass-by trips to make purchases than those in motor vehicles, and increased cycling can add jobs and stimulate the local economy through added visits to bicycle shops. Also, scenic and cultural destinations with good bicycle infrastructure may see increases in bicycle tourism, bringing visitors to lodging, dining, and tourist sites.

<sup>1</sup> Carlson, Susan A., et al, "Inadequate Physical Activity and Health Care Expenditures in the United States." *Progress in Cardiovascular Diseases*, vol. 57, no. 4, pp 315-323., doi: 10.1016/j.pcad.2014.08.002

<sup>2</sup> <https://newsroom.aaa.com/auto/your-driving-costs/>



**If twice as many people chose to walk and cycle as do so today, there would be **\$6.5M** in health, transportation, and environmental benefits to the Fairbanks-North Pole region.**

*According to the Alaska Statewide Active Transportation Plan*

## A More Walkable, Bikeable Fairbanks

To help Fairbanks take advantage of these benefits and achieve its pedestrian and bicycle friendly vision, this plan outlines policy, programmatic, and infrastructure improvements to:



In addition to these infrastructure improvements, the policy and program change recommended in this plan can help to create a more bicycle and pedestrian friendly culture with increased acceptance of these modes as viable forms of transportation and better understanding between motorized and non-motorized travelers.

<sup>3</sup> Road-mile refers to the length of road that will be covered by a new facility. It does not differentiate between installations on one side or both sides of the road (e.g. new sidewalk on both sides of one mile of road is two miles of sidewalk, but only one "road-mile").

<sup>4</sup> For the purposes of this study, shoulders are considered bikeable if they are at least 4 feet in width.

## PLAN ORGANIZATION

This plan is divided into the following three chapters:

- **Introduction**
- **Existing Conditions and Needs**
- **Recommendations and Implementation**

The Introduction outlines the public involvement approach for creating this plan and provides the cycling and walking goals, objectives, and performance measures for the region.

The Existing Conditions, Needs, and Opportunities chapter provides a look at how the transportation system currently functions for people walking and cycling.

Finally, the Recommendations and Implementation chapter outlines the recommended improvements for cycling and walking in the region, including a list of policies and projects recommended for implementation.

## PLAN BACKGROUND

This plan was prepared for Fairbanks Area Surface Transportation (FAST) Planning with input from their Bicycle & Pedestrian Advisory Committee (BPAC).

FAST Planning is the Metropolitan Planning Organization (MPO) for the urbanized areas of the Fairbanks North Star Borough, including North Pole and Fairbanks. This MPO is an ongoing cooperative effort guided by priorities set forth by its Technical Committee and Policy Board.

Region-wide plans and development patterns help steer short and long-range plans, which aim to move goods and people safely and efficiently, while simultaneously supporting economic progress, environmental protection and an improved quality of life.

FAST Planning was originally founded as Fairbanks Metropolitan Area Transportation System (FMATS) in 2003 and transitioned in 2019 to a non-profit organization under its current name. Its activities are guided by Envision 2045: the all-modes transportation plan for the project area.



## Planning Premise

A non-motorized plan like Connect Fairbanks guides transportation network improvements, agency programs, and policies to benefit pedestrian and bicyclist transportation.

Connect Fairbanks focuses on walking and cycling for transportation, including interfaces with public transit, while acknowledging that recreational and exercise users and other network users, such as people using skateboards, cross-country skis, scooters, etc. may benefit as well.

This focus is driven by limitations on the funding sources used to implement many of the recommendations in this plan. Connect Fairbanks pinpoints what is not working in the existing system, identifies the community's goals, and defines short- to long-term project plans.

Connect Fairbanks updates the 2012 Non-Motorized Transportation Plan (NMP). The 2012 NMP was the area's first non-motorized transportation plan and recognized a resurgence of interest in non-motorized travel, spurred by desires for better health, transportation options, environmental quality, and access to the area's natural surroundings. Connect Fairbanks accounts for changes in the region and in bicyclist and pedestrian planning and design since the 2012 NMP was adopted.

The purpose of this plan is to determine wise transportation investments for the community with a connection to goals outlined in the 2012 NMP and Envision 2045. It also lays out a framework to connect routes for those traveling without the use of a vehicle.

Over time, FAST Planning hopes to broaden transportation options for Fairbanksans by amplifying the concept of transportation independence and mode choices for safe and efficient travel.

## Location and Current Trends

This plan focuses on the MPO area, which is shown in **I-Figure 1**. Rich in scenic natural surroundings and generally flat or rolling terrain, the Fairbanks area is particularly well-suited for non-motorized transportation, when the weather cooperates.

Many streets in Downtown Fairbanks have sidewalks, short block lengths, and short signal cycle lengths, further enhancing the area's walkability.

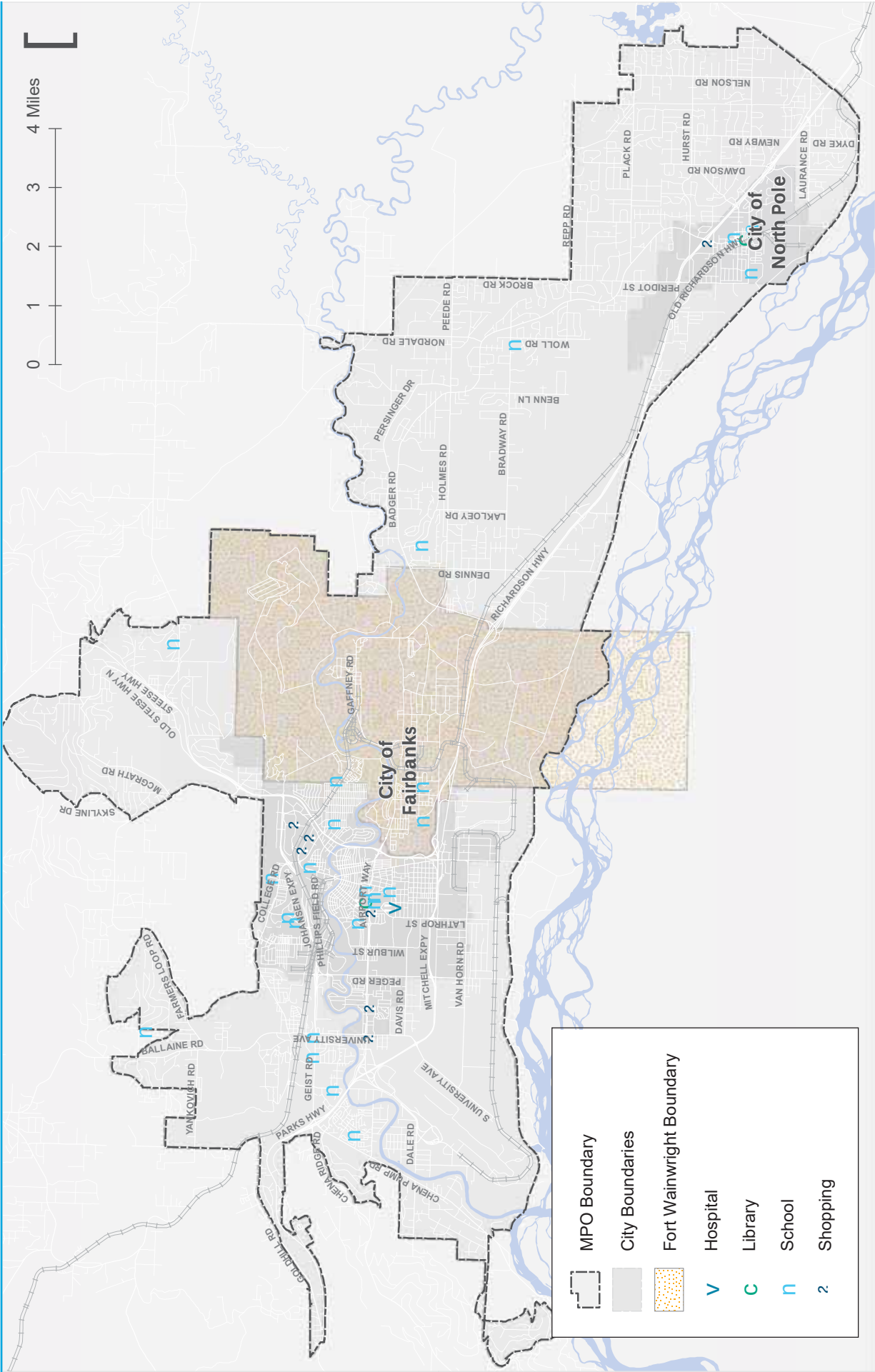
A fairly extensive network of existing and regional shared-use paths allow bicyclists and pedestrians to make longer trips through urban and rural areas while separated from motor vehicles.

One percent of Fairbanks metropolitan area residents cycle to work and 3.3 percent walk, according to the U.S. Census Bureau's 2014-18 American Community Survey (ACS). These numbers exceed the national averages of approximately 0.6 percent and 2.7 percent, respectively.

These surveys are taken throughout the year, so they likely reflect average mode choice over the course of a year. The bicycle and pedestrian counts, provided in the Existing Conditions and Needs chapter, show that cycling and walking activity is generally higher in the summer months and lower in winter months in the Fairbanks region.

While they make up only 4.3 percent of commuters, bicyclists and pedestrians account for over 18 percent of all fatal crashes in the Fairbanks metropolitan area between 2009-2014. Participants in the Connect Fairbanks virtual open house and survey expressed a desire for a complete network where they feel safe walking and cycling.

I-Figure 1: FAST Planning Study Area



## PLAN GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

This plan outlines a number of goals and objectives for cycling and walking in the region. Progress toward each goal will help achieve the region's vision for a pedestrian and bicycle network that provides safe and comfortable transportation options to all Fairbanks area residents and visitors.

The objectives provide specific direction to accomplish the plan's goals and a means to assess progress toward these goals. The objectives are tied to measurable and time-bound performance measures, providing targets to assist in implementation of the NMP and FAST Planning's vision.

**I-Table 1** displays the goals, objectives, and performance measures. These specific measures and timeframes are set based on feedback from agency staff and the general public. The regular monitoring of these objectives will allow agency staff to track and report performance and progress.

## DEVELOPING THE PLAN

To develop this plan, the project planning team first determined the goals, objectives, and performance measures for walking and cycling in the region, then assessed existing conditions, compiling needs and opportunities for walking and cycling in the region.

Finally, the team determined projects, policies, and programs that can help achieve the goals. The process was guided by public, agency, and advisory committee input.

This plan is part of the larger system of creating and implementing projects in the region.

**I-Figure 2** provides an overview of the process for project creation, including the Connect Fairbanks process.



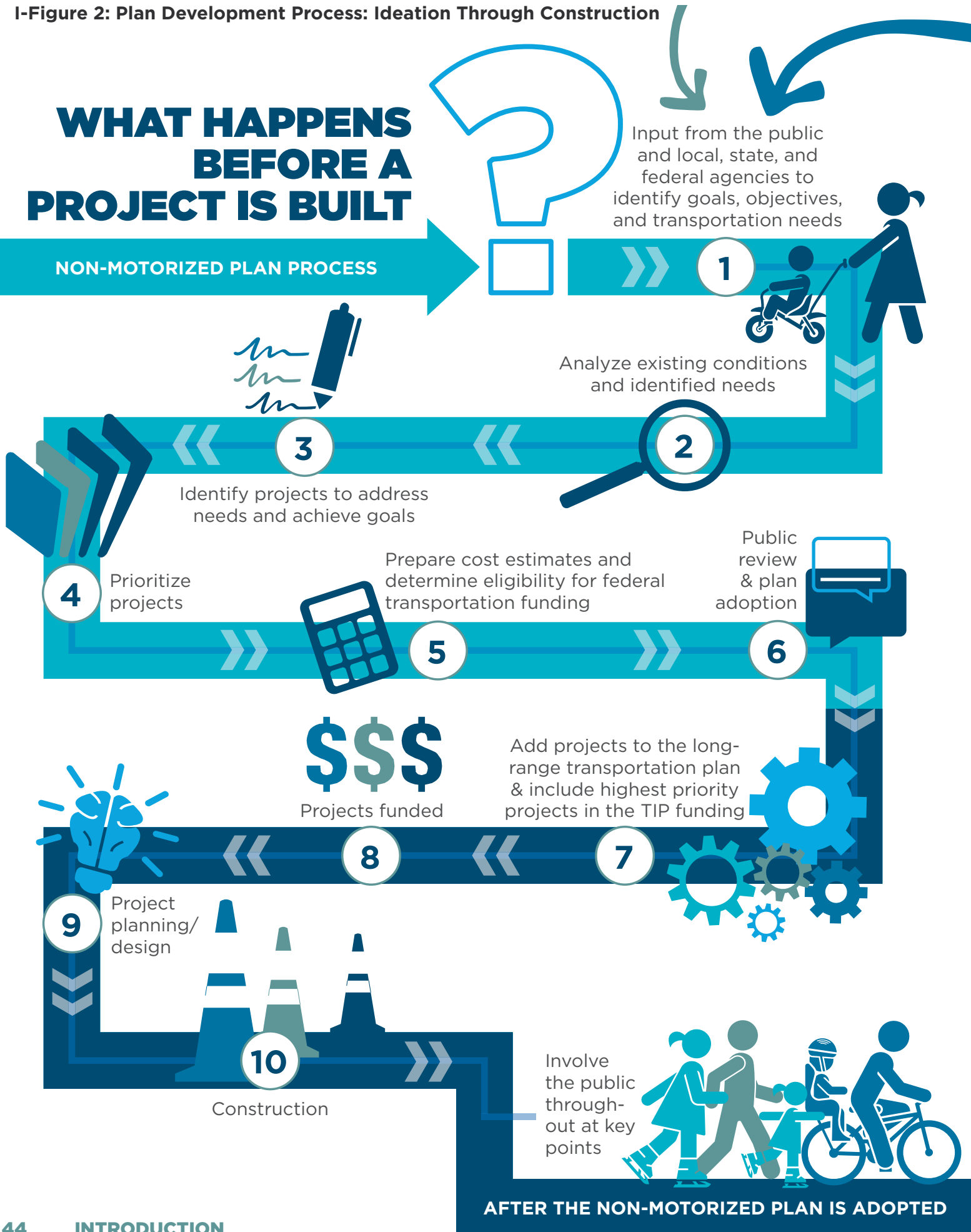
**I-Table 1: Goals, Objectives, and Performance Measures**

| Goals                                                                                                                                               | Objectives                                                                                                                          | Performance Measures                                                                                                                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| <b>1.</b><br>PLAN FOR, PROVIDE, AND PROMOTE A NON-MOTORIZED TRANSPORTATION SYSTEM THAT IS CONTINUOUS, ACCESSIBLE, RELIABLE AND SAFE.                | Maintain a current inventory of the entire non-motorized transportation system.                                                     | Update the inventory at least every 2 - 4 years. Update in GIS after completion of each project.                                        |
|                                                                                                                                                     | Improve the continuity of the non-motorized transportation system.                                                                  | Implement all high priority projects by 2030                                                                                            |
|                                                                                                                                                     |                                                                                                                                     | Report and increase the miles of sidewalks in the FAST Planning area each year.                                                         |
|                                                                                                                                                     |                                                                                                                                     | Report and increase the miles of shared use paths in the FAST Planning area each year.                                                  |
|                                                                                                                                                     | Improve the accessibility of the non-motorized transportation system for users of all abilities.                                    | Report and increase the miles of dedicated on-street bicycle facilities in the FAST Planning area each year.                            |
|                                                                                                                                                     |                                                                                                                                     | Implement the recommendations in the ADA Transition Plans as they are developed/updated by the City of Fairbanks and ADOT&PF.           |
| <b>2.</b><br>PLAN FOR AND PROVIDE A NON-MOTORIZED TRANSPORTATION SYSTEM THAT CONNECTS RESIDENTS AND VISITORS TO ESSENTIAL SERVICES AND DESTINATIONS | Improve the accessibility of the non-motorized transportation system for users of all abilities.                                    | Implement low stress (Level of Traffic Stress 1 or 2) facilities on all collectors and arterials or provide a parallel network by 2035. |
|                                                                                                                                                     | Improve the safety of the non-motorized transportation system.                                                                      | Reduce the number of pedestrian and bicycle crashes by 50 percent by 2040.                                                              |
|                                                                                                                                                     | Maintain a current inventory of essential destinations (e.g., employment and retail centers, tourist and recreational destinations) | Inventory major residential areas and other major generators of non-motorized travel and update at least every 2 - 4 years.             |
|                                                                                                                                                     | Improve the connectivity of the non-motorized transportation system.                                                                | Provide bicycle and pedestrian connections to all inventoried major generators by year 2035.                                            |

| Goals                                                                                                                                                            | Objectives                                                                                                                                     | Performance Measures                                                                                                                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>3.</b><br>DEVELOP AND IMPLEMENT POLICIES AND PROGRAMS TO SUPPORT YEAR-ROUND NON-MOTORIZED TRAVEL                                                              | Ensure that agency staff has access to current best practices for non-motorized facility selection and design.                                 | Provide one bicycle and pedestrian design specific training to transportation agencies in the area per year.<br>Every year, update a list of best practice design documents for transportation agencies in the area to reference.                                   |
|                                                                                                                                                                  | Promote a bicycle and pedestrian friendly culture.                                                                                             | Achieve Bronze level Bicycle Friendly Community Status from the League of American Bicyclists by 2022 and maintain status afterward.<br>Implement policies and programs recommended in this plan by 2025.                                                           |
|                                                                                                                                                                  | Engage businesses, tourism associations, and Fairbanks area residents in the planning process.                                                 | Continue to convene the Bicycle-Pedestrian Advisory Committee at least quarterly.                                                                                                                                                                                   |
|                                                                                                                                                                  | Promote awareness of the existing non-motorized transportation system and how to use it.                                                       | Implement a promotional program, in coordination with community partners (i.e., bike to work week, walk to school day) each year.<br>Update the Fairbanks Region Bikeways map every 2-3 years.<br>Develop a public annual bicycle and pedestrian count report.      |
| <b>4.</b><br>DEVELOP AND IMPLEMENT PROGRAMS AND STRATEGIES TO INCREASE AWARENESS OF EXISTING NON-MOTORIZED TRANSPORTATION FACILITIES AND THEIR SAFE USE.         | Increase the proportion of Fairbanks area residents that cycle or walk to work.                                                                | Increase the proportion of Fairbanks area residents that walk to work from 3.3 percent <sup>1</sup> to 6.6 percent by year 2035.<br>Increase the proportion of Fairbanks area residents that cycle to work from 1.0 percent <sup>1</sup> to 2 percent by year 2035. |
|                                                                                                                                                                  | Encourage local governments to provide adequate funding to ensure the primary non-motorized network is maintained to provide year-round access | Implement recommendations from the Seasonal Mobility Task Force.                                                                                                                                                                                                    |
|                                                                                                                                                                  | Maintain and fund a priority list of capital improvement projects that meets the targets of the objectives of this Plan                        | Ensure that the projects in this plan are included in each Metropolitan Transportation Plan (MTP) update and Transportation Improvement Program (TIP).                                                                                                              |
|                                                                                                                                                                  |                                                                                                                                                |                                                                                                                                                                                                                                                                     |
| <b>5.</b><br>DEVELOP, FUND, AND PROMOTE A LIST OF PRIORITIZED CAPITAL IMPROVEMENT PROJECTS THAT IMPLEMENT THIS PLAN AND ADEQUATELY MAINTAINS A YEAR ROUND SYSTEM |                                                                                                                                                |                                                                                                                                                                                                                                                                     |
|                                                                                                                                                                  |                                                                                                                                                |                                                                                                                                                                                                                                                                     |

<sup>1</sup> Based on the American Community Survey 2018 5-Year Estimate for the Fairbanks-North Star Borough

I-Figure 2: Plan Development Process: Ideation Through Construction



## Agency and Public Involvement

This plan is the result of collaboration across agencies with input from the general public. Outreach took a number of different forms, including:

- BPAC serving as the primary working group
- A needs charette and project prioritization workshop
- A project website including surveys and interactive maps
- FAST Planning Technical Committee and Policy Board meetings
- Two public virtual open houses

Project development occurred during the COVID-19 pandemic, and the website and virtual open house were able to engage area residents outside of the traditional open house setting during social distancing.

After initial in-person BPAC meetings, the team used video conferencing, interactive maps, shared working documents, and online whiteboard tools to effectively collaborate with the BPAC and FAST Planning staff remotely.

### PROJECT WORKING GROUP

This plan has been guided by the FAST Planning BPAC project advisory group made up of agency staff and members of the general public, as outlined in the introductory pages to this plan.

The five advisory group meetings held over the course of developing this plan have provided a forum to present, discuss, and receive feedback on major issues throughout the development of the project. All advisory group meetings have been open to the general public and advertised on the project and FAST Planning websites.

### FAST PLANNING TECHNICAL COMMITTEE AND POLICY BOARD

In addition to the BPAC, FAST Planning is guided by the Technical Committee and the Policy Board. The Policy Board has ultimate responsibility for adopting this plan.

Each group was regularly updated on the progress of this plan and members of both groups have provided feedback on project deliverables and what issues they feel are important to be addressed in this plan.

The Technical Committee and Policy Board were engaged in a virtual charrette on June 24, 2020 to review the existing conditions findings and public comments from the first virtual house and develop a list of proposed projects.

### NEEDS CHARETTE AND PRIORITIZATION WORKSHOP

The project team developed a virtual charrette to verify the map of non-motorized needs that are not addressed by planned projects, brainstorm candidate projects to address these needs, and collaborate to refine candidate projects.

The charrette was hosted virtually in June 2020 using Microsoft Teams and ConceptBoard, a collaborative shared whiteboard program. This format was used to communicate needs and share ideas effectively and efficiently in a virtual format.

The charrette had three parts: an introductory meeting, an individual comment period, and a summary meeting including working group sessions.

An introductory meeting was hosted on June 22, 2020 in advance of the work session to provide an overview of the public comment process, summary of identified needs and planned projects, and instructions on how to share ideas on ConceptBoard.

Next, participants had the opportunity to review information, ask questions, and collaborate on candidate solutions. The group met again on June 24th to break out into working groups and refine content, fill in gaps, and summarize the outcomes of the charrette.

The FAST Planning Technical Committee, Policy Board, and BPAC were all invited to attend the charrette, and 17 members attended.

The candidate projects and policies generated in the charrette were further analyzed and presented to the BPAC for evaluation and prioritization.

## PROJECT WEBSITE

The project team has maintained a website hosted by FAST Planning throughout the planning process (<https://fastplanning.us/projectsandprograms/nmpupdate/>). This website has been advertised on the FAST Planning home page. It has received additional advertising through links posted on social media and FAST Planning newsletters.

## VIRTUAL OPEN HOUSE 1

The project team developed a virtual open house to gain feedback on the existing conditions analysis and input on key issues and areas of concern. The survey and interactive map were open from May 12 to June 1, 2020. FAST Planning advertised the open house using social media posts and emails to the project list.

## Survey

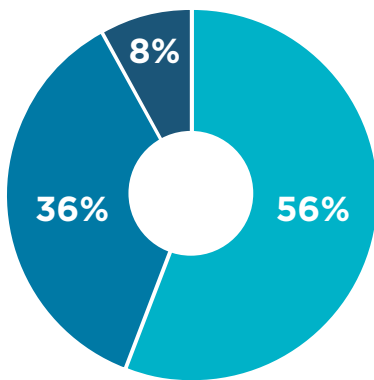
The survey included questions regarding cycling and walking habits and preferences. Ninety-two respondents completed the survey.

The survey comments are integrated in the Existing Conditions, Needs, and Opportunities chapter and were used to develop the recommendations.

The exhibits below show the demographics of survey respondents. Compared to the demographics of Fairbanks as a whole, youth, males, people of color, and people without interest in biking were underrepresented in the survey.

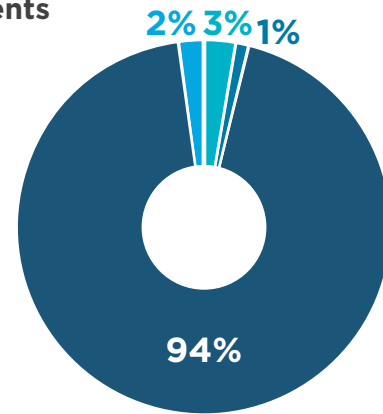
The **Technical Appendix** includes a copy of the survey and a summary of the survey responses.

**I-Exhibit 1: Gender of Survey Respondents**



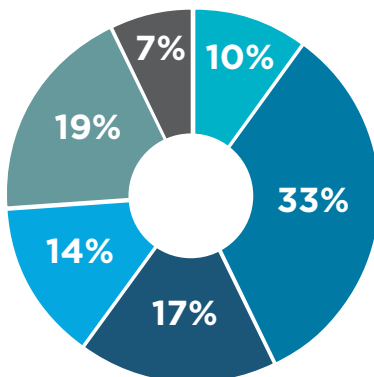
Female Male Prefer not to respond

**I-Exhibit 3: Race/Ethnicity of Survey Respondents**



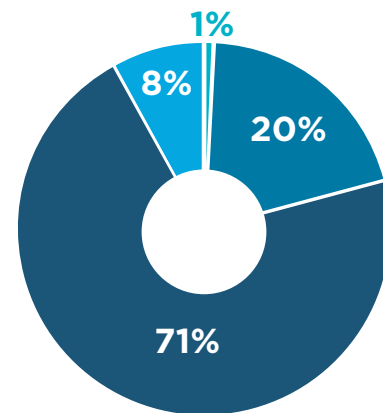
American Indian or Alaskan Native Asian/Pacific Islander Multiple Ethnicity/Other White/Caucasian

**I-Exhibit 2: Age of Survey Respondents**



21-29 30-39 40-49 50-59 60 or older Prefer not to respond

**I-Exhibit 4: Survey Respondents' Interest in Cycling**



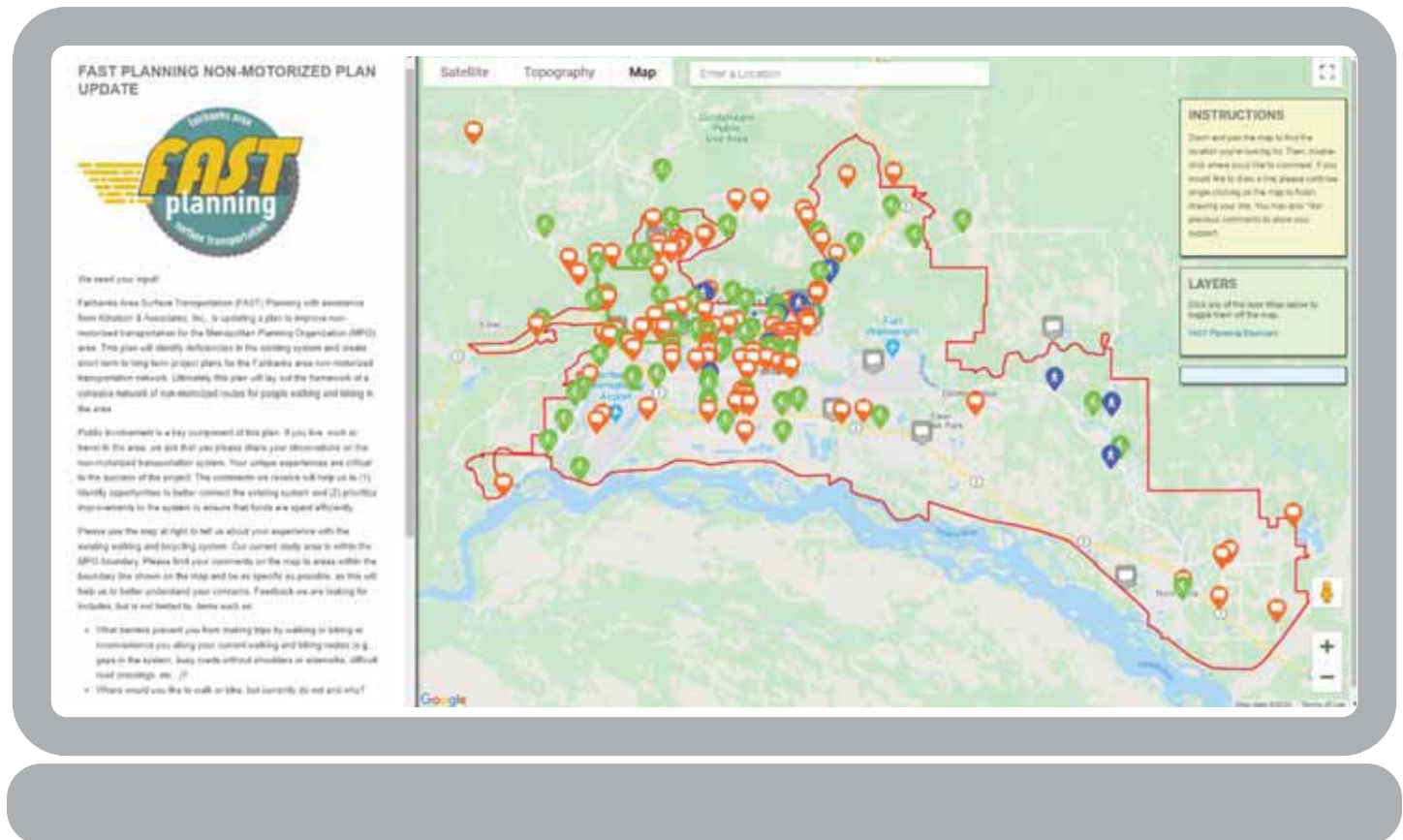
No Interest Interested but Concerned Bicyclist Enthusiastic and Confident Bicyclist Strong and Fearless Bicyclist

## Interactive Map

The interactive map collected comments about general conditions of walking and cycling in the FAST Planning region and location-specific needs. The map received 226 individual comments, which were then liked 501 times.

The comments are integrated in the Existing Conditions, Needs, and Opportunities Chapter and were used to develop the recommendations. The full list of comments is included in the **Technical Appendix**.

### I-Exhibit 5: Existing Conditions Comment Map



## NON-MOTORIZED PLAN 30-DAY PUBLIC REVIEW & COMMENT PERIOD

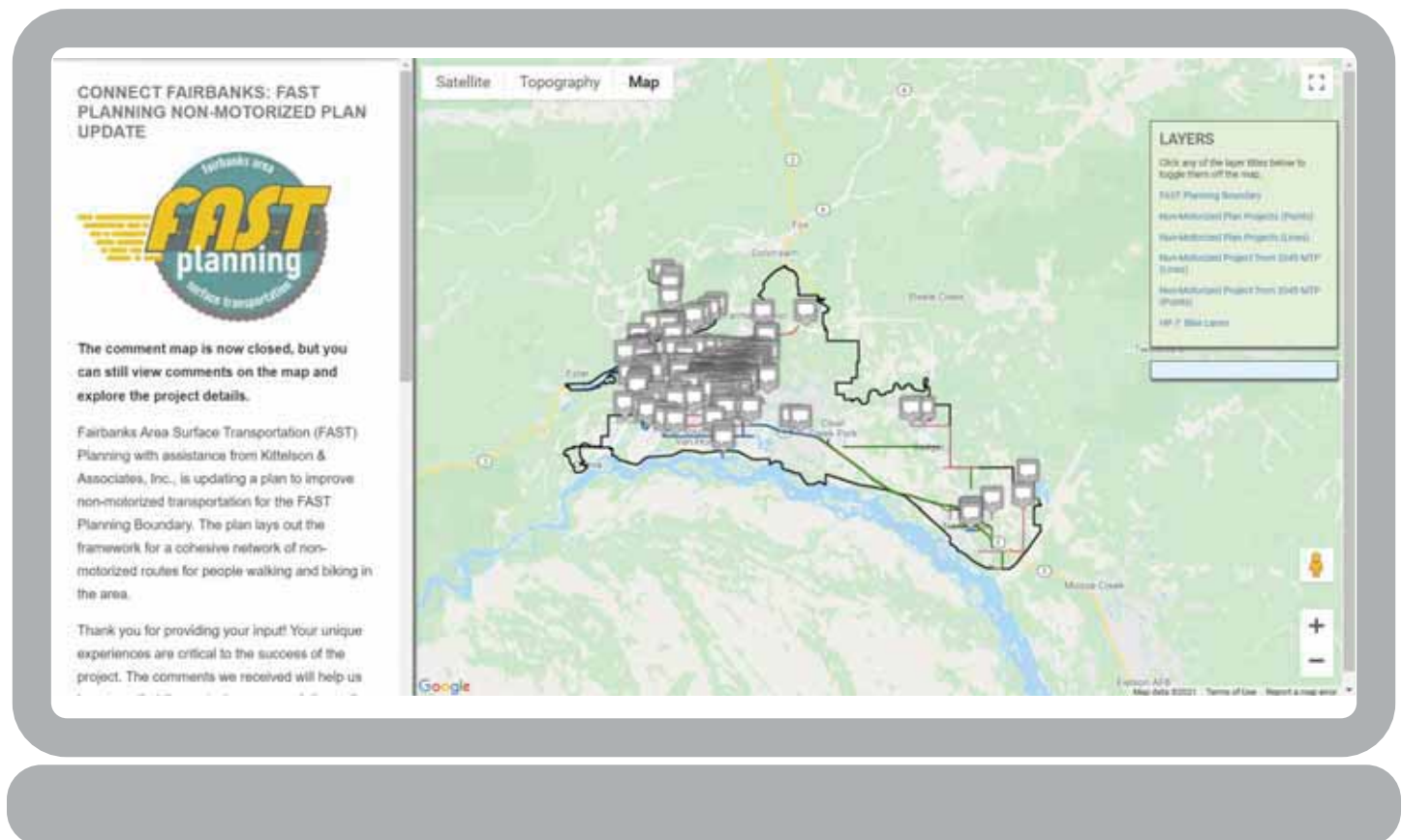
FAST Planning provided a 30-day public review and comment period for the draft version of this plan. People were able to provide project-specific comments in an interactive map and submit plan-specific comments on the project website. The plan received a total of 283 public comments, which were then liked a total of 371 times.

The comments were integrated into the plan. The **Technical Appendix** lists all of the comments and their impact to the final plan.

## OTHER COMMENTS

General comments have also been submitted to the project team through email and the project website. The project website provided a general comment form that could be filled out and submitted to the FAST Planning staff. A total of eight comments were submitted through this form. These comments generally related to maintenance, education, and project needs. The **Technical Appendix** lists all of the comments.

### I-Exhibit 6: Draft Plan Comment Map





# EXISTING CONDITIONS AND NEEDS



# Existing Conditions and Needs

This chapter summarizes the existing conditions of the bicycle and pedestrian systems in the FAST Planning area and opportunities to improve those systems. Specifically, it describes the safety, comfort, and use of the existing walking and cycling networks and identifies facility and policy needs.

This summary sets the stage for developing and recommending improvements to the system. Opportunities to improve are based on historical crash data, a level of traffic stress (LTS) network analysis, gaps in the system, and other deficiencies identified by FAST Planning area residents.



## WALKING AND CYCLING ACTIVITY

Data from the FAST Planning annual count program and City of Fairbanks automated count program provide valuable insight about where and how many people cycle and walk. These programs do not cover all streets, but they do give a good general picture of where walking and cycling activity is most concentrated and when it occurs.

The count data was collected before the impacts of COVID-19<sup>1</sup>. During the impacts of COVID-19, 35% of people who were commuting to work shifted to telecommuting<sup>2</sup>. Additionally, an increase in walking and cycling activity has been observed in many cities since before COVID-19. Studies suggest that there will continue to be a greater portion of people walking, biking, and telecommuting after COVID-19, however the final numbers are inconclusive at this time<sup>3</sup>.

### Manual Counts

FAST Planning created the annual count program in 2011. The program provides count data for a mid-week day in May or June each year. Counts are conducted by volunteers at key intersections over two hours during the weekday p.m. peak period, generally between 4:00 and 6:00 p.m.

#### WALKING ACTIVITY

As **EC&N-Figure 1** shows, the areas with the highest levels of observed pedestrian activity are mostly in the urban areas of Fairbanks. Pedestrian volume is generally highest near Downtown Fairbanks and near the University of Alaska Fairbanks with pedestrian activity decreasing sharply outside those areas. The highest-volume locations recorded within Fairbanks are the signalized intersections of Cushman Street at 1st Avenue and at Airport

<sup>1</sup> Manual Count Data was also collected in 2020 during COVID-19, however walking and biking counts in 2020 were consistent with data from previous years. The counts presented in **Figure 1** and **Figure 2** are averages of data between 2011 and 2020.

<sup>2</sup> Brynjolfsson, E., Horton, J. J., Ozimek, A., Rock, D., Sharma, G., & TuYe, H. Y. (2020). COVID-19 and remote work: an early look at US data (No. w27344). National Bureau of Economic Research.

<sup>3</sup> <https://www.kittelsohn.com/ideas/will-covid-19-permanently-alter-teleworking-and-commuting-patterns-heres-what-1000-commuters-told-us/>

Way. The highest-volume location recorded in the North Pole area is at Badger Road and Hurst Road. The count data is provided in the **Technical Appendix**.

#### CYCLING ACTIVITY

Bicycle counts are shown in **EC&N-Figure 2**. As with pedestrians, the areas with the highest levels of observed cycling activity are mostly in the urban areas of Fairbanks. Bicyclist volume is generally highest along major roads, including Airport Way, College Road, and University Avenue. These roads provide connections across Fairbanks, including to major destinations.

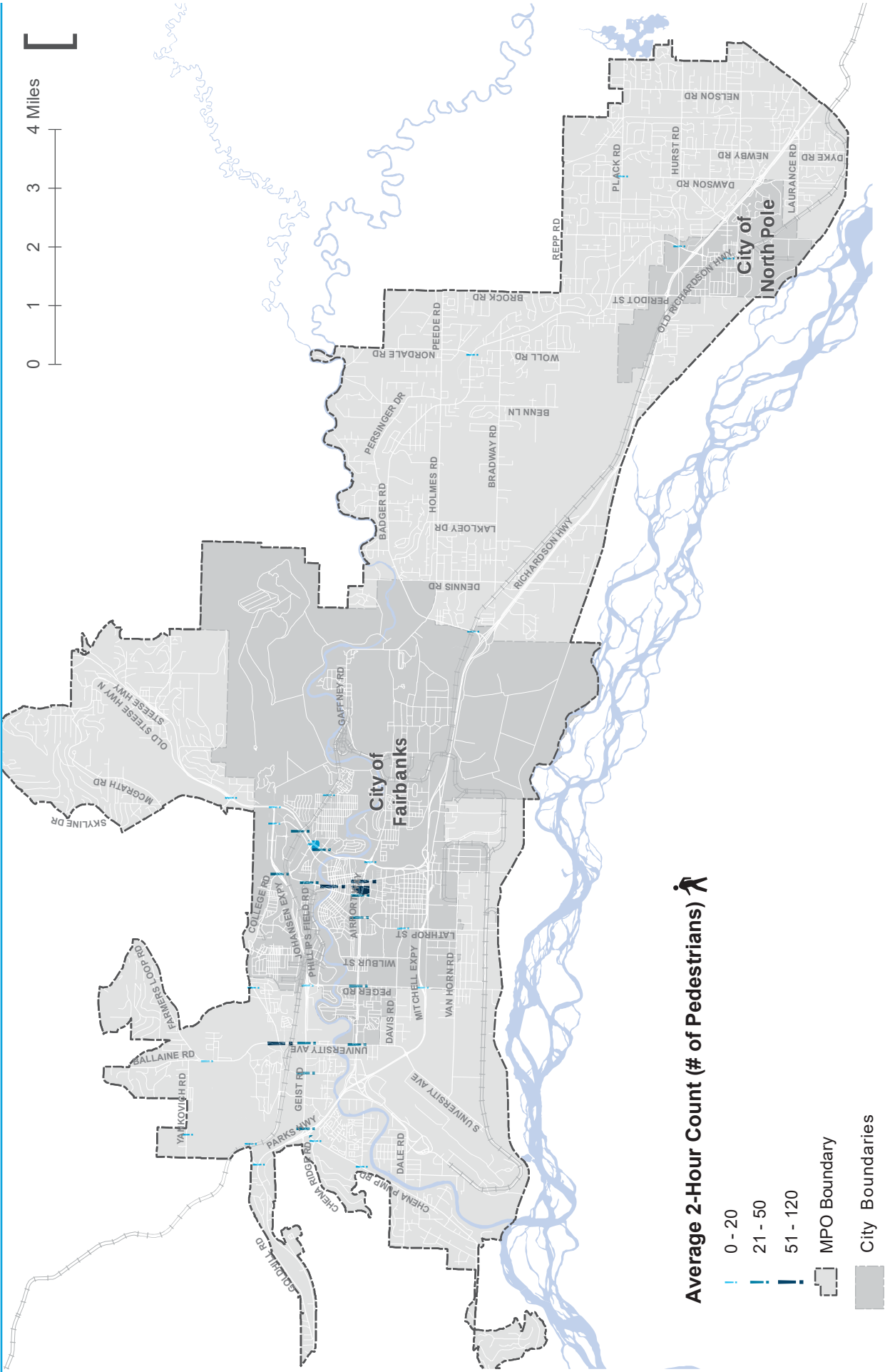
Cycling activity is more evenly spread over the FAST Planning area than pedestrian activity, likely because it is easier to travel farther by bicycle. The highest-volume locations recorded within city limits are at the intersection of Peger Road and Airport Way and the Intersection of University Avenue and Airport Way. The highest-volume location recorded in the North Pole area is at the Badger Road/Hurst Road Intersection. The count data is provided in the **Technical Appendix**.

### Automated Counts

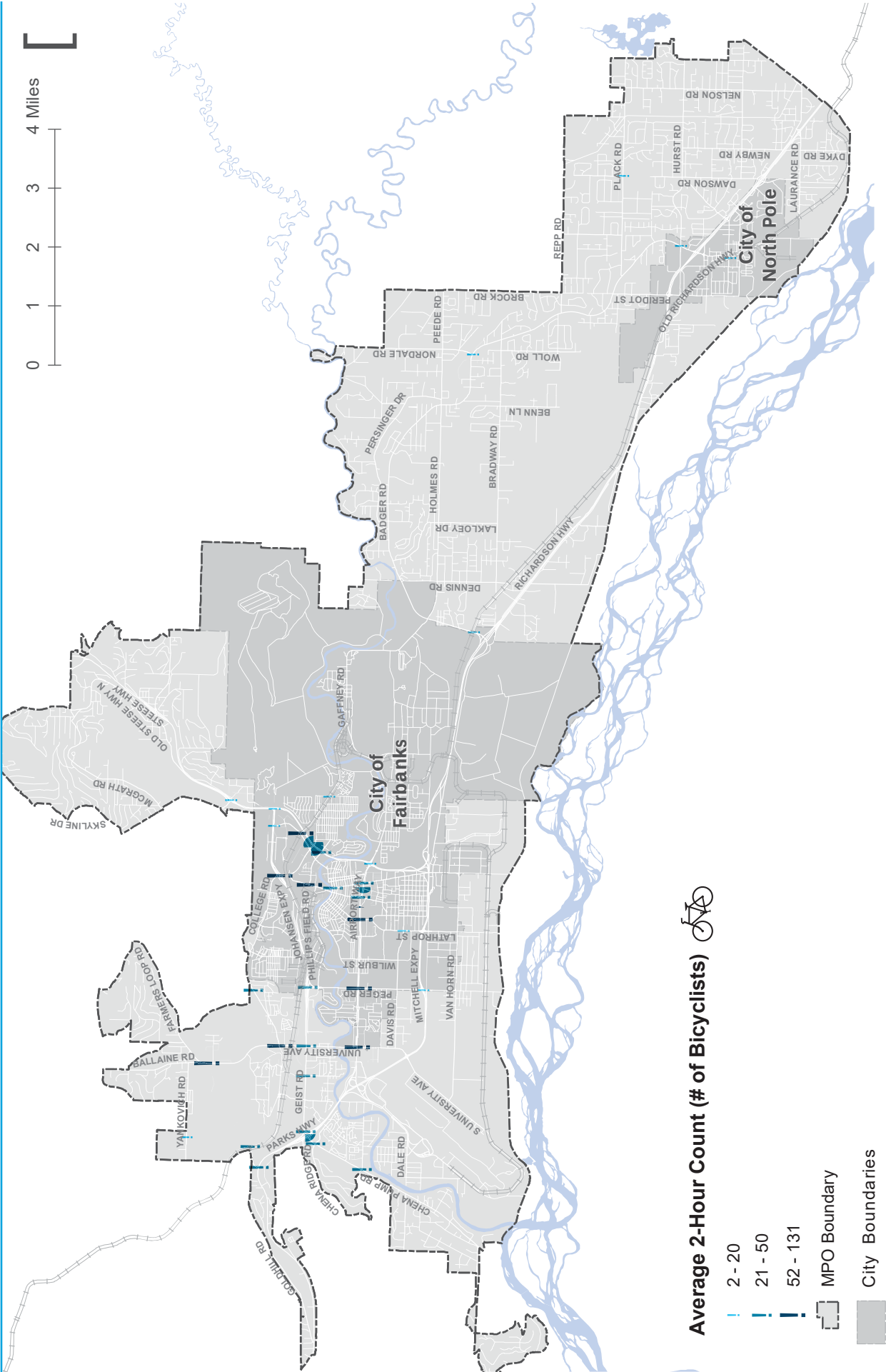
The City of Fairbanks expanded its annual count program by capturing long-term counts at select locations with automated walking and cycling counters. These automated counters can count people walking and cycling individually by direction. They capture daily, weekly, and annual travel patterns, which can allow for expanding the short-term manual counts to annual estimates.

The City installed permanent counters in 2018 along paved paths in Golden Heart Plaza and on the Chena Riverwalk adjacent to Pioneer Park. The counters began collecting data on October 1 and October 4, respectively. These permanent counters are supplemented by temporary automated counters that can be installed for weeks or months to capture activity at targeted locations. **EC&N-Figure 3** shows the locations of the permanent counters and two downtown temporary locations.

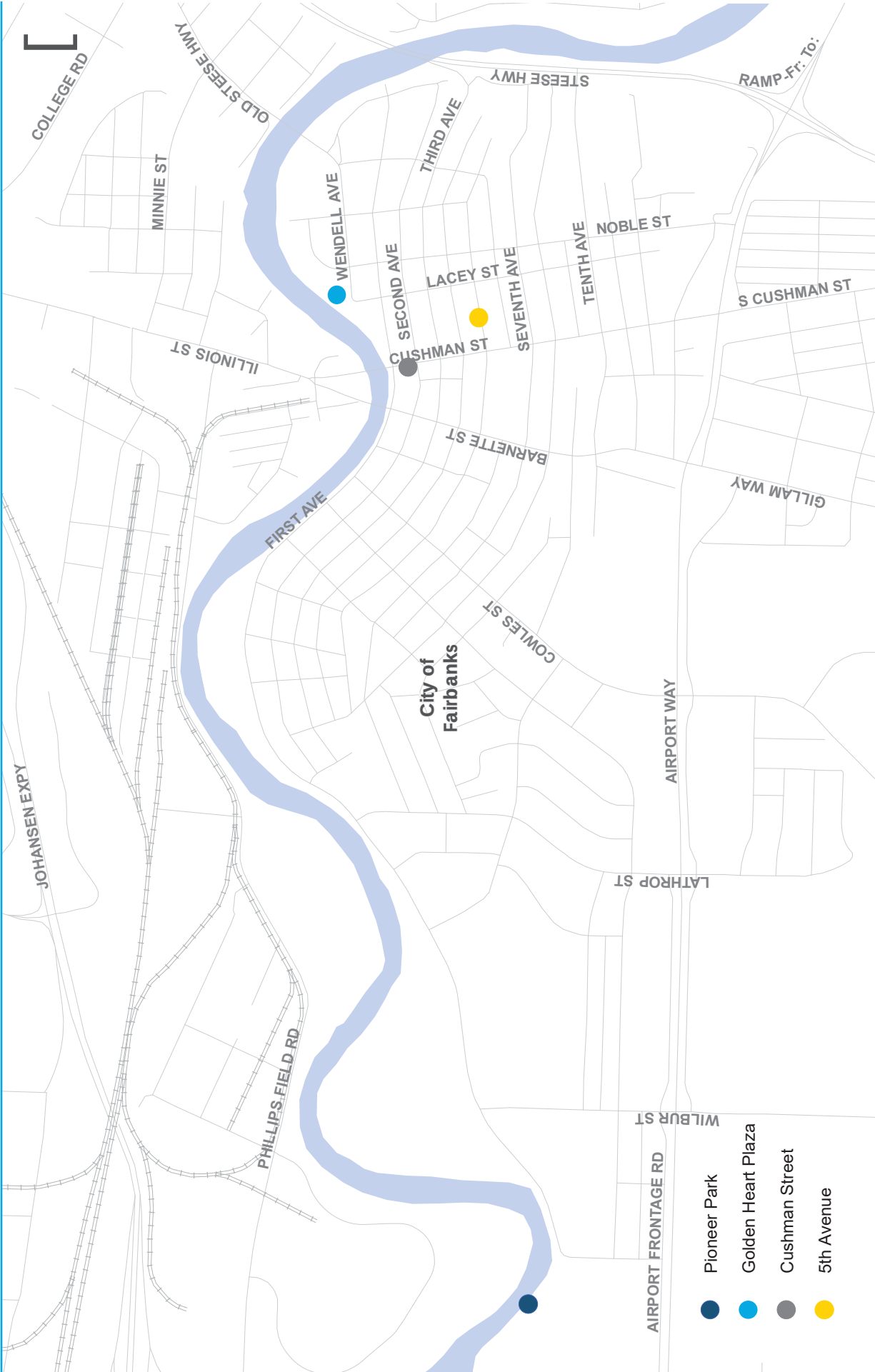
EC&N-Figure 1: Average 2-Hour Pedestrian Volumes



EC&N-Figure 2: Average 2-Hour Bicycle Volumes

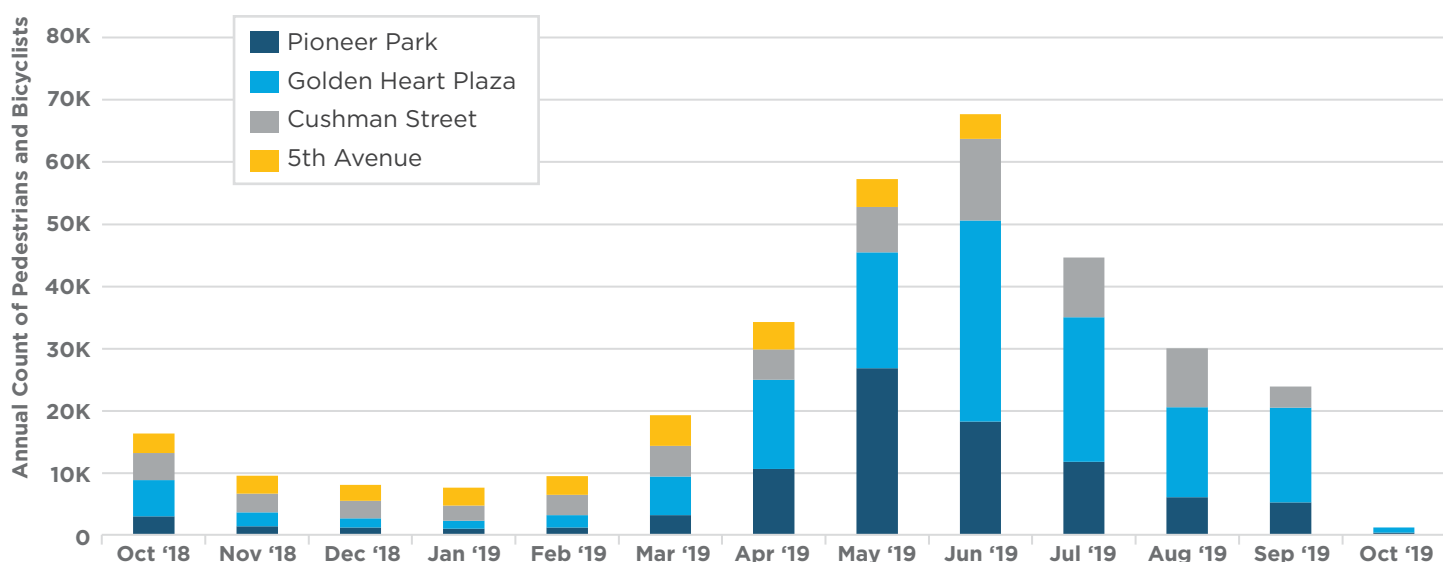


EC&N-Figure 3: Automated Counter Locations



**EC&N-Exhibit 1** shows the volume of people walking and cycling per month at the four count locations between October 4, 2018 and October 5, 2019, the most recent complete year of available count data.<sup>4</sup> Across all inventoried locations, volumes of people walking and cycling were highest in May and June, and lowest in December and January. Despite the decrease in volumes during the winter, people continue to travel by active modes in the winter months, particularly in the downtown core based on 5th Avenue counts, which were fairly consistent from October to June.

**EC&N-Exhibit 1: Pedestrian and Bicyclist Counts at Four Locations by Month (October 4, 2018 to October 5, 2019)**



**EC&N-Table 1** summarizes data from the Pioneer Park counter from Thursday, October 4, 2018 to Saturday, October 5, 2019 at Pioneer Park.

**EC&N-Table 1: Annual Pioneer Park Volume (October 4, 2018 to October 5, 2019)**

|                    | Pioneer Park Volume from October 4, 2018 to October 5, 2019 |               |                         |                           |
|--------------------|-------------------------------------------------------------|---------------|-------------------------|---------------------------|
|                    | Total Counts                                                | Daily Average | Busiest Day of the Week | Busiest Month of the Year |
| <b>Pedestrians</b> | 64,684                                                      | 176           | Wednesday               | May (21,784)              |
| <b>Bicyclists</b>  | 25,863                                                      | 70            | Sunday                  | June (6,509)              |

A third of the people counted walking in Pioneer Park were logged in May, the location's busiest month for walking. Several running events in late spring and early summer contribute to an overall increase in activity.

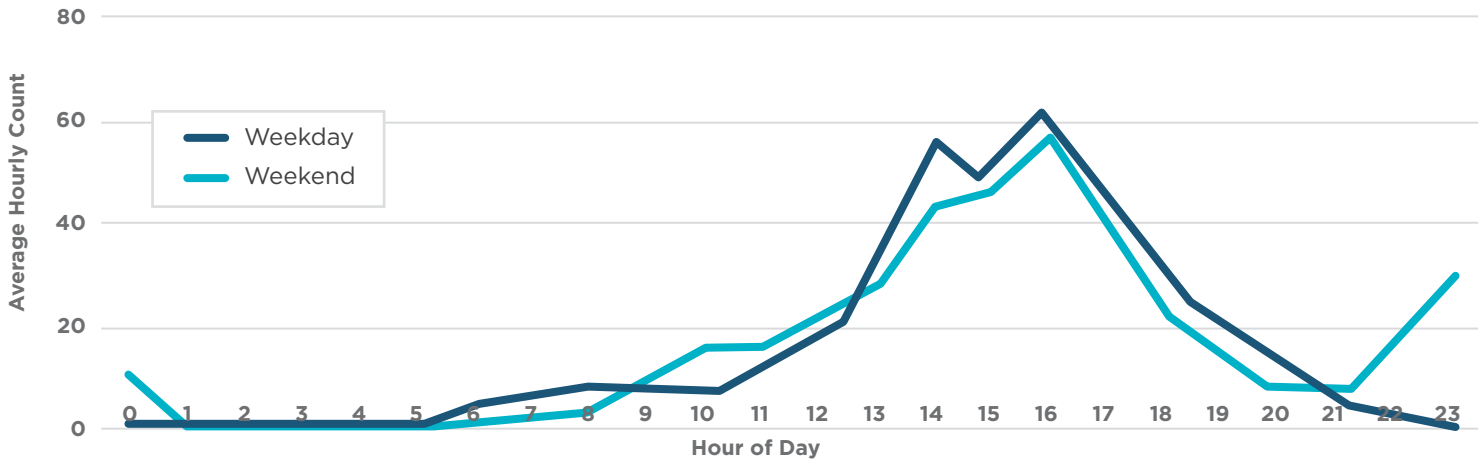
<sup>4</sup> Counts at the temporary counter at 526 5th Avenue stopped on June 28, 2019 and counts at the temporary counter at Cushman and Springhill stopped on September 13, 2019. Counts at the two permanent counters were collected for the entire period.

The project team analyzed the volumes of people walking and cycling to determine hourly trends. **EC&N-Exhibit 2** and **3** separate the volumes by mode.

There is a slight peak corresponding with morning cycling commutes and a higher peak in the afternoon.

The morning peak is more noticeable with bicyclists than with pedestrians, suggesting a higher percentage of people are commuting by bicycle than on foot. Average daily volumes of people walking are approximately three to four times higher than those for people cycling.

**EC&N-Exhibit 2: Average Hourly Walking Volumes at Pioneer Park  
(October 4, 2018 to October 5, 2019)**



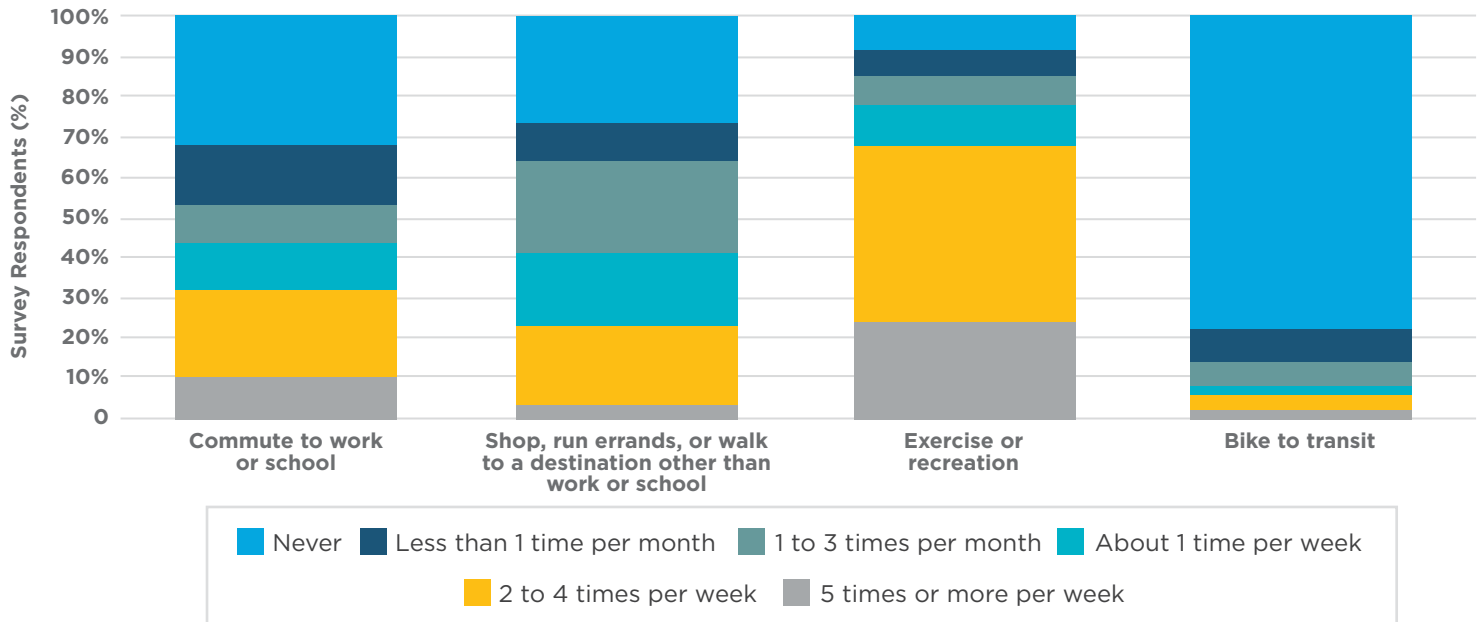
**EC&N-Exhibit 3: Average Hourly Cycling Volumes at Pioneer Park**



## Survey Results

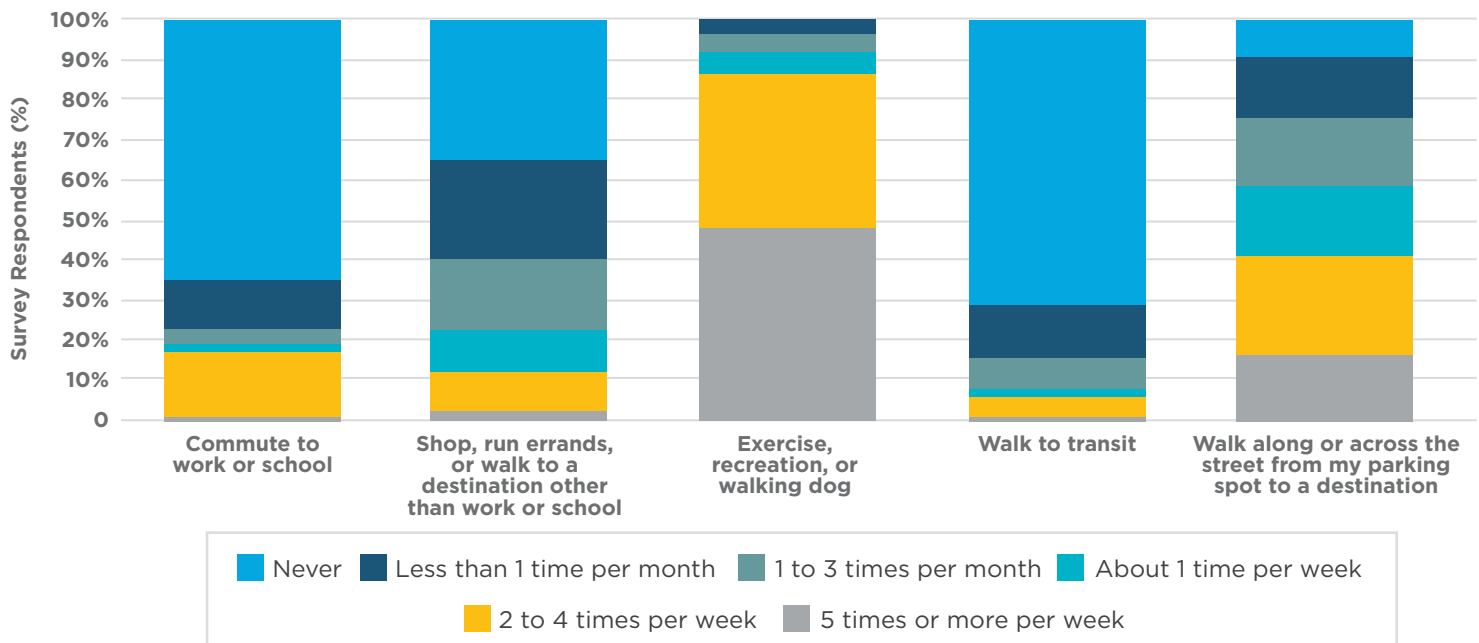
The previous exhibits suggest people walk and cycle both to commute and to recreate. A survey completed for this plan included questions to understand how often people walk and cycle and the reasons they make those trips. **EC&N-Exhibit 4** shows how often respondents cycle for each type of trip. The majority of respondents cycle for exercise or recreation multiple times per week. A third of respondents commute to work or school multiple times per week by bicycle. Respondents also cycle to shop, run errands, and/or access transit.

**EC&N-Exhibit 4: Cycling Trip Types and Frequency**



People were surveyed to learn more about how often they walk and why they walk. **EC&N-Exhibit 5** shows how often respondents walk for each type of trip. Over a third of respondents commute by walking at least once per month, and all respondents walk for recreation, for exercise, or with a pet.

**EC&N-Exhibit 5: Walking Trip Types and Frequency**



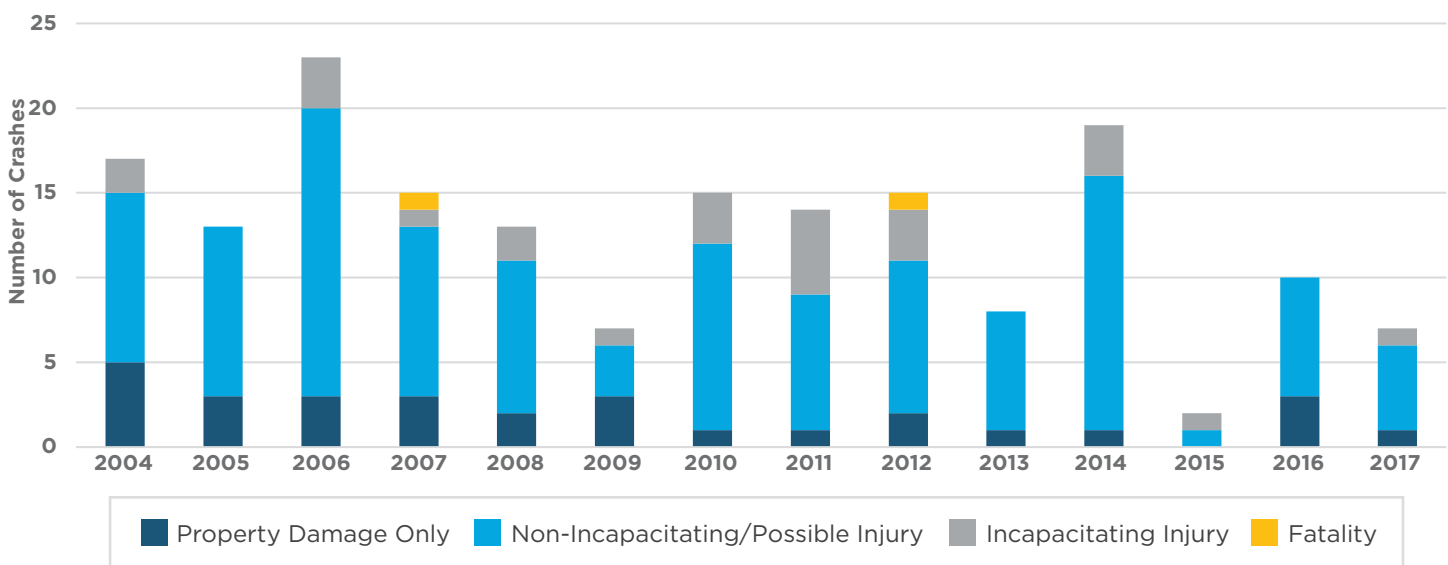
# SAFETY

## Crash Data Review

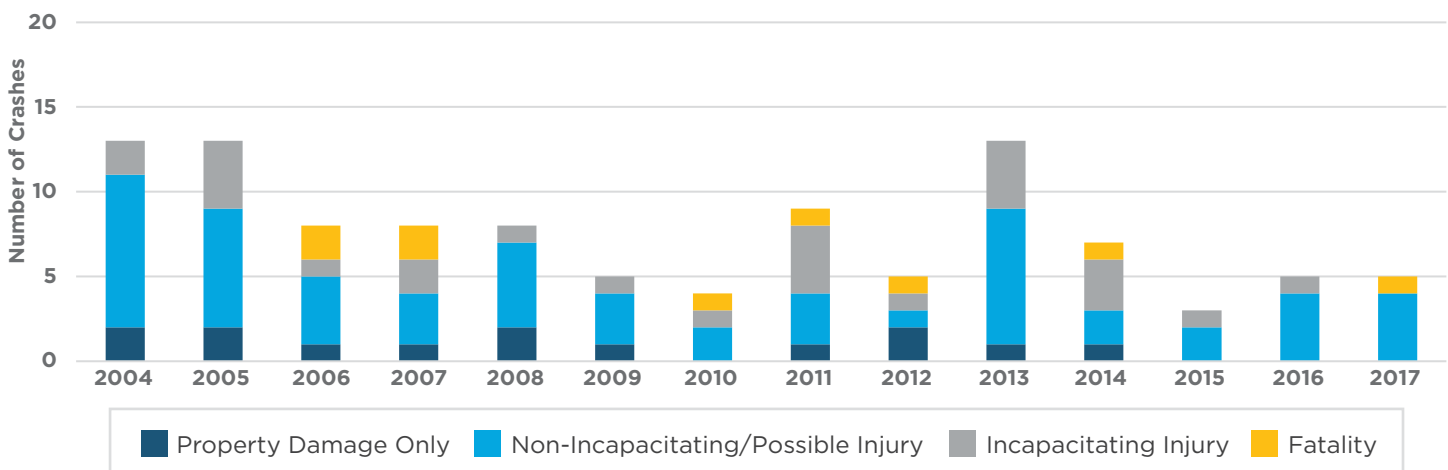
This section summarizes historic crash data for pedestrians and bicyclists within the FAST Planning area. The project team reviewed these data to identify opportunities to reduce crashes involving bicyclists and pedestrians. The results of this analysis have been used to help develop, refine, and prioritize infrastructure improvements. Other methods of data collection, including public input and stakeholder outreach, complemented this analysis by helping identify where pedestrians and bicyclists do not feel safe.

Alaska Department of Transportation & Public Facilities (DOT&PF) provided pedestrian and bicyclist crash history reports for the years 2004-2017, including data used in the 2012 FAST Planning Non-Motorized Transportation Plan. These records, which include all types of crashes, provide standard information for every reported crash in that time frame. The reports, usually provided by the police, include date, time, location, crash type, and severity. Crashes involving people walking and cycling are typically underreported given that crashes between the two modes are often not reported. Crashes without substantial injury are also underreported because there is typically not a police report if the pedestrian or bicyclist does not need medical attention. Because of this, only limited conclusions may be drawn from the data. **EC&N-Exhibit 6** and **EC&N-Exhibit 7** illustrate long-term crash trends in the FAST Planning area between 2004 and 2017 by year and severity.

**EC&N-Exhibit 6: Bicyclist Crashes in FAST Planning Area (2004-2017)**

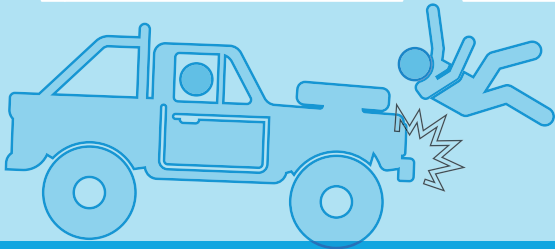


**EC&N-Exhibit 7: Pedestrian Crashes in FAST Planning Area (2004-2017)**



## EC&N-Exhibit 8: Crash Fatalities by Mode

# 1 IN 11



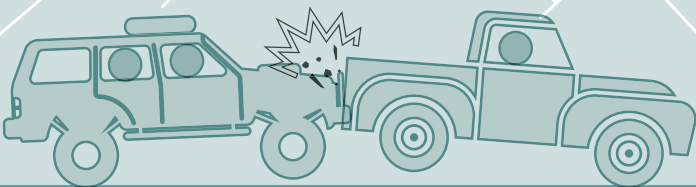
**PEDESTRIAN CRASHES**  
RESULTED IN DEATH

# 1 IN 78



**BICYCLE CRASHES**  
RESULTED IN DEATH

# 1 IN 300



**OTHER CRASHES**  
RESULTED IN DEATH

Numbers of crashes of all severities involving people walking and cycling are erratic year to year, but have generally declined since 2004. The most recent five years of data include two fatalities and an average of over 15 crashes per year.

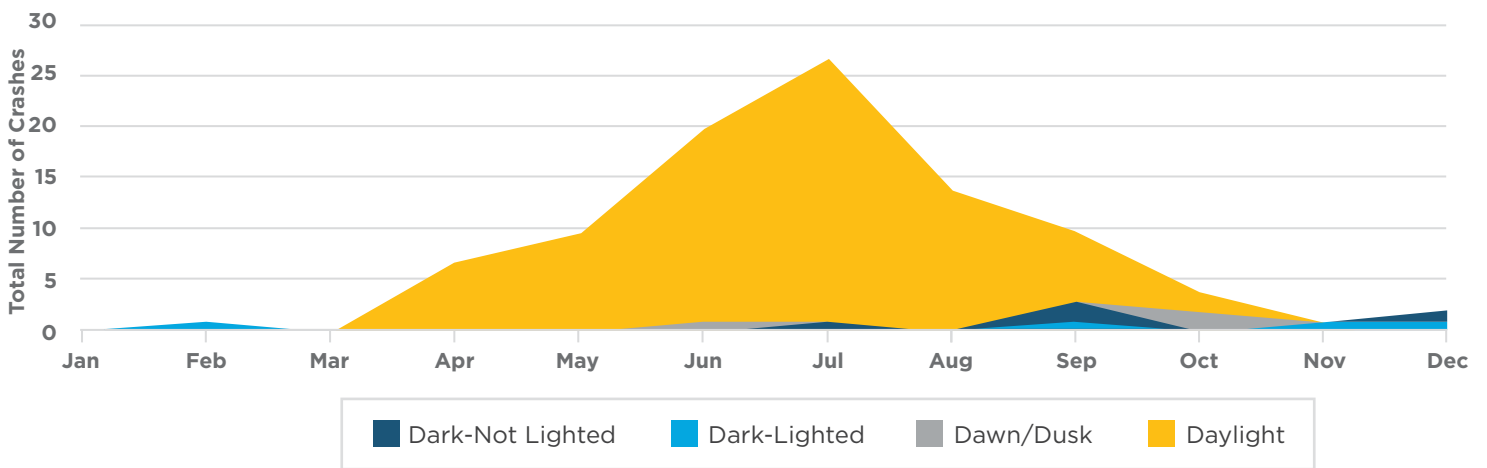
People walking and cycling are at outsize risk on FAST Planning area roadways as they are overrepresented in severe crashes and more likely to sustain severe injuries or die than people traveling by other modes. From 2009 to 2014, pedestrians were involved in 0.6 percent of crashes but made up 14.8 percent of fatalities, while bicyclists were involved in 1.1 percent of crashes, but made up 3.7 percent of fatalities. These data point to the vulnerability of pedestrians and bicyclists and supports an emphasis on safety measures for them.

The project team analyzed the crash data in greater detail to understand possible trends. First, the data were screened to identify overall trends from 2009 to 2017, the years for which data are available since the 2012 Non-Motorized Transportation Plan was issued. Then, the most recent five years of georeferenced crash data (2012-2016) were mapped to highlight areas where crashes are most concentrated. Once those areas were identified, the team reviewed targeted high-crash locations more closely. This information is presented below.

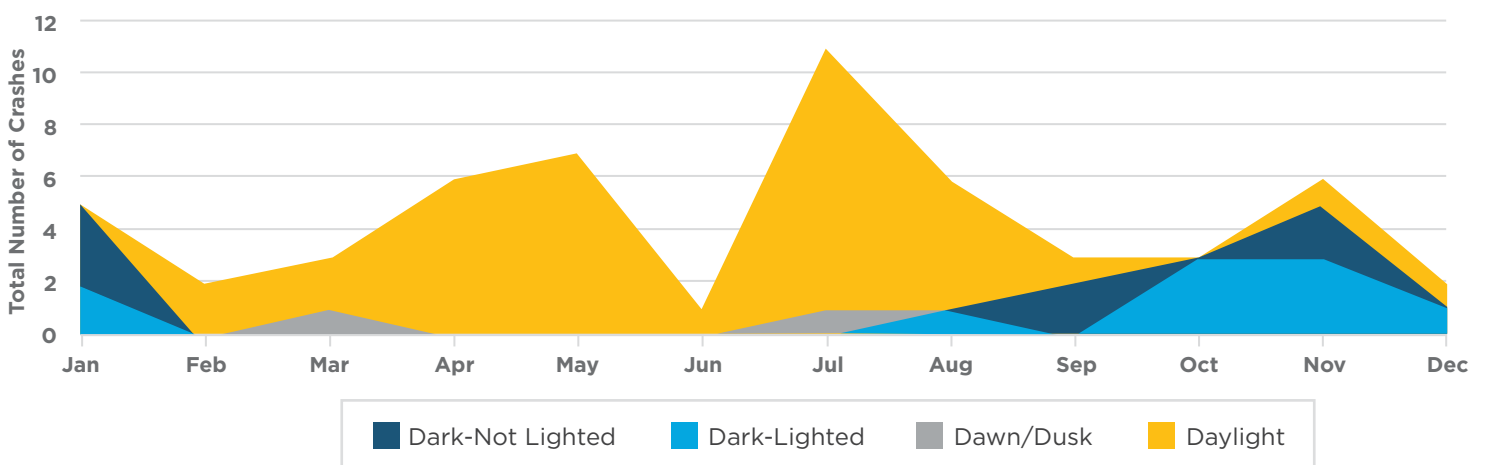
## OVERALL TRENDS

Data related to the actions of individuals involved in a crash are not reported in many crash records, particularly for people outside a motor vehicle. This reduces the ability to determine individual crash dynamics. Because of that, this review of trends focuses on areas where data are more complete, such as light condition and month, which are associated with varying levels of walking and cycling. **EC&N-Exhibit 9** and **EC&N-Exhibit 10** show bicyclist and pedestrian crashes by month and lighting conditions.

**EC&N-Exhibit 9: Bicyclist Crashes in FAST Planning Area by Month and Lighting (2009-2017)**



**EC&N-Exhibit 10: Pedestrian Crashes in FAST Planning Area by Month and Lighting (2009-2017)**



The majority of bicyclist crashes (88 percent) occurred during daylight conditions and in the summer months when cycling activity is highest. Few bicyclist crashes are reported during the winter, but those that are happened in dark conditions, with or without street lighting.

Pedestrian crashes are more evenly spread over the year. Comparing the monthly crash patterns to the monthly activity levels in **EC&N-Exhibit 1** indicate pedestrians active through the winter are at a higher risk than those active only in summer. The majority of winter pedestrian crashes occur under dark conditions, corresponding with the short periods of daylight during the winter months.

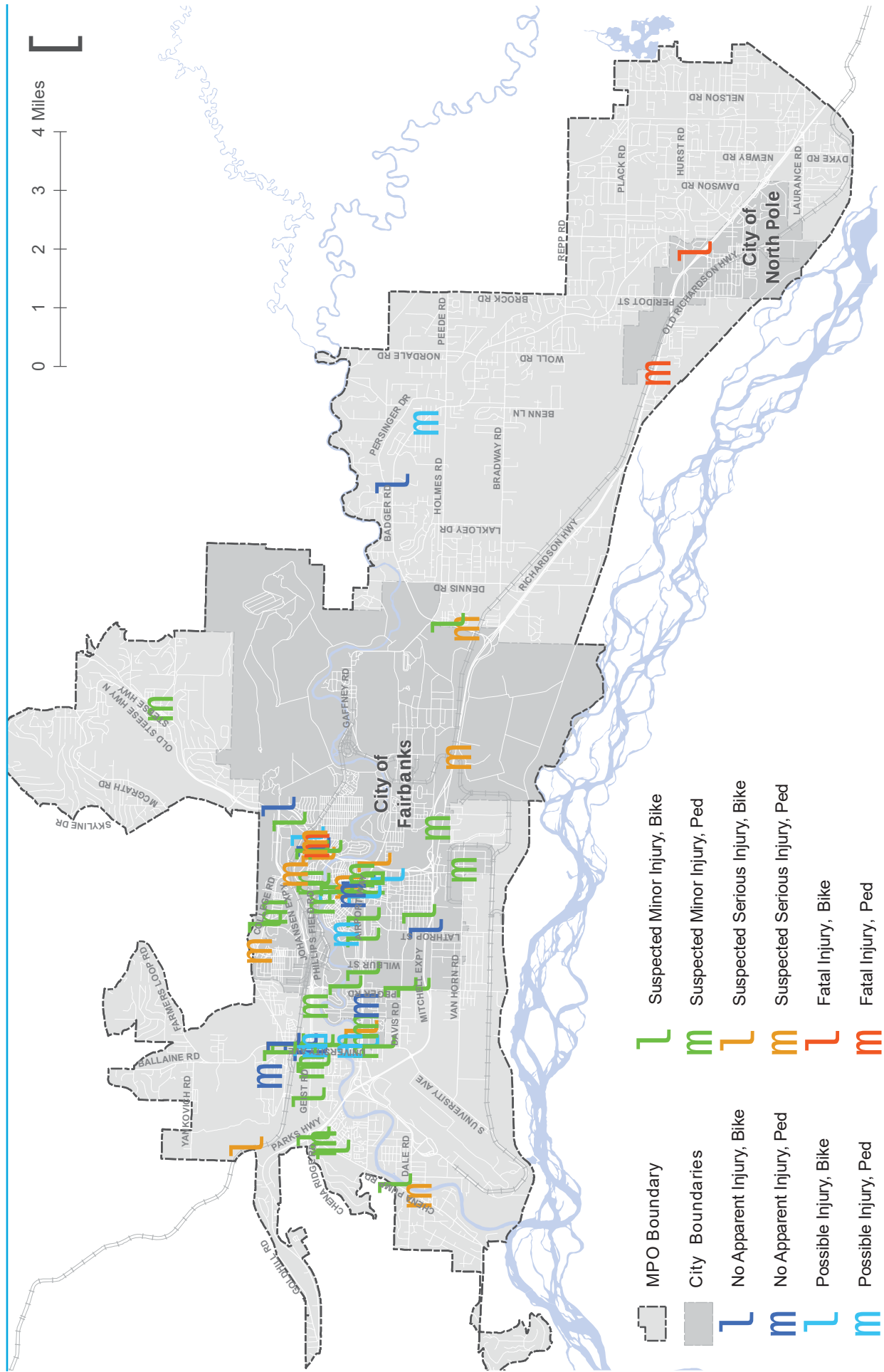
**EC&N-Table 2** shows the breakout of bicyclist and pedestrian crashes by location. Bicyclist crashes occurred predominately at intersections; 70 percent of crashes were reported at intersections or driveways. Pedestrian crashes were approximately evenly split between intersection and non-intersection locations, such as driveways and midblock crossings. Approximately 30 percent of bicyclist and pedestrian crashes involve right- and left-turning vehicles.

**EC&N-Table 2: Bicyclist and Pedestrian Crashes by Location (2009-2017)**

| Location        | % Bicyclists Crashes | % Pedestrian Crashes |
|-----------------|----------------------|----------------------|
| Intersection    | 61%                  | 39%                  |
| Driveway        | 9%                   | 9%                   |
| Roadway Segment | 23%                  | 45%                  |
| Other           | 7%                   | 7%                   |

## HIGH-CRASH LOCATIONS

The five most recent years of available geocoded crash data (2012-2016) are mapped by mode and severity in **EC&N-Figure 4**. The team spatially analyzed the data from these years to capture crash location patterns under current road conditions that may reflect recent projects and improvements.



Based on a review of the data, the project team identified the following locations for further analysis:

- Cushman Street and Airport Way Intersection
- Airport Way: Steese Expressway to University Avenue
- Old Steese Highway: Trainor Gate Road to 3rd Street
- University Avenue: Geist Road to College Road

### Cushman Street/Airport Way Intersection

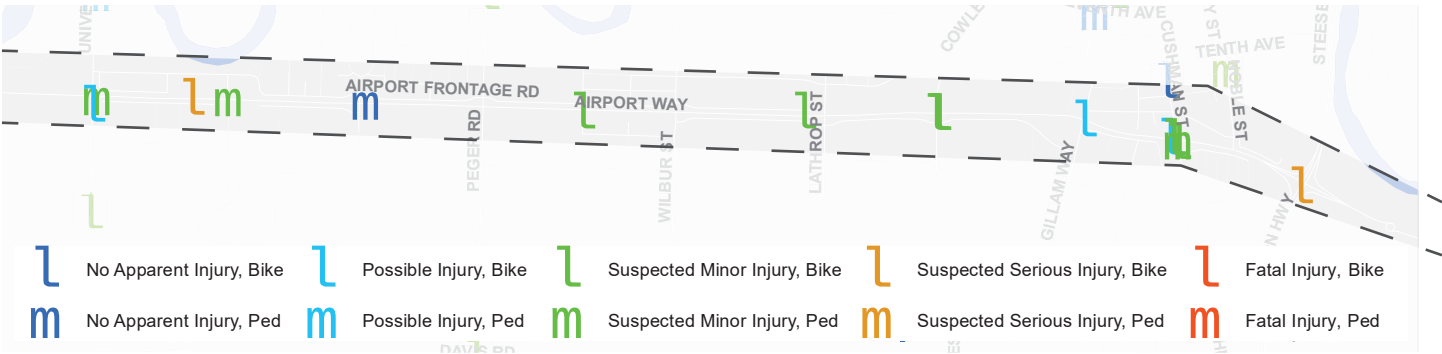
The five most recent years of crash data included three bicycle crashes and one pedestrian crash, all resulting in minor injuries. All three bicycle crashes involved turning vehicles: westbound and northbound right turns and a northbound left turn, indicating turning vehicles’ failure to yield to crossing bicycles. No vehicle or pedestrian actions were recorded for the fourth crash and alcohol was indicated as a factor.

A current DOT&PF project proposes to expand this intersection and provide channelized right turns with refuge islands on all approaches. Construction is anticipated in 2023.

### Airport Way: Steese Expressway to University Avenue

Including the four crashes at the Cushman Street/Airport Way intersection, 11 bicyclist and three pedestrian crashes were reported on the Airport Way corridor, including frontage roads. These crashes resulted in 12 injuries, two of them serious. The location and severity of the crashes are shown in **EC&N-Exhibit 11**. Four of the bicycle crashes involved westbound right-turning vehicles, likely in right-hook crashes, where right-turning vehicles collide with bicyclists traveling straight or in the crosswalk. Pedestrian activity information was not reported in the crash data.

**EC&N-Exhibit 11: Pedestrian and Bicyclist Crashes along Airport Way between Steese Expressway and University Avenue (2012 to 2016)**



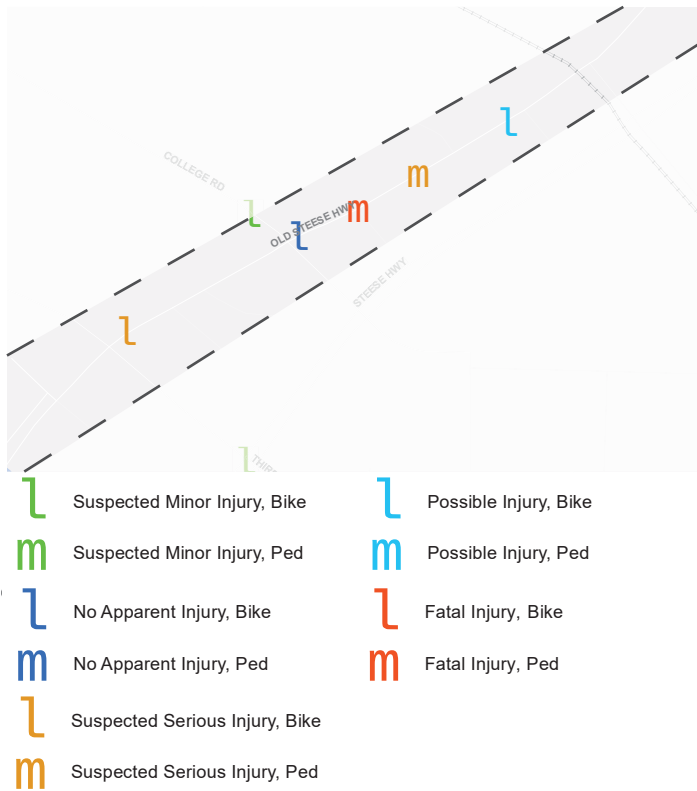
The Airport Way Functional Features Analysis developed concepts and project recommendations to improve pedestrian and bicyclist comfort and safety along this corridor through repurposing existing frontage roads.

## Old Steese Highway: Trainor Gate Road to 3rd Street

From 2012 through 2016, three bicycle and two pedestrian crashes were reported on this 0.5-mile section of roadway, resulting in a minor injury, two serious injuries, and a fatality. The location and severity of these crashes is shown in **EC&N-Exhibit 12**. Both pedestrian crashes involved southbound traveling vehicles and occurred in night conditions with streetlights. The fatality was an outcome of a vehicle rear-end collision.

The Old Steese Highway Reconstruction project proposes to widen sidewalks and add shoulders along this corridor. Construction is planned for 2025.

### EC&N-Exhibit 12: Pedestrian and Bicyclist Crashes along Old Steese Highway between Trainor Gate Road and 3rd Street (2012-2016)



## STATED SAFETY CONCERNS

In the public outreach completed for this plan, 31 percent of commenters explicitly mentioned a safety concern they have using the words “dangerous,” “hazard,” or “unsafe.” Commenters also mentioned “narrow shoulders,” “uncomfortable,” or “fast vehicle traffic.” This means that almost a third of the comments expressed basic safety concerns for traveling on foot or by bicycle in Fairbanks. Survey results indicate most of these commenters were confident road users.

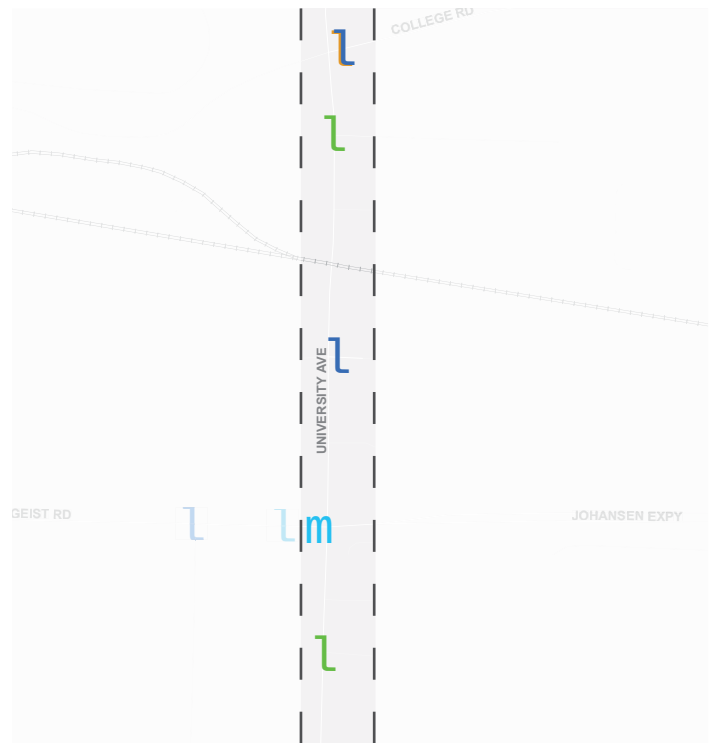
Survey respondents identified safety as a significant barrier to walking and cycling in the area: 80 percent said that safety concerns regarding motor vehicle traffic are a barrier to walking and 90 percent said they are a barrier to cycling.

## University Avenue: Geist Road to College Road

This roadway segment includes four reported bicyclist crashes and one pedestrian crash, resulting in one serious and two minor injuries. The location and severity of these crashes is shown in **EC&N-Exhibit 13**. All crashes involved a westbound vehicle turning or starting in traffic. Additionally, five pedestrian and bicyclist crashes were reported on University Avenue between Geist Road and Airport Way.

Much of this section of University Avenue was reconstructed in 2018 and 2019 with wider sidewalks and shoulders. The crash occurrence on these segments should be monitored to evaluate the effectiveness of these treatments and identify further safety needs.

### EC&N-Exhibit 13: Pedestrian and Bicyclist Crashes along University Avenue between Geist Road and College Road (2012-2016)



## EXISTING CYCLING AND WALKING NETWORKS AND GENERAL NEEDS

The FAST Planning region provides facilities for people to walk and cycle for recreation or transportation. This section provides information about those existing facilities that make up the cycling and walking networks and discusses general considerations for necessary improvements to the system.

### Recent Progress for Cycling and Walking

The 2012 Non-Motorized Transportation Plan set a framework for the cycling and walking systems in the FAST Planning region and included a list of projects to improve those systems. Since that plan was published, public agencies have made progress toward improving walking and cycling facilities and policies across the Fairbanks area. There are currently 10 projects with major bicycle and pedestrian elements in process (in planning or design phases, or have gone to bid). Twenty-four projects with major bicycle and/or pedestrian elements have been constructed since the 2012 Non-Motorized Transportation Plan came out. Many of these projects were included in that plan.

**EC&N-Table 3** provides a list of projects that are in process or have been constructed. Those that have been constructed are shown in **EC&N-Figure 5**.

FAST Planning conducted a Safe Routes to School Walk Zone Inventory Report and Engineering Recommendations in 2012 to identify and recommend projects to increase the number of children walking and biking to school. This report provided recommendations for 68 projects to improve safe access to 14 schools. Twenty-one percent of these projects have been completed and an additional 31% have had action taken since 2012. The full list of projects and their current status is provided in the **Technical Appendix**.



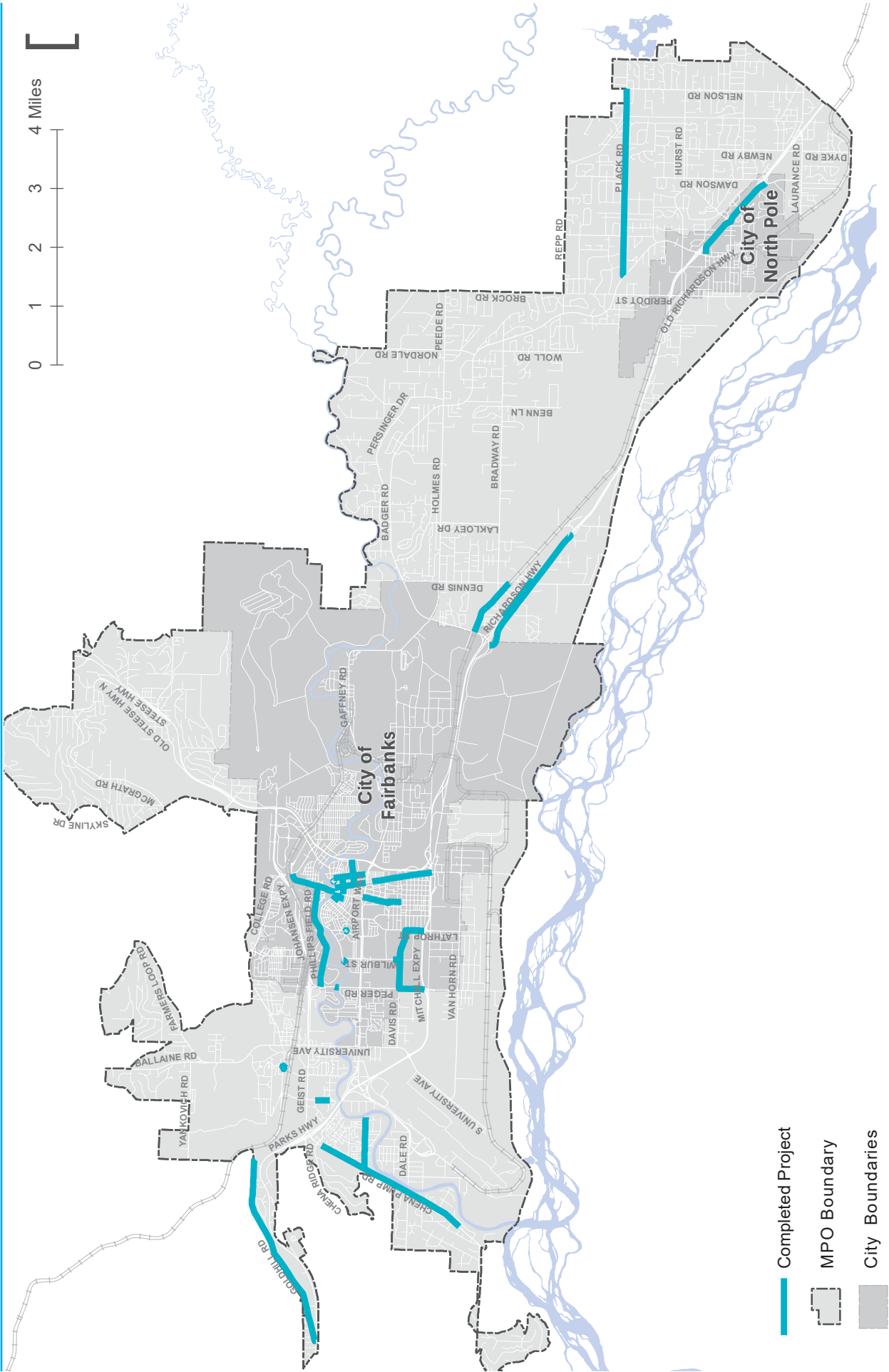
**EC&N-Table 3: 2012 Non-Motorized Transportation Plan Project Status**

| <b>PROJECTS CURRENTLY IN PROCESS</b>                                |                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>PROJECT</b>                                                      | <b>DESCRIPTION</b>                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>2nd Avenue Sidewalk at Carlson Center</b>                        | Complete the sidewalk connection on 2nd Ave between the Chena River Walk and the entrance to the Carlson Center.                                                                                                                                                                                                                                                                                                     |
| <b>Airport Way West Improvements</b>                                | Construct intersection improvements along Airport Way between Dale Road and the Parks Highway, including bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.                                                                                                                                                                                                                                  |
| <b>Chena River Walk Stage III</b>                                   | Construct an approximately 3,200 linear foot multi-use asphalt path on the north side of the Chena River from the existing Chena River pedestrian bridge crossing near Pioneer Park to the east side of Peger Road where the new path turns to a north/south orientation along Peger Road to the Phillips Field Road intersection.                                                                                   |
| <b>Fairbanks Cushman Street Bridge Rehabilitation</b>               | Rehabilitate the Cushman Street Bridge and Cushman Street between 1st Avenue and Terminal Street intersection. Project includes bridge work, roadside hardware, ADA sidewalk and curb ramp improvements.                                                                                                                                                                                                             |
| <b>MP 356-362 Bicycle/Pedestrian Path (Richardson Highway)</b>      | Construct a paved bicycle/pedestrian path on the Richardson Highway between MP 356 and MP 362, starting from the Richardson Highway/Airport Way intersection, continuing along the Richardson Highway to the Badger Loop North Bound Ramp, and terminating at the Badger Road/Old Richardson Highway intersection.                                                                                                   |
| <b>Fairbanks Wendell Avenue Bridge Replacement</b>                  | Replace the Wendell Avenue Bridge, widen sidewalks, and provide pedestrian access to the bridge along the north and south sides under the bridge.                                                                                                                                                                                                                                                                    |
| <b>5th Avenue Reconstruction</b>                                    | Reconstruct 5th Avenue from Barnette to Noble Street to provide improved facilities for all users. Reconstruction includes ADA-compliant sidewalks and shoulders to accommodate bicyclists, wayfinding and bicycle route signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy.                                                                                                        |
| <b>Airport West Bicycle &amp; Pedestrian Facility</b>               | Construct bicycle and pedestrian connection from the Fairbanks International Airport terminal to the neighborhoods west of the Airport and planned non-motorized facilities along Dale Road.                                                                                                                                                                                                                         |
| <b>College Road Bus Pullouts</b>                                    | Construct new bus stop facilities along College Road. Work includes roadside hardware, drainage improvements, ADA improvements, and utilities.                                                                                                                                                                                                                                                                       |
| <b>Cowles Street Reconstruction</b>                                 | Reconstruct Cowles Street from 1st Avenue through East Cowles Street. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities.                                                                                                                                                                                                                |
| <b>Minnie Street Upgrade</b>                                        | Reconstruct Minnie Street between Illinois Street and Old Steese Highway. Project will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities.                                                                                                                                                                                                                 |
| <b>Woll Road Resurfacing &amp; Widening</b>                         | Resurface and widen Woll Road from Bradway Road to Ownby Road and widen shoulders to better accommodate bicyclists and pedestrians.                                                                                                                                                                                                                                                                                  |
| <b>Yankovich/Miller Hill Road Reconstruction</b>                    | Reconstruct Miller Hill Road and Yankovich Road with widened shoulders to accommodate bicyclists and pedestrians, and improve existing separated multi-use path as needed. Project work will include roadside hardware, drainage improvements, and utilities.                                                                                                                                                        |
| <b>University Avenue South Bicycle &amp; Pedestrian Path</b>        | Construct a year-round non-motorized path on the East side of University Avenue South from the Mitchell Expressway to Armistead Way (1.8 miles) to accommodate bicycles and pedestrians.                                                                                                                                                                                                                             |
| <b>PROJECTS COMPLETED SINCE 2012 NON-MOTORIZED PLAN</b>             |                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>PROJECT</b>                                                      | <b>DESCRIPTION</b>                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>10th Avenue and Lathrop Street Intersection Improvements</b>     | Intersection enhancements related to capacity, safety, or multimodal access within the FAST Planning boundary                                                                                                                                                                                                                                                                                                        |
| <b>1st and Lacey Street Intersection Improvement</b>                | Intersection enhancements related to capacity, safety, or multimodal access within the FAST Planning boundary                                                                                                                                                                                                                                                                                                        |
| <b>Chena Pump Road Bicycle/Pedestrian Facilities Rehabilitation</b> | Rehabilitated the existing bike path on Chena Pump Road between Dartmouth Drive and the Pump House restaurant, including Cripple Creek pedestrian bridge #6001. Widened the shoulders between the Pump House restaurant and Grebe Drive.                                                                                                                                                                             |
| <b>Tanana Loop and South Chandalar Drive Intersections</b>          | Reconstructed the intersections of Tanana Loop/Alumni Drive/South Chandalar Drive; and Salcha Street/South Chandalar Drive including the portions of South Chandalar Drive between the intersections and up to Ambler Lane. The project also included reconstructing the pedestrian facilities and construction of new pedestrian facilities on Alumni Drive, Tanana Loop, Salcha Street, and South Chandalar Drive. |
| <b>10th Avenue, Cushman Street to Steese Highway</b>                | Pavement surface maintenance to included grading, drainage, pavement and striping. Sidewalks upgraded to ADA compliance and shoulders wide enough for bicyclists added.                                                                                                                                                                                                                                              |
| <b>2nd Avenue/Wilbur Street Reconstruction</b>                      | Reconstructed Wilbur Street from Airport Way to 2nd Avenue and 2nd Avenue from Wilbur Street to Stewart Street with sidewalks, street lighting, and landscaping in the Carlson Center and Growden Park area.                                                                                                                                                                                                         |
| <b>5th Avenue Sidewalk</b>                                          | South side of street—sidewalk added from Barnette to Cowles.                                                                                                                                                                                                                                                                                                                                                         |

## PROJECTS COMPLETED SINCE 2012 NON-MOTORIZED PLAN

| PROJECT                                                                                  | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Birch Hill Bicycle and Pedestrian Facility: FNSB</b>                                  | Constructed a bicycle/pedestrian facility along Birch Hill Road to allow safe access to the Birch Hill Recreational Trail System.                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>McGrath Widening</b>                                                                  | Widen McGrath from Farmers Loop Road to Willow Grouse Road to include 3 ft shoulders and from Willow Grouse Road to Old Steese Highway to include 1 ft shoulders.                                                                                                                                                                                                                                                                                                                                                         |
| <b>Chena Small Tracts Road Bicycle and Pedestrian Facility</b>                           | Constructed a separated path along the north side of Chena Small Tracts Road including a culvert at Cripple Creek Slough.                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Cowles Street E: 23rd Avenue - 29th Avenue</b>                                        | Constructed sidewalk from existing sidewalk to the end of Cowles Street E.                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Cushman Street Road Reconstruction</b>                                                | Reconstructed Cushman Street. Work included analyzing and upgrading traffic signals at intersecting roads, upgrading controller cabinets, improving site distance, ADA improvements, illumination and drainage improvements, and possible one-way to two-way conversions for 2nd, 4th and 5th Streets only. The scope included making Cushman Street a "Complete Street."                                                                                                                                                 |
| <b>FMATS Pedestrian Improvements - Stage I</b>                                           | Constructed new facilities to improve connectivity within the FAST Planning boundary on Wilbur Street, Davis Road, Peger Road, and Lathrop Street with possible mid-block crossings.                                                                                                                                                                                                                                                                                                                                      |
| <b>Gillam Way Reconstruction</b>                                                         | Reconstructed Gillam Way between Airport Way to 22nd Avenue including pedestrian and drainage improvements, utilities, and traffic calming.                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Goldhill Bicycle and Pedestrian Facility</b>                                          | Widened the shoulders on Goldhill Road to accommodate bicycles and pedestrians. Improvements also included resurfacing the roadway, approach work, signing, and striping.                                                                                                                                                                                                                                                                                                                                                 |
| <b>Illinois Street Reconstruction (1st Avenue to College Road)</b>                       | Reconstructed Illinois and Barnette from 1st Ave to College Road. Work included construction of a replacement bridge at Noyes Slough; storm drain and pedestrian facilities for entire corridor; a bike path; construction of a raised median; roadway lighting and traffic signal installation; installation of a permanent traffic recorder; and underground utility construction/reconstruction for water, communications, and electrical utilities. Project also included construction of the Barnette Street bridge. |
| <b>Loftus Road: Wood River Drive -Birch Lane</b>                                         | Investigated potential improvements to make crossing this section of Loftus Road more comfortable for non-motorized users. Crossings were recommended along this road as part of the Safe Routes to School Project.                                                                                                                                                                                                                                                                                                       |
| <b>Noble Street Upgrade: Fairbanks</b>                                                   | Reconstructed Noble Street from 1st Avenue to Gaffney Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>North Pole Pedestrian Interchange Facility</b>                                        | Constructed Pedestrian facilities along Saint Nicholas Drive from Dawson Interchange to Santa Claus Lane.                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Old Richardson Highway: Badger to Dennis</b>                                          | Rehabilitated Old Richardson Highway between Badger and Dennis Road. Widened shoulders on both sides.                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Parks Highway MP 351-356 Rehabilitation and Safety Improvements (Ester-Fairbanks)</b> | Repaved between Ester and the Parks/Geist Interchange, as well as addition of a bike path and safety improvements at the Sheep Creek Road intersection.                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Peger Road Undercrossing</b>                                                          | Investigated potential improvements to make the undercrossing at the Chena River Bridge feel more secure for pedestrians and cyclists.                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Phillips Field Road Upgrade</b>                                                       | Reconstructed Phillips Field Road between Illinois Street and Peger Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Plack Road Bike/ Pedestrian Facility: FNSB</b>                                        | Constructed a bicycle/pedestrian path on Plack Road from Badger Road to Nelson Road.                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>South Cushman 5th to Mitchell: Sidewalk and Drainage Improvements</b>                 | Reconstructed South Cushman including roadway, sidewalks and utility improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Steese Expressway to Front Street Bicycle/ Pedestrian Path</b>                        | Constructed a bicycle/pedestrian path from the Steese Expressway separated path to Front Street.                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Wembley Avenue Pedestrian Improvements: Aurora Drive to Danby</b>                     | Reconstructed Wembley Avenue from Aurora Drive to Danby Street and constructed a pedestrian facility. CTP funds: 50% local match / 50% state match—CMAQ funds: 100% state match; constructed sidewalk along the north side of Wembley Avenue                                                                                                                                                                                                                                                                              |
| <b>Wichersham Street Improvements</b>                                                    | Upgraded Wickersham Street from 4th to 6th Avenues, Perry Street from 6th to 8th Avenues, and 4th, 5th, 6th, 7th, 8th, and 9th Avenues from Cowles to Barnette Street. Improved drainage, replaced existing sidewalks, installed new sidewalks where needed, and repaved the roads.                                                                                                                                                                                                                                       |

EC&N-Figure 5: Completed Projects Since 2012 Non-Motorized Transportation Plan



## Bicycle Network

In the FAST Planning area, the bicycle network consists of shared use paths, shoulders, and streets shared with motor vehicles. Descriptions of each of these facilities, from the Federal Highway Administration (FHWA) *Bikeway Selection Guide*<sup>5</sup>, are included in **EC&N-Table 4**.

**EC&N-Table 4: Types of Bicycle Facilities Present in the Fairbanks Region**

### SHARED USE PATHS



Shared use paths are facilities designed to support and encourage bicycle and pedestrian use and are separated from the roadway. Conflicts between path users are a primary source of injuries and can result in a degraded experience for all users where paths are not wide enough to handle the mixture and volume of diverse users. Paths that parallel a roadway are considered side paths. Care should be taken at intersections and driveways which intersect side paths due to the two-way operation of bicycles in these locations. Crash patterns consistently show contra-flow movement of bicyclists is a main factor in crashes because motorists fail to yield or look for approaching bicyclists.

### SHOULDERS



Research shows that continuous paved shoulders and bicycle lanes act essentially the same in terms of operations as bike lanes. A major factor in the safety of shoulders for bicyclists is the presence and design of rumble strips, which can present a crash hazard or render a shoulder unrideable for bicyclists.

### SHARED LANES

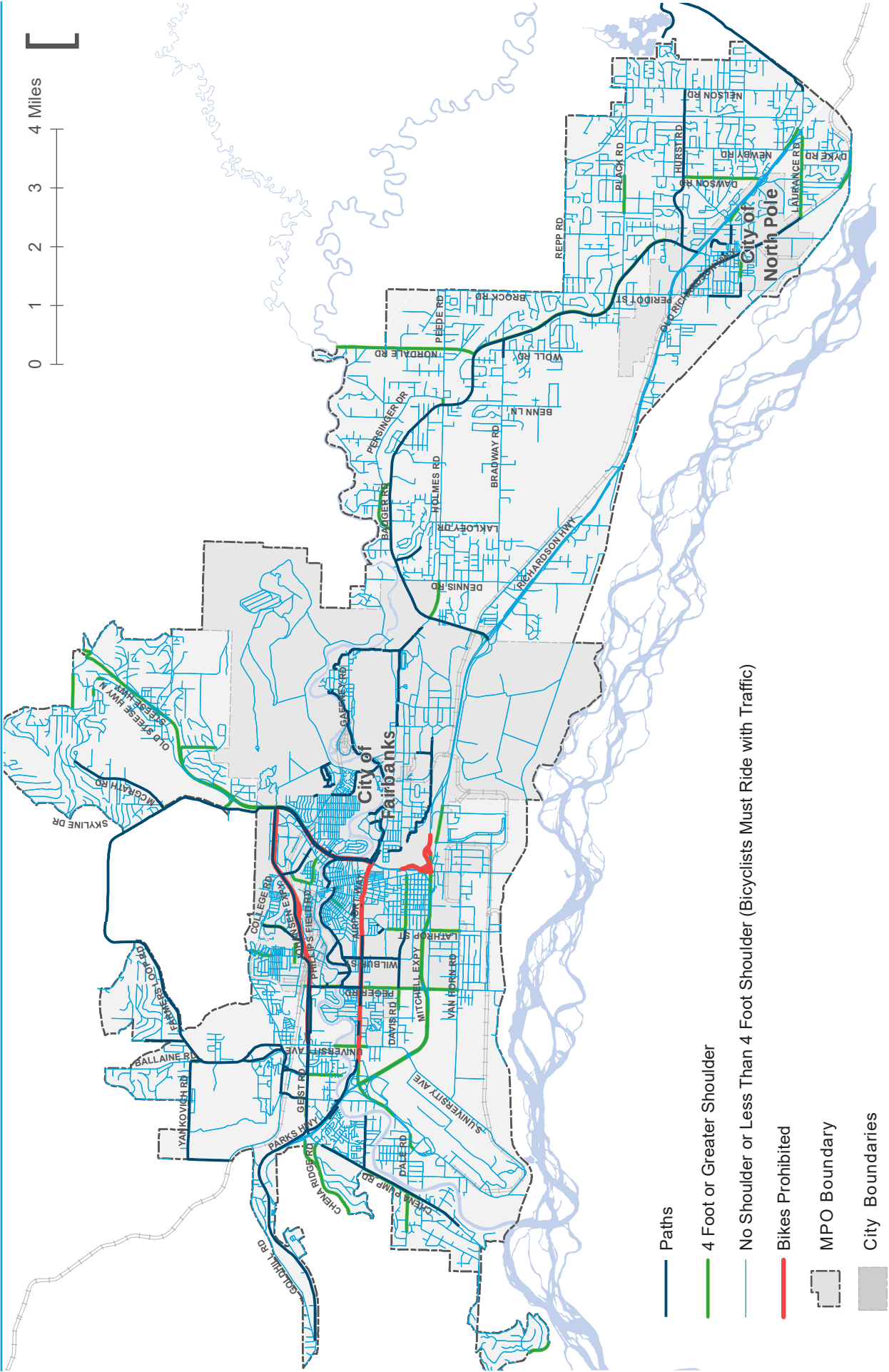


In shared lanes, bicyclists ride in mixed traffic. Their sense of comfort and safety varies widely based on traffic operating speeds and volumes.

**EC&N-Figure 6** maps bicycle facilities in the FAST Planning area. Streets shown in yellow are shared with motor vehicles. Based on this inventory, there are approximately 85 miles of paved shared-use paths in the FAST Planning area and 47 miles of roads with shoulders greater than four feet in width. There are no marked on-street bike lanes in the FAST Planning area.

<sup>5</sup> [https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)

EC&N-Figure 6: Existing Bicycle Network



Shoulders provide coverage along sections of some major roads such as Davis Road, Mitchell Expressway, Laurance Road, Dawson Road, Peger Road, Chena Ridge Road, and 23rd Avenue.

Shared-use paths make up a significant part of the designated bicycle network. Many of the shared-use paths run parallel to major roadway facilities and allow bicyclists to make longer regional trips separated from high-volume and/or high-speed roadways, such as the Johansen Expressway, Farmer's Loop Road, Steese Expressway, and Badger Road. These facilities provide regional connectivity for commuter and recreational trips. Some of these high-volume, high-speed roadways also have a suitable shoulder for cycling, providing people riding bicycles a choice of facilities to meet their comfort level and trip needs.

Bicycles are prohibited along a handful of high-speed, high-volume, and controlled access roads, including sections of Airport Way, Steese Expressway, and Johansen Expressway. The sections of the Steese Expressway and Johansen Expressway where bicycles are prohibited have a parallel shared-use path. A combination of shared-use paths and frontage roads provide some parallel bicycle connectivity to Airport Way.

## SIDEWALK RIDING

Bicycle riding on sidewalks is permitted in Alaska except in business districts or where a regulatory traffic control device prohibits it. National guidance and best practices discourage counting sidewalks as part of the designated bicycle network. Sidewalks are typically designed for pedestrians, who travel at slower speeds and with different maneuvering abilities. Narrow sidewalks with frequent obstacles make cycling uncomfortable and force the rider to travel at slower speeds.

Side paths, or shared use paths that parallel a roadway, are similar to sidewalks but have different design specifications, especially regarding width, to accommodate bidirectional bicycle and pedestrian traffic traveling at different speeds. 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. In contrast, sidewalks are generally much narrower: 5 to 6 feet in width outside heavily trafficked areas.

Not providing appropriate bicycle facilities, prompting people cycling to ride on the sidewalk introduces conflicts with pedestrians, who travel at slower speeds and can change direction quickly. This degrades the experience for both types of users and can cause collisions.

In addition to conflicts between people walking and people cycling, not providing appropriate facilities for bicyclists can also create conflicts with auto drivers. Drivers are not generally looking for bicyclists riding on the sidewalk at driveways and intersections, who are traveling at higher speeds than pedestrians, and may be traveling contraflow to oncoming motorist traffic.

In certain instances where other facilities do not currently exist, including College Road and University Drive, sidewalks are signed as bicycle routes and are part of the designated bicycle network. Areas where sidewalk riding is common should be considered for addition of appropriate bicycle facilities.

## MEASURING SYSTEM COMFORT

Understanding the skill and comfort level of current and potential bicyclists in the area is important, so planners and engineers will know what types of bicycle facilities should be planned and designed in an area. Roger Geller, the City of Portland, Oregon's Bicycle Coordinator, developed a classification system to help planners and designers understand a potential user's comfort and willingness to use a given cycling facility. His concept was later defined nationwide in a study by researchers Jennifer Dill, PhD and Nathan McNeil<sup>6</sup>. The classification system outlined the following four types of bicyclists:

**No Way, No How:** Approximately 37 percent of the population are not interested in bicycling for transportation.

**Interested but Concerned:** Approximately 51 percent of the population can be classified as interested but concerned. This group may be interested to bicycling but may experience a general fear for their safety when cycling in on-street facilities. Without a connected network of bicycle facilities that feel safe to Interested but Concerned users, this group of bicyclists is generally not currently cycling for transportation purposes. They may cycle recreationally on shared-use paths.

**Enthused and Confident:** Approximately 5 percent of bicyclists are considered enthused and confident. In addition to feeling comfortable on shared-use paths or other separated facilities, these users may ride in on-street settings with bicycle lanes or shoulders adjacent to motor vehicles.

**Strong and Fearless:** Approximately 7 percent of the population consider themselves to be strong and fearless bicyclists. These bicyclists may ride on roadways with limited to no shoulders or bicycle lanes.

The type of facility appropriate for a location varies depending on the characteristics of that facility. As a rule, roadways with higher motor vehicle speeds and volumes require more separation to be comfortable for bicyclists. Level of traffic stress (LTS) is an evaluation method to determine the relative levels of stress for a bicycle facility. LTS is scored on a scale of 1 to 4, where 1 is least stressful and 4 is most stressful. Bicycle LTS is calculated based on factors including roadway speed, number of lanes, average daily motor vehicle volumes, presence and width of bicycle facility, and presence of street parking.

**EC&N-Exhibit 14** presents the types of bicyclists and their acceptable level of traffic stress.

An LTS analysis was performed for the FAST Planning region using available data. This analysis mostly focused on the average daily motor vehicle volumes and presence of a four-foot-or-wider shoulder. The LTS analysis captures the comfort of bicyclists riding in a roadway, not on a sidewalk. Multi-use paths were assumed to have an LTS score of 1.

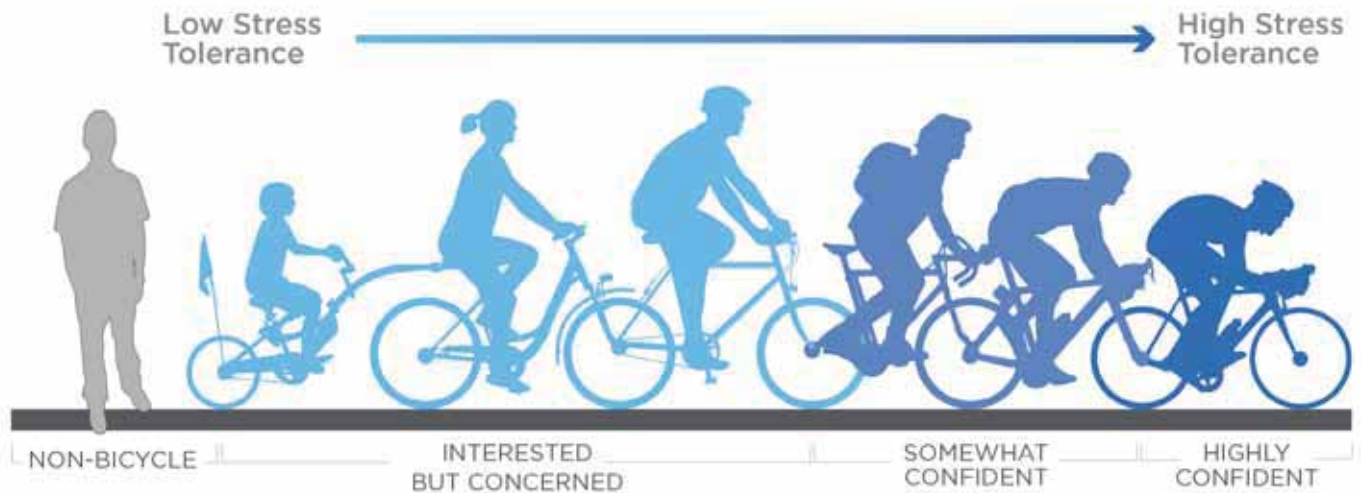
As shown in **EC&N-Exhibit 15**, the amount of stress is also directly related to the types of riders that will use a facility. LTS 1 facilities are generally comfortable for all users, including children, and LTS 2 facilities are generally comfortable for all adults. LTS 3 facilities are comfortable for enthused and confident cyclists, and LTS 4 facilities are used only by strong and fearless cyclists.

Because the majority of people who cycle, or who consider cycling, are interested but concerned about traffic conditions and comfortable only on low stress (LTS 1 or 2) facilities, planning and designing low stress bicycle facilities is likely to offer the best return on investment.

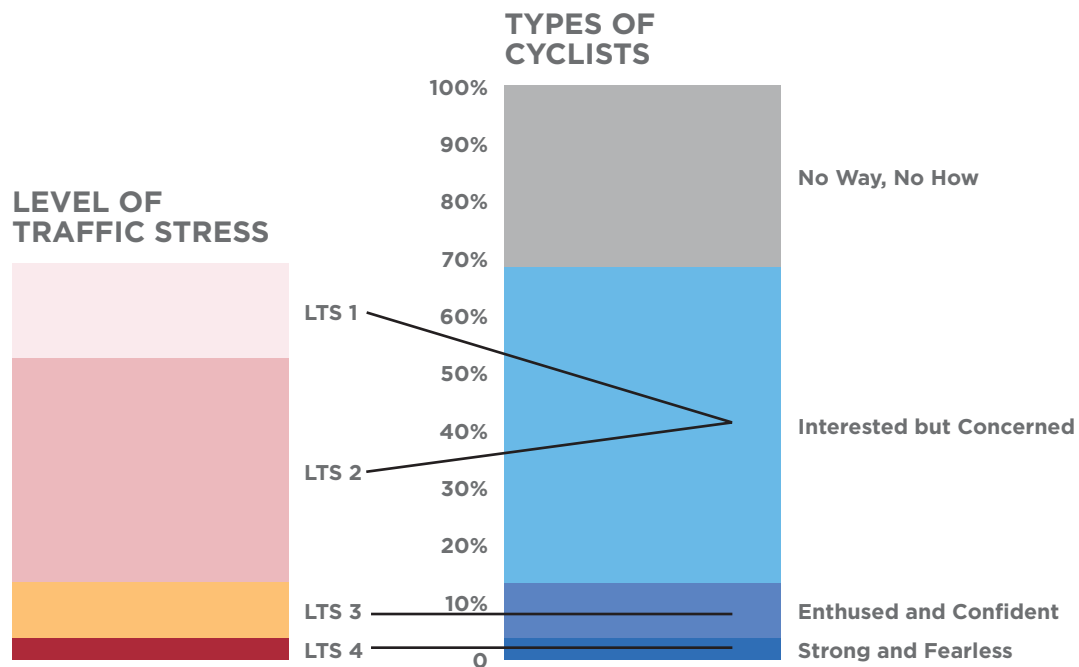
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<sup>6</sup> Based on "The Four Types of Cyclist, Testing a Typology to Better Understand Biking Behavior and Potential," Jennifer Dill, PhD and Nathan McNeil, Portland State University.

### EC&N-Exhibit 14: Bicycle Level of Traffic Stress



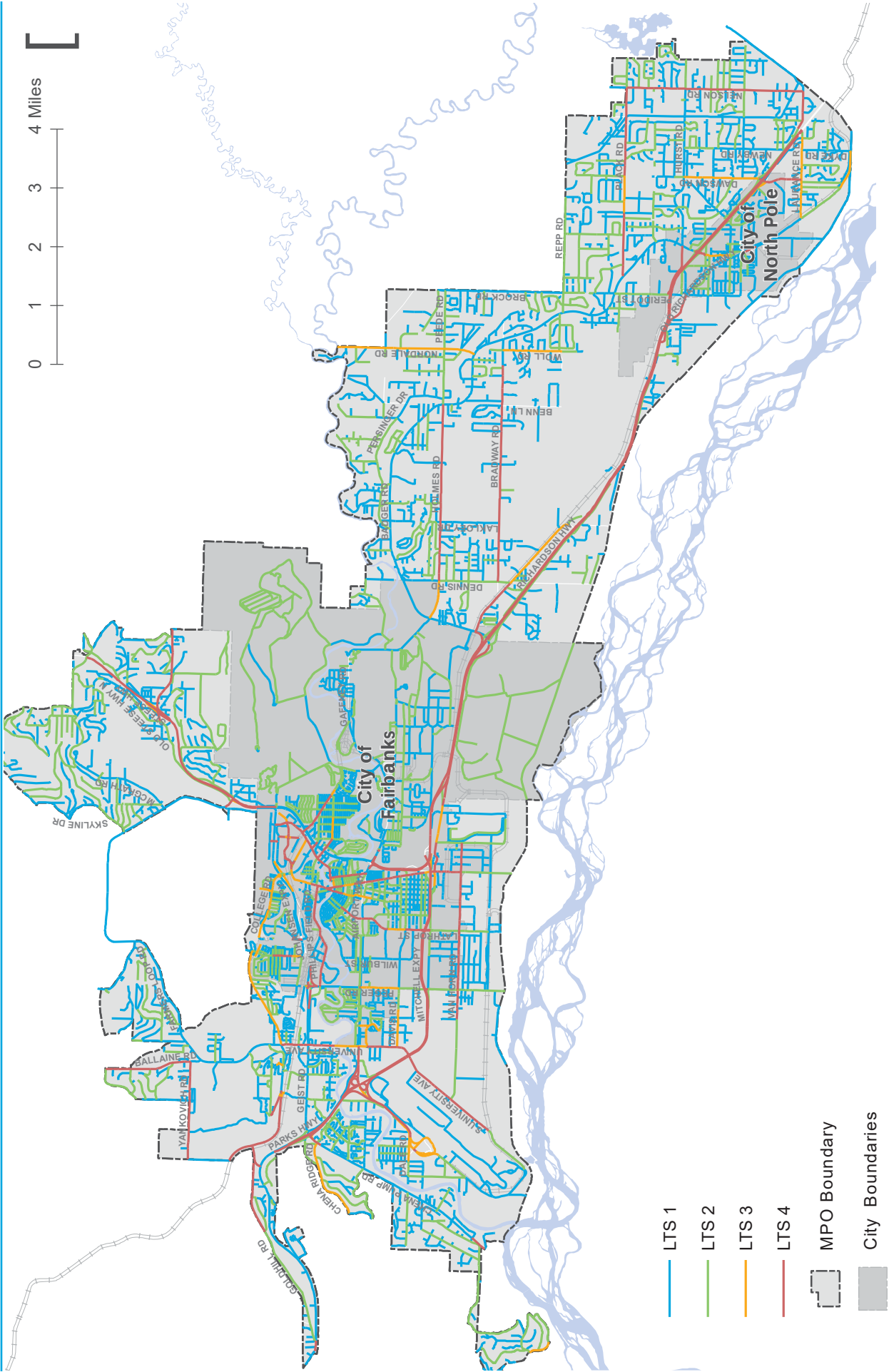
### EC&N-Exhibit 15: Types of Bicyclists Expected and Expected Acceptable Level of Traffic Stress



**EC&N-Figure 7** presents the Bicycle LTS for each road in the FAST Planning area. Low-volume, low-speed roadways, low- to moderate-speed and -volume roadways with shoulders, and shared-use paths generally make up the low-stress network.

There are several roadways in the planning area that have a facility marked for use by bicyclists but are still considered higher stress. For example, College Road has a sidewalk that is curb-tight to the five-lane roadway for much of its length and crossed by many driveways and access points. These characteristics make the path LTS 3—uncomfortable for many people who cycle. Overall in the region, there are approximately 73 miles of roads that will not be comfortable as a shared roadway for most people who cycle without the addition of a bicycle facility.

EC&N-Figure 7: Bicycle Level of Traffic Stress



## Walking Network

Nearly every trip begins and ends with a walking trip, even if it means walking to a car or transit, and many trips are purely walking trips. Walking trips generally fall into the following four categories:

- Relatively short trips (less than one mile) to local destinations including schools, parks, stores, libraries, and community centers
- Recreational trips
- Commute trips, where residents live within walking distance to where they work
- Trips made by individuals without access to other transportation options

The most obvious component of the pedestrian network is a sidewalk. Shared-use paths are also important infrastructure for people who walk. **EC&N-Figure 8** presents the existing facilities designated for people who walk in the FAST Planning region.

### MEASURING SYSTEM COMFORT

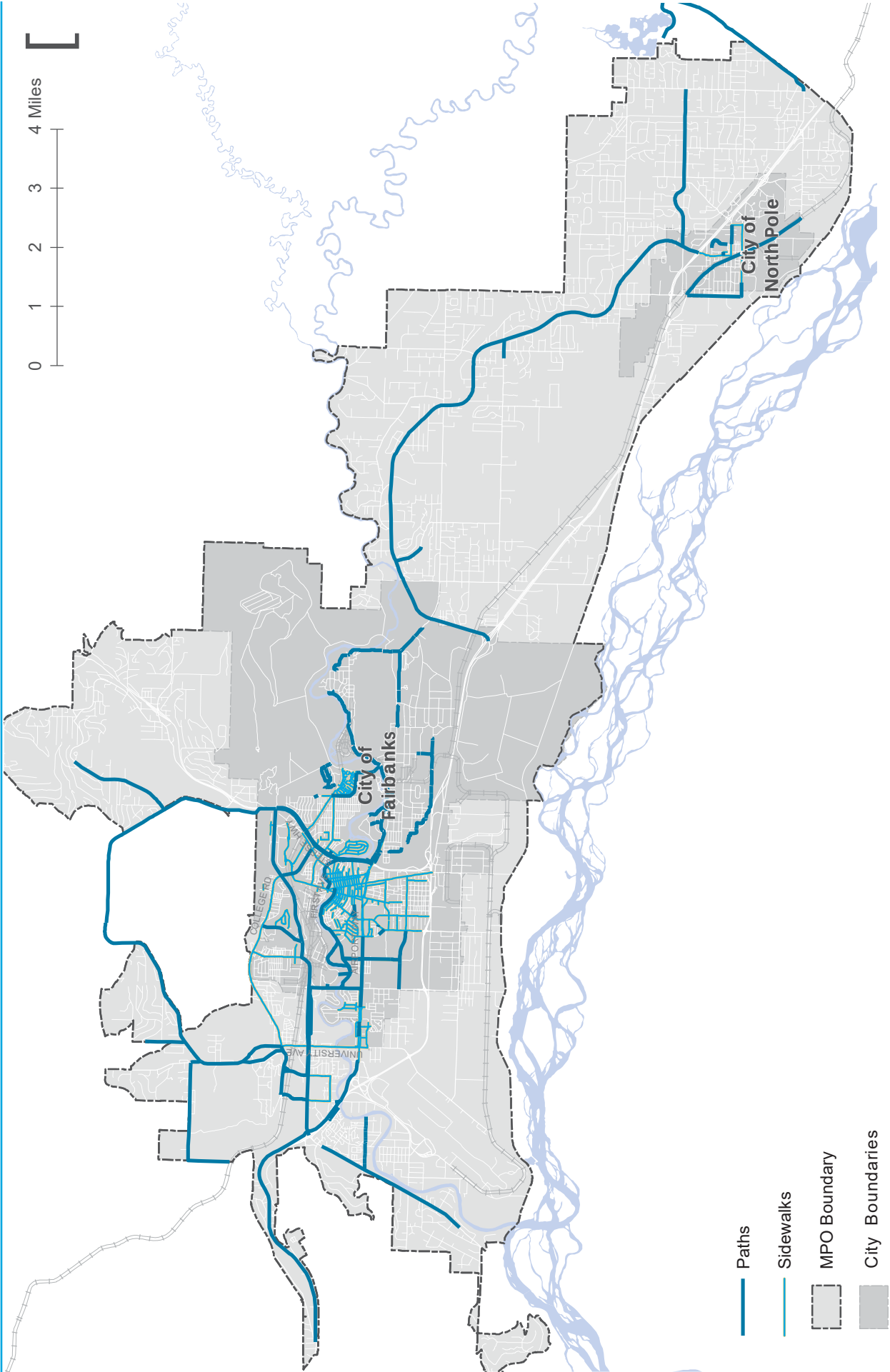
As with bicycle travel, the comfort of people walking can be assessed by an LTS analysis. A pedestrian LTS analysis is based on the speed of adjacent traffic, volumes or number of lanes of adjacent roadways, sidewalk width and condition, and whether a buffer exists between traffic and people walking. Like a bicycle LTS analysis, a pedestrian LTS analysis indicates walking facilities' comfort level for users.

**EC&N-Figure 9** presents the pedestrian LTS for each roadway in the FAST Planning area. Due to a lack of data, the LTS analysis was based on roadway speeds and volumes. Low-volume roadways (less than 750 motor vehicles per day) are not shown on this map, as many people walking may feel somewhat comfortable walking on the roadway, depending on its other characteristics.

Higher-stress roadways can be a barrier to walking, and a gap in the low-stress walking system can be enough to discourage a person from walking. In some cases, LTS may also be a proxy for understanding the safety of the pedestrian system. Generally, people feel more comfortable walking in an area because it feels safe. High-speed, high-volume roadways without pedestrian facilities may not only be uncomfortable, they may also indicate potential safety issues. Roads with high speeds and volumes may not only need a sidewalk but should also have a buffer between the sidewalk and traffic to be comfortable for sidewalk users. Parking, landscape strips, and furnishing zones like the one added to Cushman Street are all examples of buffers that make it more comfortable to walk and can decrease the level of traffic stress.

In addition to sharing the existing levels of stress of facilities, the LTS maps can be evaluated to determine where there are opportunities to improve the systems for people who walk and cycle. These high-stress facilities are included as needs in the Location Specific Needs Section later in this chapter.

EC&N-Figure 8: Existing Pedestrian Network





## CONNECTION TO TRANSIT

Every transit trip begins and ends with a walking or cycling trip. Walking and cycling to transit can allow bicyclists and pedestrians to make longer trips than would be reasonable on foot or by bicycle alone.

MACS Transit buses are equipped with racks to hold bicycles. This allows individuals to cycle to transit when their origin or destination is more than a short walk to the bus stop. Providing bicycle racks at transit stops can also encourage people to cycle to transit, especially if they do not need to use their bicycle on the opposite end of the trip or if the bicycle rack on the bus is full.

Because every transit trip starts with walking or cycling, it is especially important that safe, comfortable facilities connect people walking and cycling to transit stops. This includes crossings that allow people to cross safely to catch their bus or to cross to their destination after their transit ride.

## CROSSINGS

Frequent, visible crossings are an important part of systems that serve people who walk and cycle well. A lack of safe crossings can be a barrier. Even if there are safe, comfortable facilities on both sides of the road, if people have no safe, convenient place to cross to reach destinations or transit, the infrastructure may not serve those walking and cycling.

Crossings should be provided at major transit stops; at locations with a history of crashes related to people crossing (or with similar characteristics as locations with crash history); at locations that provide critical access to other pedestrian and bicycle facilities, such as shared-use paths; and at key destinations with high activity levels, like schools, libraries, grocery stores, healthcare facilities, and community centers. Areas with higher densities of destinations, like downtown Fairbanks and College Road, should provide regular crossing opportunities. When crossings are infrequent or do not connect people to common destinations, people walking or biking may have to travel out of direction or cross the street at a more dangerous location.

Crossing design is another important safety consideration. Generally, high-speed, high-volume roadways need higher-visibility crossings than low-speed, low-volume roadways. Low-speed, low-volume roadways with one lane in either direction may need only crosswalk striping and signage, while higher-speed and -lane roadways require beacons (e.g., rectangular rapid flashing beacons [RRFBs] or pedestrian hybrid beacons [PHBs]) or signals.

## MAINTENANCE

Many people are reliant on walking and cycling facilities for their everyday needs. For those facilities to be useful, they must be maintained. The Fairbanks-North Pole region experiences a long winter season with snow and ice present for several months. Generally, wintertime maintenance efforts (e.g., plowing) need to be increased on facilities for people walking and cycling, both in terms of frequency and the number of facilities maintained.

Snow removal on sidewalks and shared-use paths is a concern. Icy sidewalks or sidewalks full of snow make it difficult or dangerous to walk. Snow storage between sidewalks and roadways also makes it difficult and dangerous for people to access the bus from the sidewalk, so many transit riders have no choice but to wait in the road, which can create conflicts with the bus or motorists.

Once the snow and ice melts, there is a significant amount of gravel left behind on roadway shoulders. This is also a problem on shared-use paths where all-terrain vehicles (ATVs) ride adjacent to the path and kick up gravel onto the path. Gravel is particularly problematic for road bikes with narrow tires. Increased sweeping efforts would address this need.

Eighty percent of respondents to the public survey noted that lack of maintenance is a barrier to walking and cycling in the region. Twenty-nine percent of comments in the comment map were related to a general maintenance need (not including winter maintenance). Ten percent of comments were related to a winter maintenance need.

Improving year-round maintenance efforts will make cycling and walking in the FAST Planning area safer and more comfortable throughout the year. This will in turn increase year-round activity on existing networks. Currently, the level of activity in winter is only 20 percent of that in summer.

Maintenance practices and policies are further described in the Policies, Programs, and Laws Review section of this document.

## LOCATION-SPECIFIC NEEDS

The Fairbanks region has improved facilities for bicyclists and pedestrians, but there are still outstanding needs to be addressed before the systems provide facilities that are comfortable and accessible for all people throughout the region. **EC&N-Figure 10** and **EC&N-Figure 11** provide the locations where project needs have been identified for people cycling and walking. These needs were identified through the following methods:

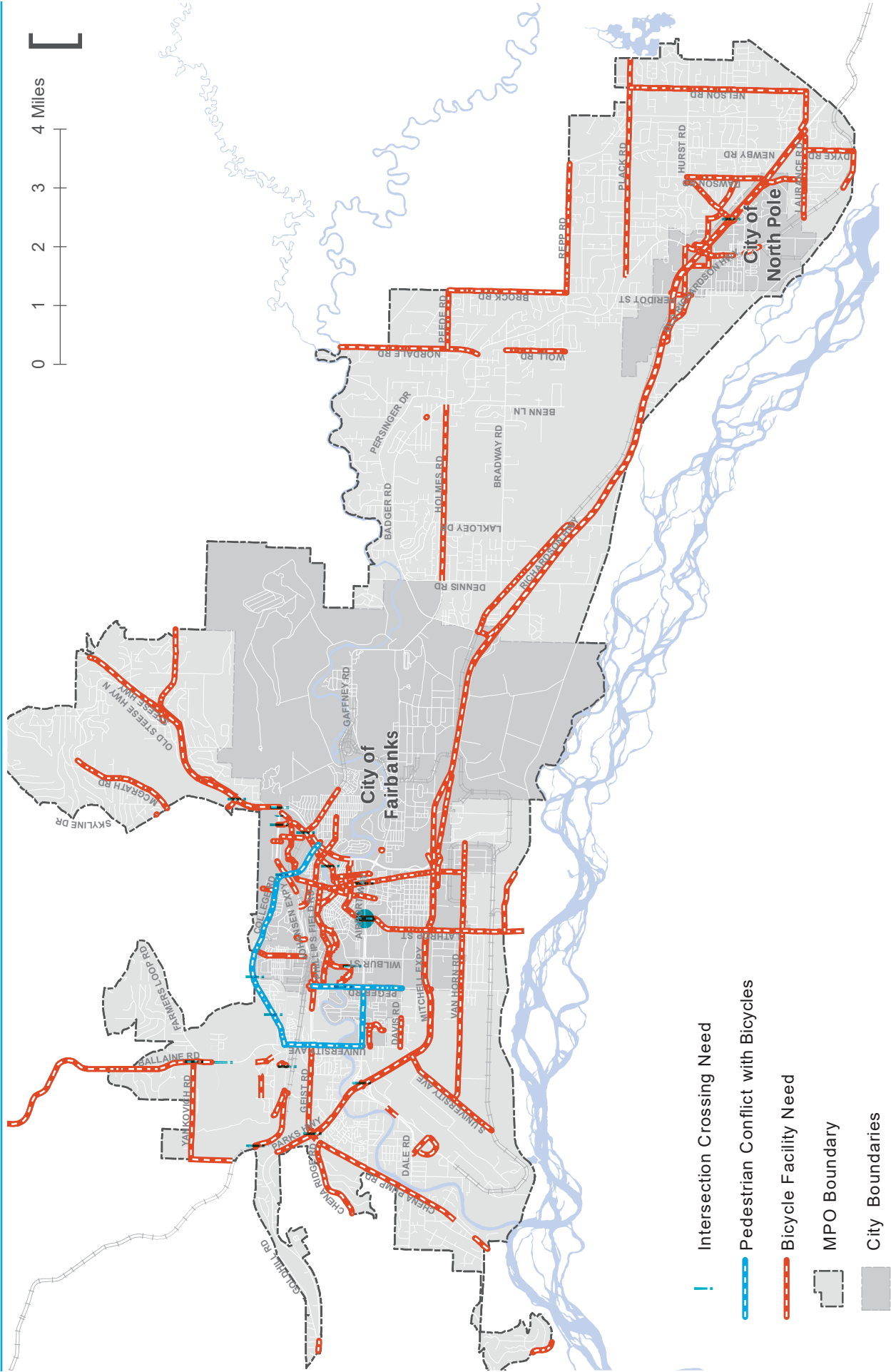
- Public online interactive map
- Discussions with the Bicycle and Pedestrian Advisory Committee (BPAC)
- Crash data review
- LTS analysis
- Public survey

Additionally, 40 percent of comments requested a new facility, closing a gap in an existing facility, or extending an existing facility. These comments were considered in developing the needs maps, presented below.

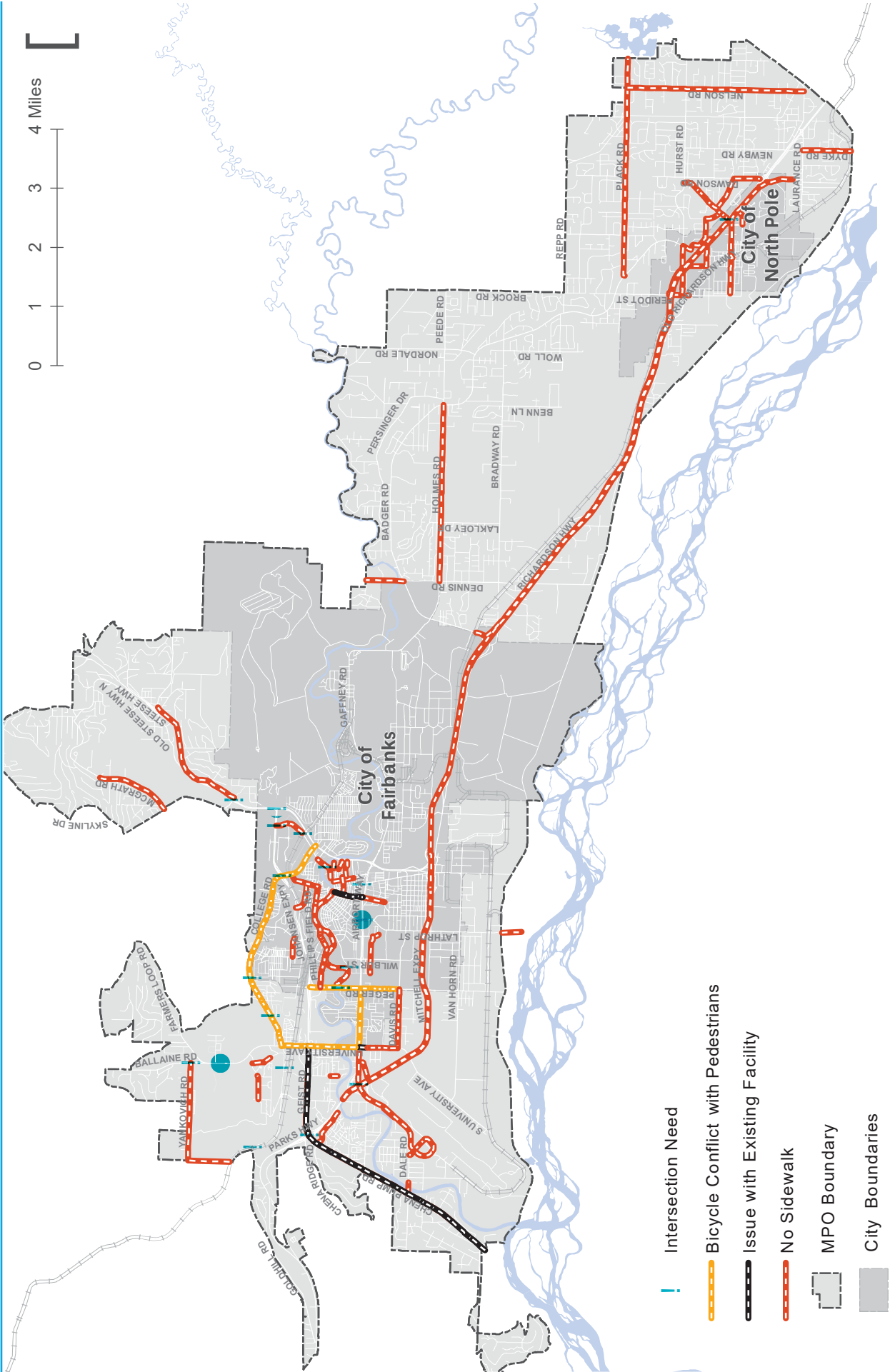
The Bicycle Facility Needs map (**EC&N-Figure 10**) shows that bicycle facilities are needed in diverse geographical areas across the region—in Fairbanks, North Pole, outside city boundaries, and as regional and local connections. Nineteen crossing needs were identified across the region for bicyclists. These are also diverse in their locations but are more centered in Fairbanks and near the University of Alaska Fairbanks.

In addition to the 12 crossing locations identified, most of which align with previously mentioned bicycle crossing needs, the Pedestrian Facility Needs map (**EC&N-Figure 11**) identifies several types of needs in the region. ‘Intersection needs’ indicates a crossing improvement is needed. Segment-related facility needs are also mapped. ‘Bicycle conflicts’ are locations where there are not walking facilities separate from cycling facilities and feedback shows it is uncomfortable and potentially unsafe for people walking and people cycling to share this facility. Most of the needs are related to adding a facility where one does not currently exist.

EC&N-Figure 10: Bicycle Facility Needs



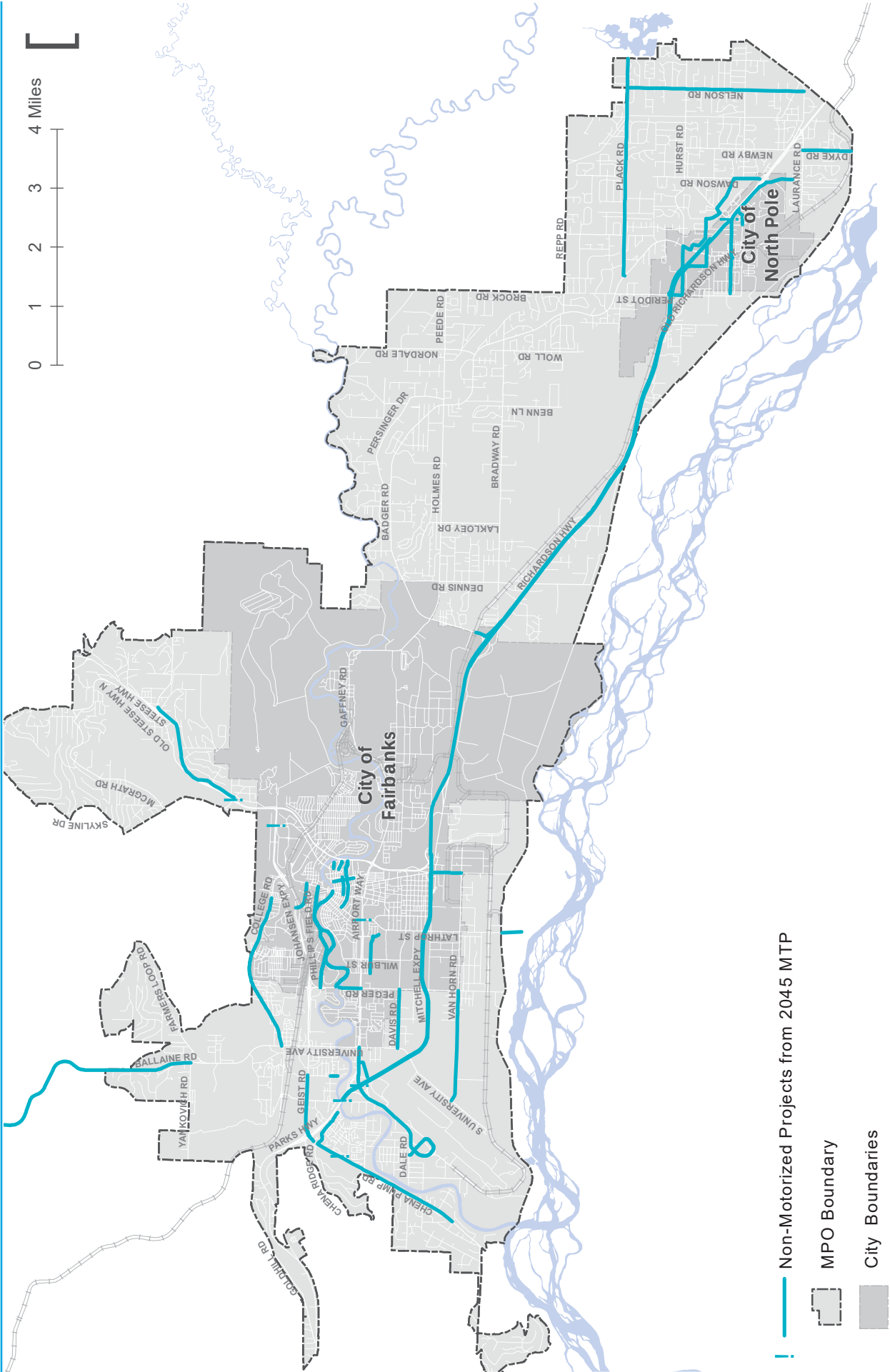
EC&N-Figure 11: Pedestrian Facility Needs



## Planned Projects

The current Metropolitan Transportation Plan (MTP) for the FAST Planning region, Envision 2045, includes projects that address the needs of all modes. The plan, adopted in 2018, includes bicycle and pedestrian projects. These projects were established from the region's 2012 Non-Motorized Transportation Plan, the 2040 MTP, and new projects identified through a public involvement process undertaken during the creation of Envision 2045. The bicycle- and pedestrian-specific projects from that plan are included in **EC&N-Figure 12**. Some of these planned projects address previously identified needs, but they do not do so comprehensively. The remaining needs are addressed by projects recommended in this plan.

EC&N-Figure 12: Planned Bicycle and Pedestrian Projects from Envision 2045



## ADA ASSESSMENT

The DOT&PF Northern Region Americans with Disabilities Act (ADA) Reconnaissance and Improvements Report (March 2019) and City of Fairbanks Sidewalk Transition Plan (July 2018) document the existing conditions and needs for compliance with the ADA in the region.

### DOT&PF ADA RECONNAISSANCE STUDY (NORTHERN REGION)

Based on field data collected in 2017, the Reconnaissance Study evaluated curb ramps, depressed curb slopes, detectable warnings, clear spaces, and operable parts. Most non-compliance issues were minor, with 'Rating 4' (minor accessibility issues) the predominant rating. The following table summarizes the relative compliance of each corridor. Corridors with upcoming or ongoing projects that will address ADA issues are labeled 'yes.'

**EC&N-Table 5: DOT&PF Roadway Corridor ADA Compliance Results**

| Corridor                               | ADA compliance <sup>1</sup> | Project(s) |
|----------------------------------------|-----------------------------|------------|
| <b>3rd Street</b>                      | <b>5%</b>                   | <b>Yes</b> |
| <b>Airport Way (+ frontage roads)</b>  | <b>19%</b>                  | <b>No</b>  |
| <b>Geist Road</b>                      | <b>13%</b>                  | <b>Yes</b> |
| <b>College Road</b>                    | <b>16%</b>                  | <b>No</b>  |
| <b>Davis Road</b>                      | <b>25%</b>                  | <b>No</b>  |
| <b>Johansen Expy/<br/>Danby Street</b> | <b>32%</b>                  | <b>Yes</b> |
| <b>Mitchell Expy</b>                   | <b>15%</b>                  | <b>No</b>  |
| <b>Peger Road</b>                      | <b>31%</b>                  | <b>No</b>  |
| <b>S. Cushman/Van<br/>Horn</b>         | <b>12%</b>                  | <b>No</b>  |
| <b>Steese Highway</b>                  | <b>21%</b>                  | <b>No</b>  |
| <b>University Ave</b>                  | <b>36%</b>                  | <b>Yes</b> |
| <b>Badger Road West</b>                | <b>29%</b>                  | <b>No</b>  |
| <b>Badger Road East</b>                | <b>8%</b>                   | <b>No</b>  |
| <b>Dawson Road<br/>Interchange</b>     | <b>18%</b>                  | <b>No</b>  |

<sup>1</sup> Non-compliance includes minor accessibility issues, major accessibility issues, critical accessibility issues, and missing/unpassable accessible pathway or safety issue.

## CITY OF FAIRBANKS SIDEWALK TRANSITION PLAN

The City of Fairbanks conducted an evaluation of all 56 miles of City-owned sidewalks in 2018. Each sidewalk's ADA issues were mapped and cataloged. Sidewalks were evaluated using Public Rights-of-Way Accessibility Guidelines (PROWAG). The transition plan identified \$13,686,664 in improvements to bring all sidewalks up to PROWAG guidance.

Since the Transition Plan was created, the following sidewalks have been upgraded on City streets:

- Gillam Way (Airport to 22nd Avenue)
- Wembley Avenue (full length)
- 5th Avenue (Cowles to Barnette)
- West Cowles Street (E Cowles to 19th)
- Slater Drive (dead end road near Graehl Park)
- 10th Avenue (Lathrop to Kellum and Cushman to Steese )
- Bjerremark Street (26th to 28th Avenue)
- South Cowles Street (23rd to 24th Avenue)

Currently in the Transportation Improvement Plan (TIP) for City streets where sidewalks are planned to be upgraded:

- 5th Avenue (Barnette to Noble)
- Cowles Street (1st to E/W split on Cowles south of Airport Way)
- Cushman Street bridge
- Minnie Street (full length)

The following nominations from the City are to be considered for funding:

- Lacey Street (full length)
- Lathrop Street (Egan to 16th Ave)
- Egan Avenue (Moore to Wilbur)
- 4th Avenue (Bonnifield to Barnette)
- Barnette Street (1st to Airport)

## POLICIES, PROGRAMS, AND LAWS REVIEW

The project team has reviewed existing policies, programs, and laws related to walking and cycling for the FAST Planning area. The project team compared this information to the criteria used in the Bicycle Friendly Community (BFC) program of the League of American Bicyclists (LAB) and the Walk Friendly Communities (WFC) program of the Highway Safety Research Center at the University of North Carolina. This comparison serves to identify areas where the Fairbanks region already does well at promoting a friendly culture toward walking and cycling, as well as opportunities to become an even more bicycle and pedestrian friendly community. Those recommendations for improvement are included in Chapter 3 of this plan.

## Overview of BFC and WFC Programs

Both the BFC and WFC programs consider factors related to all of the “5 E’s” of transportation (i.e., engineering, education, encouragement, enforcement, and evaluation). While engineering topics are the primary focus of this particular planning effort, this review also provides FAST Planning and the community with direction and strategies to move forward in the other four “E’s.”

FMATS applied for the BFC program in 2016 for Fairbanks and was awarded Honorable Mention, indicating that the City did not meet LAB’s requirements for Bronze status at that time. Per the BFC report card in response, Fairbanks scored an average of 3 out of 10 across the “5 E’s.” Key recommendations included completing the bicycle network, particularly on major roads, and providing alternative routes around bicycle prohibited routes; educating law enforcement officers; and improving bicycle parking. This review considers findings from that evaluation, acknowledging the progress made since the application.

## Engineering and Planning

Engineering and planning programs and policies pertaining to walking and cycling transportation may include:

- Non-motorized transportation plans
- Maintenance practices
- Complete Streets policies (or similar)
- Design standards
- Training
- End-of-trip facility requirements (e.g., bicycle parking)
- Other engineering and planning practices aimed at accommodating walking and cycling

## EXISTING CONDITIONS

Non-motorized transportation plans include bicycling, walking, trails, and ADA transition plans. Existing plans impacting the FAST Planning region include:

- **Complete Streets Final Policy (2015)** – The Complete Streets Policy was adopted in October 2015 and specifies that complete streets should be considered at all phases of planning and project development in the interest of building a more multimodal transportation system. This policy is a commitment that future transportation projects will consider all transportation modes within the road right-of-way as early as practicable and throughout the planning process. FAST Planning recognizes the need for context-sensitive solutions and provides a list of facilities that should be considered for a complete street, but the policy does not provide exact requirements for types of facilities that have to be included in designing a street. The policy is intended to be a guide for DOT&PF and consultants planning, designing, constructing, and maintaining streets within the FAST Planning boundary.

- **Alaska Statewide Active Transportation Plan** – The 2019 Alaska Statewide Active Transportation Plan update aims to develop a safer and more efficient transportation network and infrastructure to encourage walking and cycling and promote healthy lifestyles. These walking and cycling opportunities will be equitable and accessible. The plan recommends updates to non-motorized design and maintenance practices as well as revisions to DOT&PF policies and laws.
- **Green Streets Policy (2016)** – The Green Streets Policy was adopted in June 2016 to minimize the environmental impacts of transportation facilities by focusing on efforts to retain, treat and eliminate runoff at the source using green infrastructure applications. The policy states, “All projects financed and approved by FAST Planning should, where practicable, use native and site-adapted vegetation, landscaping and related environmental site design features to capture and filter stormwater runoff within the right-of-way, in a manner appropriate to the function and context of the facility.”
- **Green Streets Plan (2019)** – FAST Planning identified and prioritized streets within the urbanized area that are in greatest need of green infrastructure for the management of stormwater runoff. This included specific design recommendations for each of those streets. The report also included research into best management practices in a subarctic environment.
- **Landscaping Policy (2017)** – The Landscaping Policy encourages landscaping with transportation improvement projects to promote quality of life, livable communities, water quality and quantity benefits, long term viability, and maintenance of the project. This policy affects the preferred design approach that provides long-term financial benefits while minimizing environmental impact by focusing on efforts to retain, treat, and eliminate runoff at the source using landscaping elements or green infrastructure applications.
- **Envision 2045** – Envision 2045 is FAST Planning’s Metropolitan Transportation Plan. The plan aims to improve all modes—car, freight, transit, pedestrian, and bicycle—so that all people can move safely and efficiently through the region. Its purpose is to equip, manage, and operate the transportation system to be multimodal and interconnected.
- **2012 FMATS Non-Motorized Transportation Plan** – This plan outlines policy, programmatic, and infrastructure improvements to increase the number of residents using non-motorized transportation and improve the safety and comfort of those who already do. The FAST Planning Non-Motorized Plan is an update to this document.
- **Safe Routes to School** – This document provides a toolbox of potential treatments to enhance pedestrian and bicyclist safety with the intention of increasing the number of children walking and cycling to school. It recommends adding and improving sidewalks around schools, where possible locating sidewalks on both sides of the street so children do not need to cross multiple times. The document also recommends bicycle facilities (including bicycle parking facilities), crosswalks, crossing guards, neighborhood traffic calming devices, and improved street lighting.
- **ADA plans** – DOT&PF has an ADA Transition Plan for its facilities, completed in 2016, and summarized earlier in this chapter. The ADA Transition Plan provides an evaluation of DOT&PF services, policies, and practices to ensure they are serving the needs of those with disabilities. In Fairbanks, DOT&PF assessed curb ramps, pedestrian push-buttons, slope and incongruous features of linear elements in the pedestrian right-of-way, and bus stops on state-maintained sidewalks. The plan evaluates pedestrian access against ADA standards, outlines priorities for improvement, and provides a plan for project implementation to improve accessibility. The City of Fairbanks completed an inventory of City sidewalks, including spatial information about sidewalk consideration and constraints, in 2017. The City developed an ADA Transition and Priority Plan.

- **Alaska Statewide Transportation Improvement Program (STIP)** – This is a four-year program for transportation system preservation and development. Projects in the STIP follow a risk-based analytical approach that articulates the policies for new facilities, modernization, system preservation, system management and operations, economic development, safety and security, livability, community and environment, and transportation system performance.
- **Fairbanks Mobility Management Plan** – The Fairbanks Mobility Management Plan includes strategy related to transit mobility management. These strategies should be expanded to utilize active transportation as a means to reduce gaps in service, expand the use of transportation technology, and improve customer confidence and awareness of transportation options.
- **Fairbanks North Star Borough Coordinated Transportation Plan** – This plan seeks to improve public and community transportation options for older Americans, people with disabilities, and low-income individuals. This plan should be expanded to include non-motorized transportation options.
- **Fairbanks North Star Borough Regional Comprehensive Plan** – Although this plan was created in 2005, the goals and strategies are supportive of an enhanced multimodal transportation network. The plan works to create a transportation system in FNSB that is multi-faceted, safe, sustainable, convenient, and efficient. This includes supporting multimodal transportation linkages, integrating safe multi-use trail circulation into road networks and maintaining multi-use trails for commuter and recreational purposes, and making the Borough more pedestrian-friendly in urban areas and safer in rural and remote areas.
- **Fairbanks North Star Borough Short & Long Range Transit Plan** – This plan includes information related to pedestrian and bicycle access to transit.
- **Salcha-Badger Road Area Plan** – This plan serves as a community resource to guide short and long-term transportation needs.
- **Airport Way Functional Features Analysis** – This project evaluated the entirety of Airport Way to improve business access, aesthetics, and operations of the corridor and developed project-level recommendations. Key recommendations included realigning, repurposing, and closing sections of the Airport Way frontage road to improve the walking and cycling environment and aesthetics of the corridor.
- **Transportation Improvement Program Amendment 3** – The TIP includes a project list and information about funding sources. This modification to the FAST Planning 2019-2023 Transportation Improvement Program was developed primarily to address previous over-programming and budget changes, accelerate the Airport Way West Improvements and Holmes Road Reconstruction, add budget for the FAST Improvement Program project, and address challenges associated with funding the Barnette Street Reconstruction project.
- **North Pole Strategic Plan 2016-2021 (2016):** This plan provides a framework to guide future decisions on land use, economic development, City policies and other key community development topics. One of its goals is to “Promote a Connected Transportation System in North Pole” to increase opportunities for commerce and development. Strategies include improving traffic circulation and safety in North Pole and increasing bicyclist and pedestrian safety in high-use areas, including Safe Routes to School, and adopting a Complete Streets Policy.
- **City of Fairbanks Sidewalk Inventory and Condition Assessment (2017)** – The City of Fairbanks inventoried and assessed the condition of approximately 55 miles of City-maintained sidewalks. The assessment documents locations with sidewalk damage, sidewalk ramp issues, driveway ramp issues, and sidewalk encroachment, and provides a priority ranking based on expected use.
- **DOT&PF Alaska Strategic Highway Safety Plan (2018):** The overall goal of this plan is to improve roadway safety through changes in driver behavior, roadway design, and considerations given to special users, such as bicyclists and pedestrians. Engineering and evaluation programs are also presented to increase the incorporation of special users into roadway design, right-of-way designation, and data collection for high incident areas.

Other engineering and planning efforts in the Fairbanks region include the following:

- The FAST Planning TIP criteria were updated with dedicated criteria that place non-motorized projects on an equal footing with roadway projects when competing for funding, and to more expressly consider safety.
- DOT&PF is conducting an ongoing ADA assessment and project nomination process.
- FAST Planning created the Bicycle and Pedestrian Advisory Committee.
- The University of Alaska Fairbanks qualified as a Silver Bicycle Friendly University through LAB.
- FNSB buses are equipped with bicycle racks and the FAST Planning Bikeways map includes instructions on how to use them.
- FNSB has a Trails Advisory Commission.
- FNSB requires that most roads, except pioneer access roads and alleys, be constructed with two-foot shoulders; this provides additional space for bicyclists but is short of the minimum four feet recommended in the AASHTO Guide for the Development of Bicycle Facilities (2012).
- FNSB requires 'large-scale' developments to construct minimum eight-foot-wide sidewalks connecting to all customer entrances along the frontage of all buildings and connecting to existing facilities, if they exist, or to the adjacent public right-of-way.
- FNSB also requires large-scale developments to install bicycle parking near the main building entrances.

## WINTER MAINTENANCE

Maintenance is a key non-motorized transportation issue year round. Due to the area's winter climate, non-motorized facilities must be cleared of snow and ice in order to be walkable and bikeable for people during a significant portion of the year, particularly for those with mobility challenges.

Wintertime maintenance of non-motorized facilities has increased in recent years, spurred in part by the regular meeting of the FAST Planning Seasonal Mobility Task Force (SMTF). The SMTF is a collaborative effort involving maintenance personnel from DOT&PF, the City of Fairbanks, FNSB, and Festival Fairbanks (an organization that clears certain areas around downtown Fairbanks); representatives from the ADA community and the Downtown Association; and FAST Planning staff. The SMTF holds an annual Winter Maintenance Forum to inform the public of upcoming winter maintenance planning. The current status and progress of each agency is highlighted below. Further detail is presented in the **Technical Appendix**.

### DOT&PF

- 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.
- DOT&PF uses graders, loaders, pick-up plows, skid steers, and articulated tractors, depending on the facility and constraints.
- Maintenance activity funding levels have been significantly reduced due to the state's decreases in revenue.
- DOT&PF recently began treating major intersections with brine to manage ice and snow.

## City of Fairbanks

- The City prioritizes arterial and collector roadways for snow clearing. The inner core is dedicated to the night shifts to minimize disruption to businesses.
- The City uses a fleet of two articulated tractor vehicles and one skid steer for most of their sidewalk snow removal activities, but challenges with their operation in the cold have been reported.
- The City of Fairbanks does not itemize non-motorized winter maintenance in their budget.
- The City does not use brine or salt and uses rock chips for vehicle traction, which can contribute to windshield damage.

## City of North Pole

- The City hires a contractor for winter maintenance, which uses a skid steer loader and small loader with attachments.
- The City does not have any specific non-motorized policies, but has begun aggressively clearing city paths in recent years.
- The City of North Pole does not itemize non-motorized winter maintenance in their budget.
- The City of North Pole does not apply salt or brine.

DOT&PF's commitment to clearing non-motorized facilities along with roadways on priority routes has improved conditions on those routes in recent years. However, the priority of non-motorized routes by users does not necessarily align with the DOT&PF's road hierarchy driving their roadway priorities.

The Cities of Fairbanks and North Pole winter maintenance policies do not specify a time frame for their snow maintenance activities.

Modifications to Fairbanks City Code to establish downtown snow maintenance standards have been proposed to the Fairbanks Council.

FHWA requirements for on-street bicycle facilities permit them to be used as temporary snow storage if a suitable alternative route is available, including the roadway travel lanes. This policy provides some flexibility to install high-value, on-street bicycle infrastructure with three-season benefits before the equipment, staffing, and funding is available for immediate snow removal.

## Education

Educational efforts may target walkers, bicyclists, and/or drivers and offer instruction in areas such as safety, rules of the road, bicycle maintenance and repair, and commuting tips. There is often overlap between education and encouragement activities.

Existing educational outreach efforts in the Fairbanks region include:

- **Bike rodeos put on by Volunteers in Policing and Banner Health** – The bike rodeos, which help teach bicycle safety to children, are available to any elementary school in the FNSB that requests one. A bike rodeo is also offered at the annual Fairbanks Cycling Club (FCC) Bike Expo.
- **FCC Bike Expo** – In addition to a bike swap, the annual FCC Bike Expo includes a bike rodeo for children and clinics covering on-the-road and home bicycle maintenance and repair.
- **Bicycle and pedestrian safety media campaigns** – DOT&PF and the Center for Safe Alaskans run occasional media campaigns to promote bicyclist and pedestrian safety.

## Encouragement

Encouragement activities aim to promote bicycling and walking and increase awareness of opportunities for non-motorized travel. There is often overlap between encouragement and education activities.

Existing outreach efforts to improve non-motorized transportation awareness in the Fairbanks region include:

- **Bike to Work Month, Week, and Day campaigns** – The area celebrates these nationally designated occasions, with a number of activities including a Mayor’s Ride, Community Perspective submissions to the News-Miner, prize giveaways, breakfasts, and free tune-ups offered by a local business.
- **‘Don’t be Fuelish’ campaign** – Now in its 13th year, this is a competition hosted by the Northern Alaska Environmental Center between businesses and other organizations in the Fairbanks area to see which organization’s employees can conserve the most fuel in their daily commutes.
- **FAST Planning Bikeways Map** – FAST Planning regularly updates its Bikeways map for the Fairbanks region, which highlights the locations of trails, shoulders, and other facilities for bicyclists, as well as parks, schools, transit stops, and other destinations. It also includes safety tips, relevant legal information, and instructions for how to load a bicycle onto a transit vehicle.
- **The FCC** hosts a number of group rides, puts on the annual Bike Expo, and maintains a website that includes forums and announcements related to area cycling.
- **Volunteers in Policing** – This volunteer group, which operates in partnership with the Fairbanks Police Department, puts on bike rodeos and conducts helmet and prize giveaways during Bike to Work Week and throughout the summer.

## Enforcement and Laws

The Enforcement category includes both ordinances and police efforts to enforce them.

Existing enforcement activities in the Fairbanks region include:

- Laws prohibiting obstructing sidewalks
- Laws requiring the clearing of sidewalks
- Laws prohibiting motorized use of multi-use trails and sidewalks
- Laws requiring motorists to yield to pedestrians crossing the road at intersections and marked and unmarked crosswalks
- Volunteers in Policing (details provided in previous section)

## Evaluation and Planning

It is important that efforts to improve safety and promote non-motorized transportation are evaluated in order to help determine their effectiveness and guide improvements to subsequent efforts.

Existing evaluation activities in the Fairbanks region include:

- **Before and after studies of safety countermeasures** – DOT&PF regularly conducts before and after studies of safety countermeasures to measure their effectiveness.



# RECOMMENDATIONS AND IMPLEMENTATION PLAN



# Introduction

This chapter presents recommendations for cycling and walking improvements in the FAST Planning region. Planning and design recommendations are presented first, then projects, and finally policy and programmatic recommendations. The chapter also provides a snapshot of anticipated funding sources that can be used for these projects.



# INFRASTRUCTURE RECOMMENDATIONS

This section provides recommendations related to infrastructure planning, design, and implementation. It first provides recommendations related to crossings, then bicycle-specific recommendations, and finally pedestrian-specific recommendations.

## Roadway Crossings

Frequent, visible crossings are an important part of a system that serves people who walk and cycle. Although every intersection is a legal crossing, many crossing locations will not feel safe or comfortable for those needing to cross, and a lack of safe crossings can keep people from walking, cycling, and riding transit.

Even if there are safe, comfortable facilities on both sides of the road, if people have no safe, convenient place to cross, the infrastructure may not serve those walking and cycling.

Crossings include everything from unmarked crosswalks, marked crosswalks, and refuge islands to pedestrian activated beacons and signals. The following sections provide more information about crossing location selection and crossing design.

### LOCATION SELECTION FOR ENHANCED CROSSINGS

Safe and efficient crossings should be provided at the following locations:

- Major transit stops
- Locations with a history of crashes related to people crossing
- Key connecting points, like path entrances
- Active destinations like schools, colleges and universities, libraries, grocery stores, healthcare locations, and community centers

Areas with higher densities of destinations, like downtown Fairbanks and College Road, should provide regular comfortable crossing opportunities. When crossings are not provided frequently or at common destinations, people walking and cycling may have to travel out of direction, placing a burden on them and potentially leading to undesirable crossing behavior.

It is unreasonable to expect people cycling and walking to travel much out of direction to find a safe place to cross at any time of the year, but it's especially unreasonable during harsher weather conditions.

**Although the *Highway Capacity Manual* does not provide exact guidance on how much out of direction travel is reasonable for people walking and cycling to find a crossing, it does state that people who have to wait 40 seconds or more to cross experience a failing level of service and are likely to take risks in crossing. This equates to about 150 ft of out-of-direction travel. Providing convenient crossings improves the safety and connectivity of the networks available to people walking and cycling.**

If a roadway is difficult or uncomfortable to cross, like those with many lanes and high speeds and traffic volumes, it may deter people from crossing, even if they have a need to cross. Per Alaska Traffic Manual guidance, enhanced pedestrian crossing treatments, including rectangular rapid flashing beacons (RRFBs) and pedestrian hybrid beacons, may be installed if a location does not meet typical signal justifications.

Engineers should refer to Alaska Traffic Manual section 4A.100.04 and use their judgment regarding factors such as crash history, walking speed, pedestrian age, and maintenance and operations in deciding whether adding an enhanced crossing will improve safety for those who need to cross. When using guidance that considers the number of pedestrians crossing at a location to determine the need for an enhanced crossing, it is important to consider latent demand and estimate the number of pedestrians that would be crossing if a comfortable, safe, enhanced crossing was provided. Such considerations include origins and destinations on either side of the street, pedestrians crossing at nearby locations, and proposed land use changes. This methodology is similar to the fact that a justification for a new road connection is not based on current traffic volumes but those expected with the new infrastructure.

## CROSSING DESIGN RECOMMENDATIONS

In addition to providing crossing treatments at key destinations, the crossing design is an important consideration in providing safe systems for people walking and cycling.

### Enhanced Crossing Design Types

Generally, high-speed, high-volume roadways need higher-visibility crossings than low-speed, low-volume roadways.

Low-speed, low-volume roadways with one lane in either direction may only need crosswalk striping and signage, while higher-speed and lane roadways require greater enhancements, like RRFBs, pedestrian hybrid beacons, or signals.

**R&IP-Figure 1: Rectangular Rapid Flashing Beacon on Lathrop Street**



Selection of the appropriate crossing treatment should be guided by Tables 3B-101, 4A-101, and 4A-102 in the Alaska Traffic Manual. Engineers applying this guidance should use performance-based design principles and consider all known context and needs for an area, including land use considerations and the safety and comfort of the current crossing.

**R&IP-Exhibit 1** presents crossing type considerations as well as other crash countermeasures that should be considered in locations with regular pedestrian crossing activity or a history of crossing-related crashes. *National Cooperative Highway Research Program (NCHRP) Research Report 562: Improving Pedestrian Safety at Unsignalized Crossings*, and the Federal Highway Administration (FHWA) *Guide to Improving Pedestrian Safety of Uncontrolled Crossing Locations*, the source for **R&IP-Exhibit 1**, should also be referenced when making crossing enhancement decisions.

**R&IP-Exhibit 1: Application of Pedestrian Crash Countermeasures by Roadway Feature (Source: FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations)**

| Roadway Configuration                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Posted Speed Limit and AADT |                     |                   |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                   |                      |                   |                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|---------------------|-------------------|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------------|-------------------|-------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Vehicle AADT <9,000         |                     |                   | Vehicle AADT 9,000–15,000 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                   | Vehicle AADT >15,000 |                   |                   |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ≤30 mph                     | 35 mph              | ≥40 mph           | ≤30 mph                   | 35 mph                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ≥40 mph           | ≤30 mph              | 35 mph            | ≥40 mph           |
| <b>2 lanes</b><br>(1 lane in each direction)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | ① 2<br>4 5 6                | ①<br>5 6<br>7 9     | ①<br>5 6<br>7 9   | ①<br>4 5 6<br>7 9         | ①<br>5 6<br>7 9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | ①<br>5 6<br>7 9   | ①<br>4 5 6<br>7 9    | ①<br>5 6<br>7 9   | ①<br>5 6<br>9     |
| <b>3 lanes with raised median</b><br>(1 lane in each direction)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ① 2 3<br>4 5                | ① 3<br>5<br>7 9     | ① 3<br>5<br>7 9   | ① 3<br>4 5<br>7 9         | ① 3<br>5<br>7 9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | ① 3<br>5<br>7 9   | ① 3<br>4 5<br>7 9    | ① 3<br>5<br>7 9   | ① 3<br>5<br>9     |
| <b>3 lanes w/o raised median</b><br>(1 lane in each direction with a two-way left-turn lane)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | ① 2 3<br>4 5 6<br>7 9       | ① 3<br>5 6<br>7 9   | ① 3<br>5 6<br>9   | ① 3<br>4 5 6<br>7 9       | ① 3<br>5 6<br>7 9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ① 3<br>5 6<br>9   | ① 3<br>4 5 6<br>7 9  | ① 3<br>5 6<br>9   | ① 3<br>5 6<br>9   |
| <b>4+ lanes with raised median</b><br>(2 or more lanes in each direction)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | ① 3<br>5<br>7 8 9           | ① 3<br>5<br>7 8 9   | ① 3<br>5<br>8 9   | ① 3<br>5<br>7 8 9         | ① 3<br>5<br>7 8 9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ① 3<br>5<br>8 9   | ① 3<br>5<br>7 8 9    | ① 3<br>5<br>8 9   | ① 3<br>5<br>8 9   |
| <b>4+ lanes w/o raised median</b><br>(2 or more lanes in each direction)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ① 3<br>5 6<br>7 8 9         | ① 3<br>5 6<br>7 8 9 | ① 3<br>5 6<br>8 9 | ① 3<br>5 6<br>7 8 9       | ① 3<br>5 6<br>7 8 9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ① 3<br>5 6<br>8 9 | ① 3<br>5 6<br>7 8 9  | ① 3<br>5 6<br>8 9 | ① 3<br>5 6<br>8 9 |
| <p>Given the set of conditions in a cell,</p> <ul style="list-style-type: none"> <li># Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.</li> <li>● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.</li> <li>○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*</li> </ul> <p>The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.</p> |                             |                     |                   |                           | <ol style="list-style-type: none"> <li>1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs</li> <li>2 Raised crosswalk</li> <li>3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line</li> <li>4 In-Street Pedestrian Crossing sign</li> <li>5 Curb extension</li> <li>6 Pedestrian refuge island</li> <li>7 Rectangular Rapid-Flashing Beacon (RRFB)**</li> <li>8 Road Diet</li> <li>9 Pedestrian Hybrid Beacon (PHB)**</li> </ol> |                   |                      |                   |                   |

\*Refer to Chapter 4, "Using Table 1 and Table 2 to Select Countermeasures," for more information about using multiple countermeasures.

\*\*It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegher, C.V., J.R. Stewart, R.H. Huang, P.A. Lagerwey, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations. Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100, Washington, D.C.; FHWA Manual on Uniform Traffic Control Devices, 2009 Edition, (revised 2012). Chapter 4F, Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA Crash Modification Factors (CMF) Clearinghouse, <http://www.cmfclearinghouse.org/>; FHWA Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE), <http://www.pedbikesafe.org/PEDSAFE/>; Zegher, C., R. Srinivasan, B. Lan, D. Carlier, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegher, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thirsk, and Zegher. (2016). NCHRP Synthesis 498. Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

## Intersection Crossing Designs

People can only process so much information in a short period of time. Intersections can overload the processing power of people driving, especially at high speeds, and they may fail to see pedestrians or cyclists crossing. To combat this, pedestrian crossings must be well marked with high-visibility striping to let motorists know that a pedestrian may be in that space.

Signalized crossings should also provide pedestrian signal heads to indicate whether pedestrians should wait or cross, and if there is a left-turning signal head for motorists, pedestrians should be provided with a protected walk phase, separate from those left-turning vehicles.

All legs of intersections for which a pedestrian may possibly need to cross should provide marked crossings. Crossings at channelized right-turn lanes may require additional considerations from traditional intersection configurations. *NCHRP Research Report 834* establishes a methodology to assess crosswalks at channelized right-turn lanes and roundabouts for additional crossing treatment to meet the needs of pedestrians with visual impairments.

## Bicycle Facilities

As introduced in the Existing Conditions and Needs chapter, the roadway context determines what type of bicycle facility is needed. On low-speed, low-volume roadways, a shared lane for bicyclists and motorists may be appropriate, while high-speed, high-volume roadways require more separation between bicyclists and motorists. For more information about this, see the Bicycle Network section of Chapter 2: Existing Conditions and Needs.

Federal guidance provides specific bicycle facility recommendations according to the roadway characteristics. **R&IP-Exhibit 2** presents FHWA's preferred bikeway type for different roadway contexts in their *Bikeway Selection Guide*.

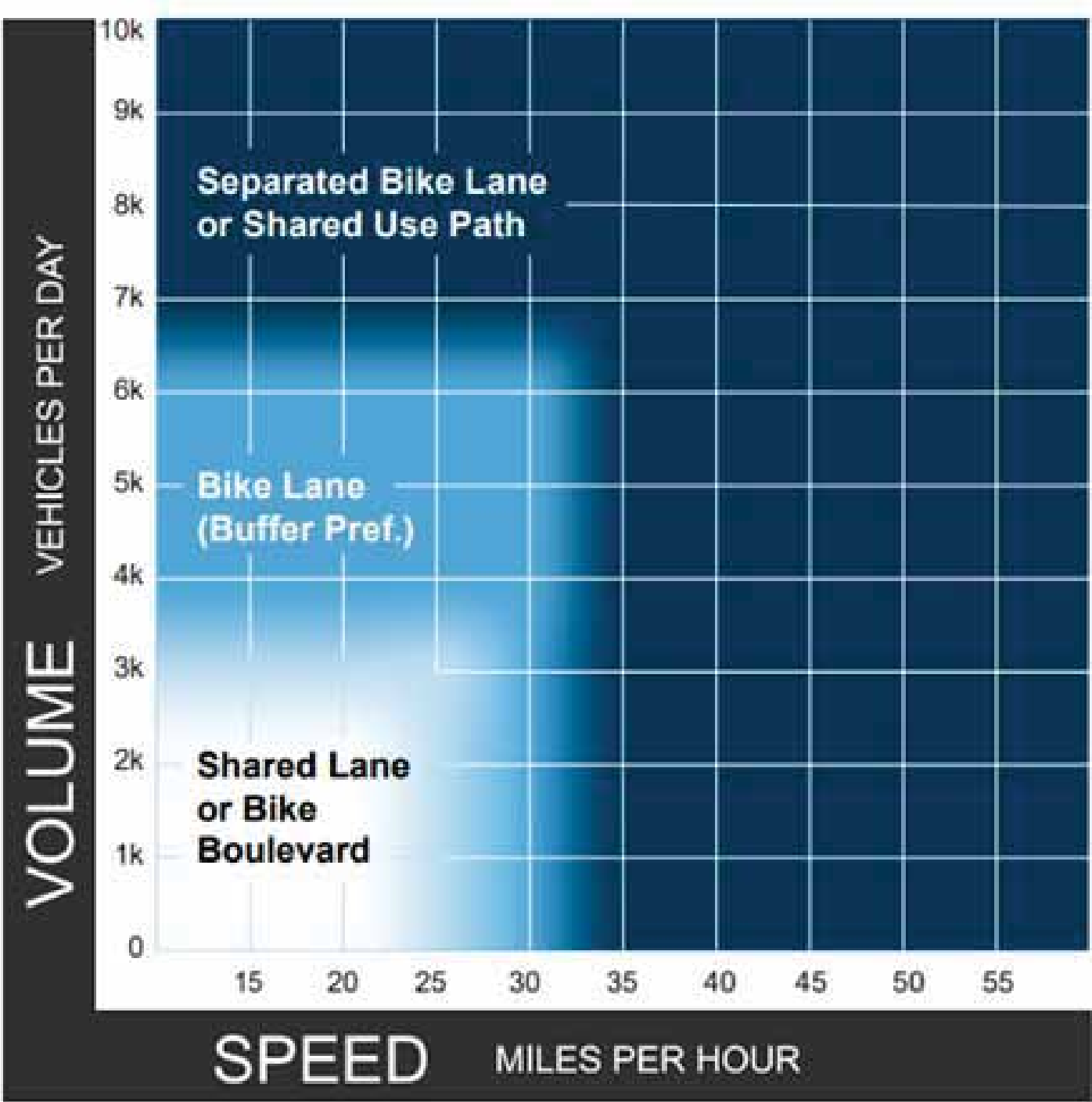
The recommendations provided in **R&IP-Exhibit 2** are for urban, suburban, and rural town contexts. The guide also specifies that rural roadways may include a wide shoulder instead of a bike lane. Roadways with 2,000 or more vehicles per day should include an 8-ft shoulder, while roadways with greater than 8,000 vehicles per day and approximately 40 mph or greater speeds should include a 10-ft shoulder.

This guidance was adapted for the Fairbanks area to come up with the recommended bicycle facility design for each roadway in the FAST Planning area. The recommended facility designs presented in **R&IP-Figure 2** should be consulted when redesigning, restriping, or reconstructing any roadway in the region to determine the appropriate bicycle facility.

Because roadway characteristics can change over time, the FHWA *Bikeway Selection Guide* should also be referenced during project planning. Chapters 4 and 5 of the *Bikeway Selection Guide* also provide direction for considerations and recommendations for final bikeway selection in the event the recommended design is not feasible for a location.

The **Technical Appendix** includes an assessment of bike lane feasibility in Fairbanks.

R&IP-Exhibit 2: Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts (Source: FHWA Bikeway Selection Guide)





The types of facilities recommended in **R&IP-Figure 2** are as follows:



**Shared streets** – Streets where people cycle with mixed traffic, and are comfortable when speeds and volumes are very low, like many neighborhood streets. Shared streets already exist in the Fairbanks region and more information about them can be found in the Existing Conditions, Needs, and Opportunities chapter.

Shared streets may be unmarked local streets; and/or may be designated Bicycle Boulevards with directional signs and traffic calming treatments, if needed.



**Bicycle lanes** – Signed and striped lanes for the exclusive use of bicyclists on a roadway. They are usually between 5-7 ft wide, not including the gutter pan.



**Buffered bicycle lanes** – Bicycle lanes that include a striped buffer zone or separation zone between cyclists and motor vehicle traffic.



**Separated facilities** – Can be either shared-use paths or separated bicycle lanes.

- **Shared use paths** – Facilities shared by people walking and cycling. Paths can be on their own alignment away from roadways or can parallel roadways. Those that are parallel to roadways are called sidepaths. Sidepaths are separated from the roadway with at least a landscape strip, though the path may join the road at intersections to increase visibility. Paths are not recommended for locations with many intersecting roads or driveways, as people cycling contraflow to the direction of traffic would be coming from an unexpected direction for drivers waiting to enter the roadway.
- **Separated bicycle lanes** – Also known as protected bicycle lanes or cycle tracks, these are bike lanes that have physical separation from motor vehicles. Forms of separation may include bollards, jersey barriers, medians, landscaping, or other barriers. Separated bicycle lanes are recommended over paths for roadways with more destinations, as these locations typically have more people cycling and walking, which can cause conflicts between these two groups. Unlike paths, separated bicycle lanes are typically unidirectional, which removes conflicts with motor vehicle operators that are not expecting a person cycling contraflow to motorist traffic.

## RUMBLE STRIPS

Rumble strips create vibrations and noise to alert motorists that they are veering out of their lane. These can be very effective in reducing roadway departure crashes. There are several considerations that improve safety for motorists and ensure rumble strips do not create hazardous conditions for bicyclists.

Rumble strips should only be applied on roadways where there can be a continuous 4 ft clear width for bicyclists outside of the rumble strips<sup>1</sup>. Applying rumble strips on the edge line instead of the shoulder can increase the clear zone for bicyclists. This practice can also improve edge line marking visibility for motorists and increase the longevity of the edge line.

Even with a 4 ft width with no rumble strips, debris or obstructions in the shoulder may create a need for bicyclists to move into the travel lane. A rumble strip pattern that includes regular intermittent gaps can reduce the hazards created by bicycling over rumble strips. Typical gap cycles use 10-12 ft gaps every 40-60 ft<sup>1</sup>.

Even with the above considerations, there may be times when a bicyclist needs to cross the rumble strips in an area with no gap. FHWA recommends using rumble strips that are narrower, between 6-12 in, and shallower than traditional rumble strip treatments.

<sup>1</sup> [https://safety.fhwa.dot.gov/roadway\\_dept/pavement/rumble\\_strips/bike\\_fs/](https://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips/bike_fs/)

## Pedestrian Facility Types

Providing a space for pedestrians that is separated from traffic is also important. Most pedestrian facilities are either sidewalks or shared-use paths. Walking facilities should be available on both sides of a roadway in areas with destinations, including homes. Where pedestrian facilities on both sides of the road are not feasible, appropriate crossing facilities must be present to accommodate the required crossings at destinations and bus stops.

As with bicycle facilities, more separation between motorists and pedestrians improves the comfort of those walking as traffic speeds and volumes increase. On extremely low-speed and low-volume roadways with good sight distance, providing separated pedestrian facilities is not as high a priority as when speeds are above 25 mph, and areas with high speeds and volumes should have a buffer between pedestrians and motorists.

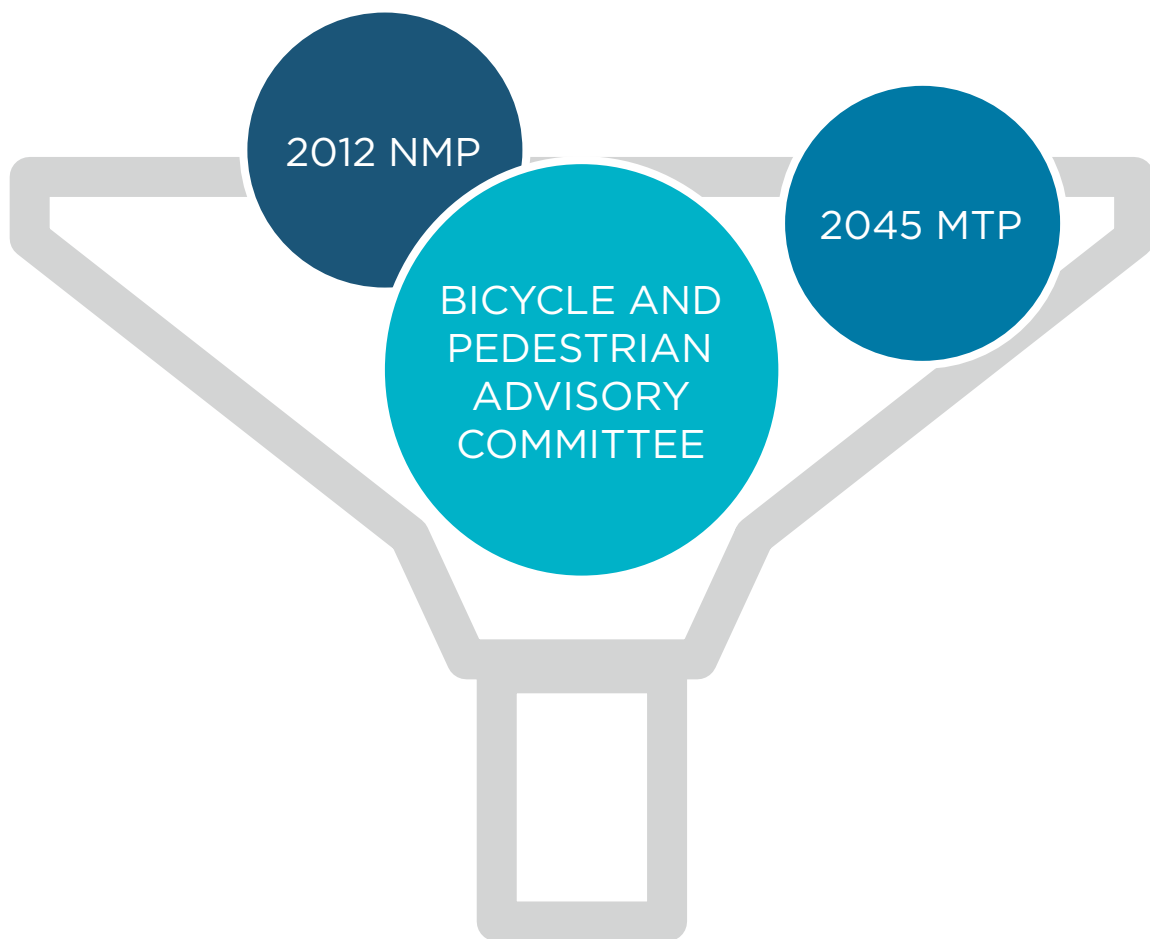
Additionally, in downtowns and near destinations like schools, where pedestrian activity is expected to be high, pedestrian facilities should be wider to accommodate comfortable spacing between pedestrians. Sidewalk and path design should also consider ease of winter maintenance without compromising the safety, comfort, or usefulness of the facilities.

## PROJECTS

This section provides the list of projects necessary for improving the bicycle and pedestrian systems in the FAST Planning region. These projects were sourced from the 2012 Non-Motorized Plan and the Envision 2045 Metropolitan Transportation Plan (MTP), and developed by the Bicycle and Pedestrian Advisory Committee (BPAC). Those participating in the process to create these projects considered a number of resources, including public feedback, the bicycle- and pedestrian-related facility needs in the region not expected to be addressed by any projects in the MTP, and local experience in the region.

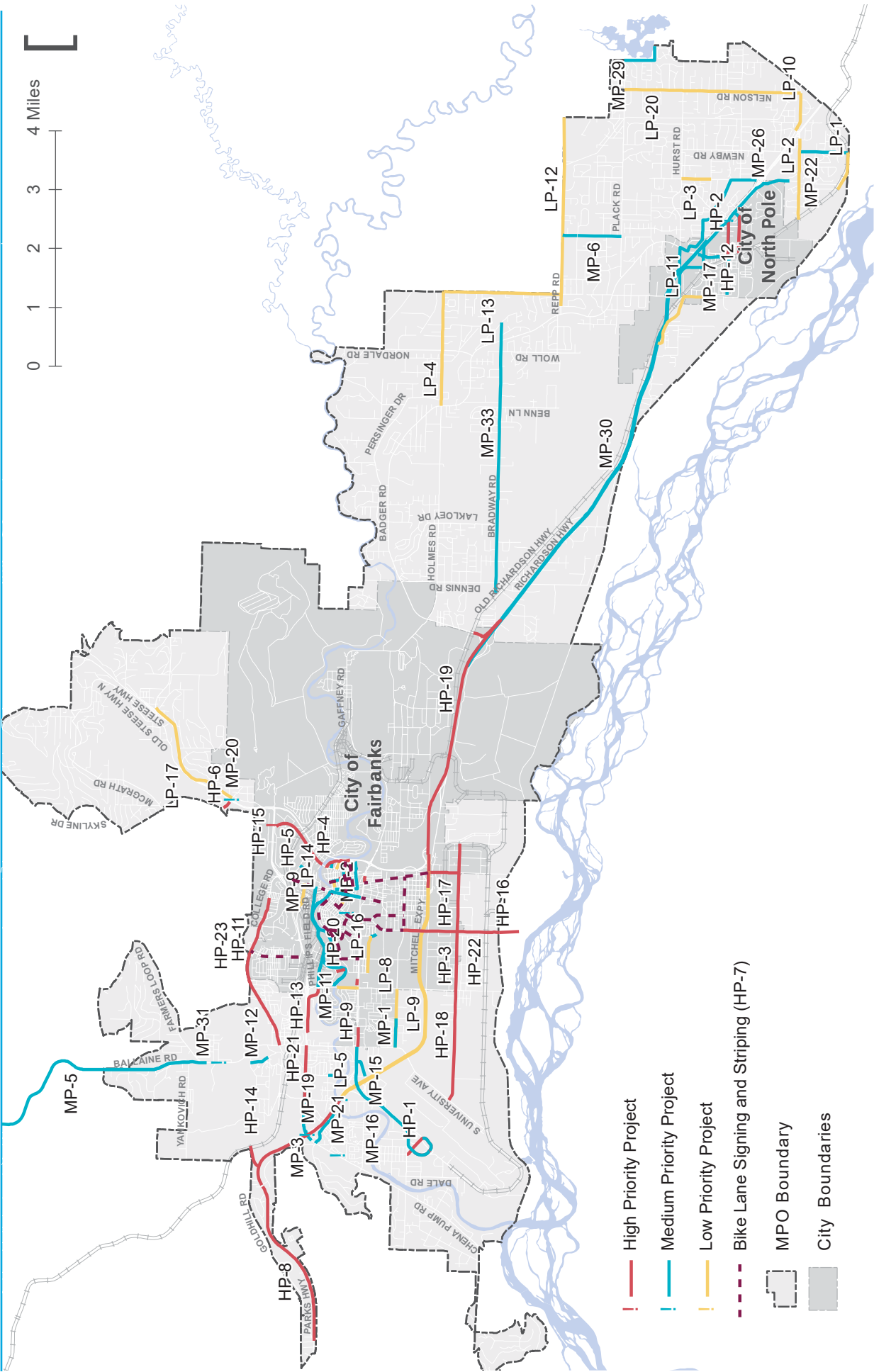
The projects listed in **R&IP-Table 1** and **R&IP-Figure 3** through **5** below are labeled by priority. Those with “HP” in their project number are high priority projects, those with “MP” are medium priority, and those with “LP” are lower priority projects. For projects also included in the MTP, the associated MTP project number is listed.

**R&IP-Figure 6** shows the projects overlaid on a map of a Transportation Disadvantaged Population (TDP) Index, which corresponds to characteristics associated with a greater propensity to walk or bike and highlights where people who are traditionally underserved by transportation infrastructure live. Mapping the projects over the TDP index shows how the recommended projects support equity in the Fairbanks community. Additional information about what the TDP Index means and how it was calculated is provided in the **Technical Appendix**.

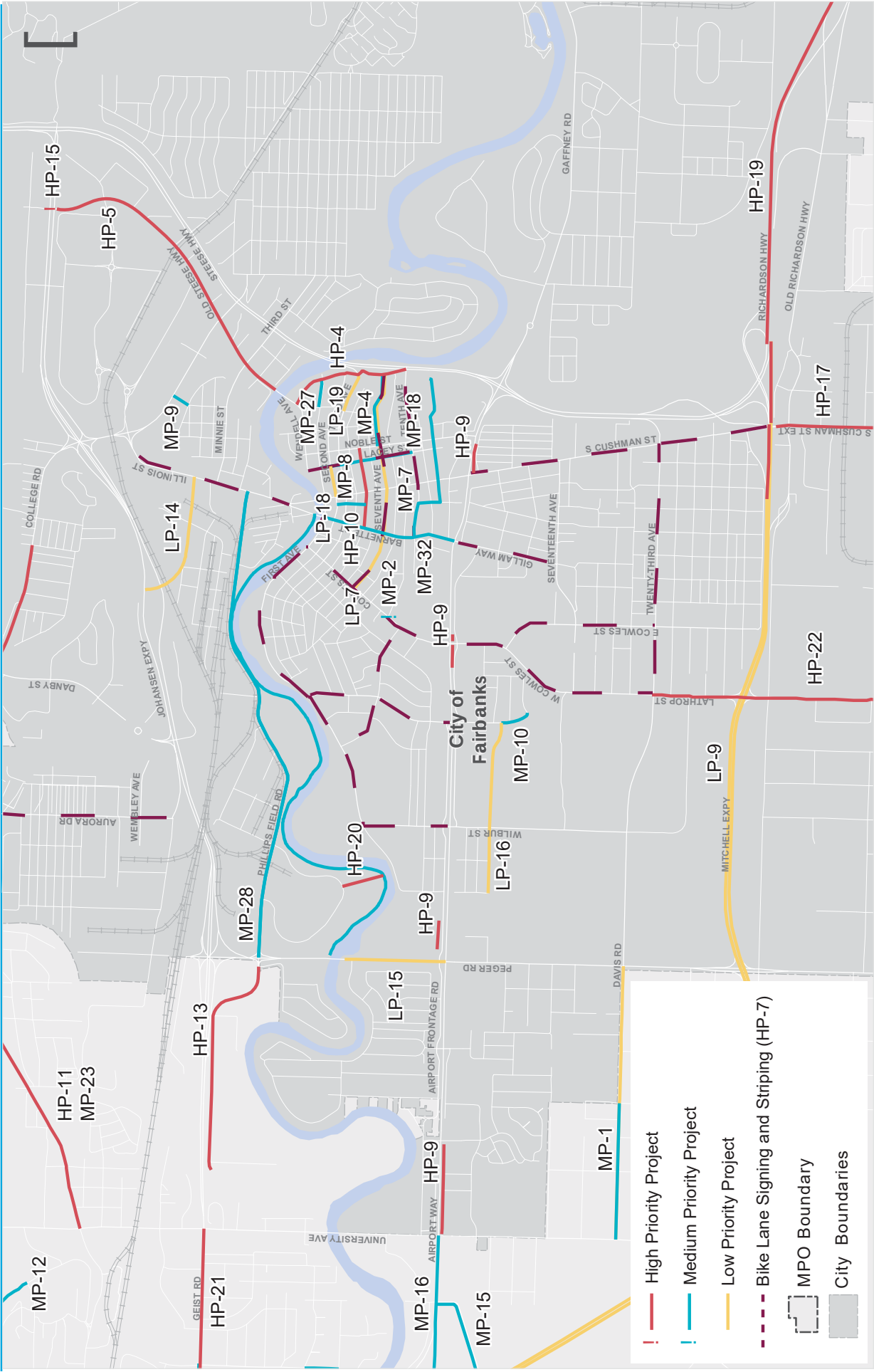


## RECOMMENDED PROJECTS

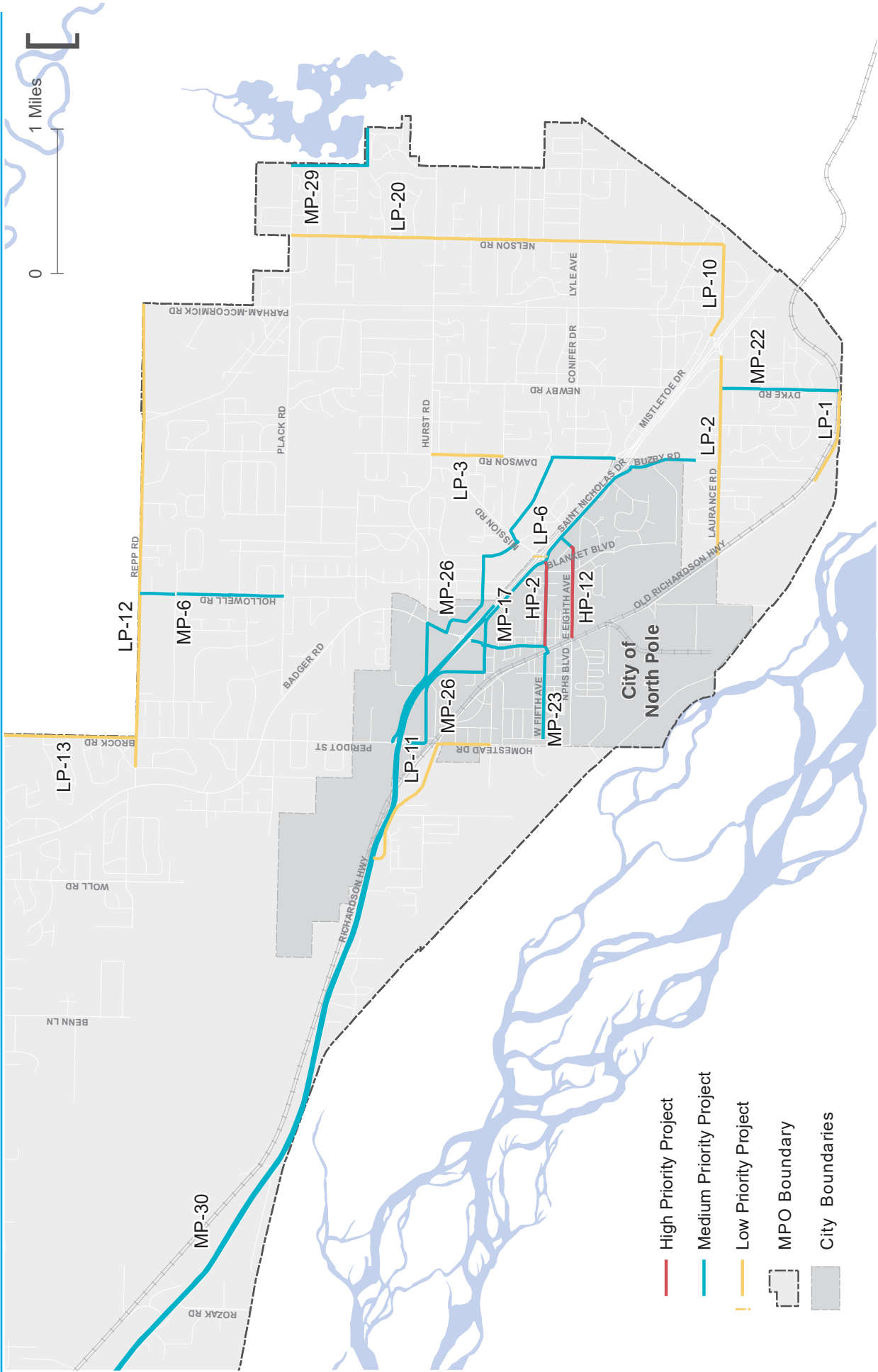
R&IP-Figure 3: Non-Motorized Plan Projects in the Fairbanks Region



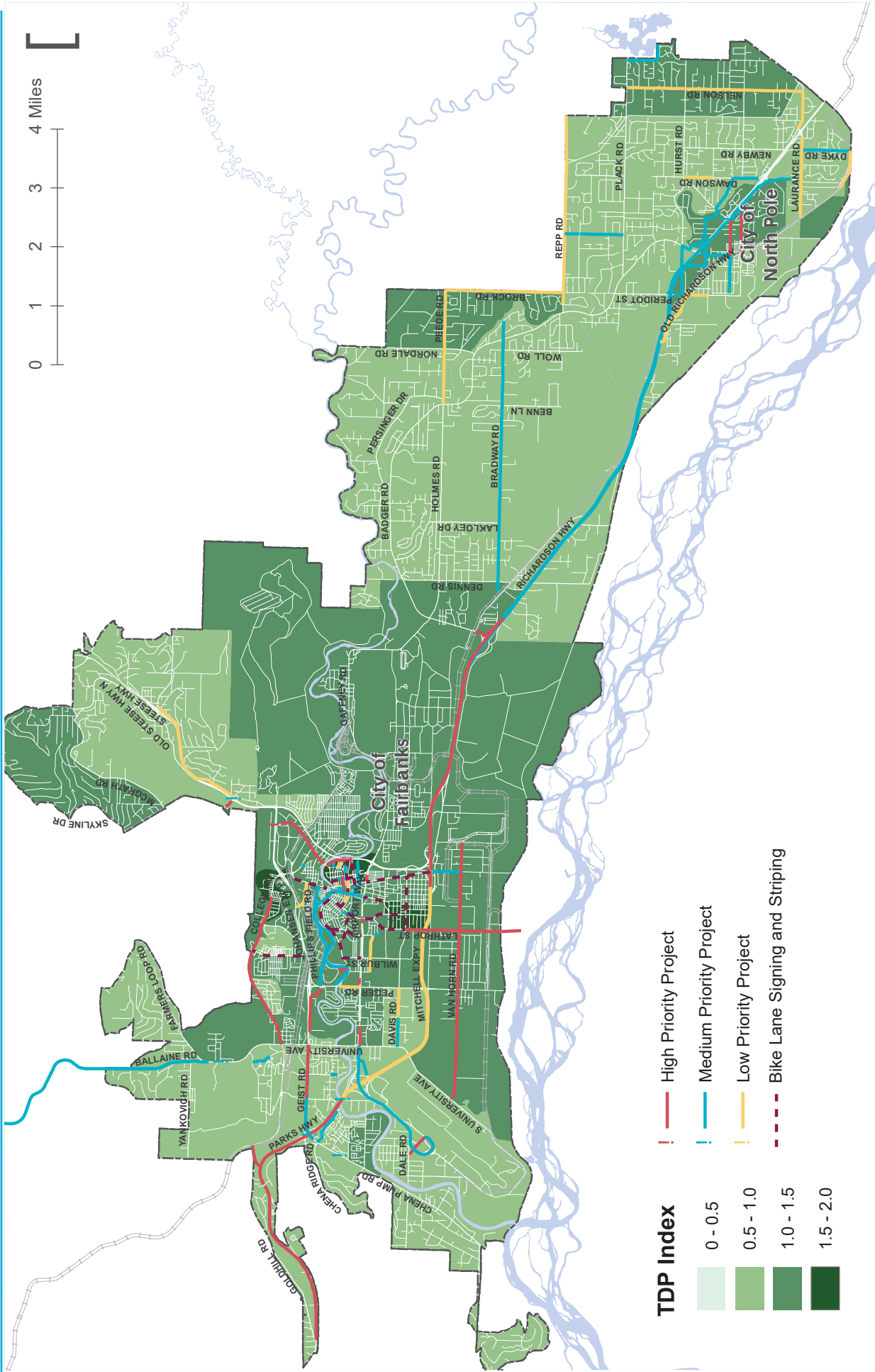
R&IP-Figure 4: Non-Motorized Plan Projects in Central Fairbanks



R&IP-Figure 5: Non-Motorized Plan Projects in North Pole



R&IP-Figure 6: Transportation Disadvantaged Population (TDP) Index



**R&IP-Table 1: Non-Motorized Plan Project List**

| Project #                     | Associated MTP Project # | Project Name                                     | Project Description                                                                                                                                                                                                                                         | Estimated Cost (\$M) |
|-------------------------------|--------------------------|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <b>HIGH PRIORITY PROJECTS</b> |                          |                                                  |                                                                                                                                                                                                                                                             |                      |
| <b>HP-1</b>                   | MR-42                    | Airport West Bicycle and Pedestrian Facilities   | Construct bicycle lane and sidewalk or shared use path from the Fairbanks International Airport to the neighborhoods west of the Airport and planned non-motorized facilities along Dale Road.                                                              | \$1.6                |
| <b>HP-2</b>                   | N/A                      | North Pole 5th Avenue ADA Improvements           | Make ADA upgrades to provide access to the park on 5th Avenue in North Pole.                                                                                                                                                                                | \$0.5                |
| <b>HP-3</b>                   | N/A                      | Van Horn Road Bicycle Facility Improvements      | Provide separated bicycle facilities on Van Horn Road between Peger Road and S Cushman Street.                                                                                                                                                              | \$4.5                |
| <b>HP-4</b>                   | N/A                      | Clay Street Bicycle Facilities                   | Provide a bicycle connection on Clay Street to downtown Fairbanks between 10th Avenue at the Steese Highway and Wendell Avenue.                                                                                                                             | \$1.0                |
| <b>HP-5</b>                   | N/A                      | Old Steese Improvements                          | Upgrade the Old Steese Highway between 3rd Street and Johansen Expressway, including sidewalk widening and ADA improvements, addition of roadway shoulders, traffic through and right and left turn lanes, and traffic signal and street lighting upgrades. | \$16.0               |
| <b>HP-6</b>                   | N/A                      | Farmer's Loop Extension Path Rehabilitation      | Repave the path along Farmer's Loop Extension to connect to the Old Steese Improvements (HP-5).                                                                                                                                                             | \$5.0                |
| <b>HP-7</b>                   | MR-45                    | City of Fairbanks Bike Lane Signing and Striping | Signing and striping of existing paved shoulders within City of Fairbanks to accommodate bicyclists as designated bike lanes for seasonal use.                                                                                                              | \$2.0                |
| <b>HP-8</b>                   | N/A                      | Parks Highway Path Rehabilitation                | Repave and rehabilitate the path along Parks Highway between the Chena River and Goldhill Road.                                                                                                                                                             | \$2.5                |
| <b>HP-9</b>                   | N/A                      | Airport Way Frontage Road Conversion             | Implement the conversion of frontage roads to non-motorized paths per the Airport Way Functional Features Plan.                                                                                                                                             | \$5.0                |
| <b>HP-10</b>                  | MR-17                    | 5th Avenue Reconstruction                        | Reconstruct 5th Avenue from Barnette Street to Noble Street in order to provide improved facilities for all users.                                                                                                                                          | \$1.6                |
| <b>HP-11</b>                  | MR-30                    | College Road Pedestrian Crossings                | Install pedestrian crossings <sup>1</sup> on College Road.                                                                                                                                                                                                  | \$0.5                |
| <b>HP-12</b>                  | N/A                      | 8th Avenue Resurfacing                           | Resurface the path on 8th Avenue in North Pole                                                                                                                                                                                                              | \$0.8                |

<sup>1</sup> Reference Roadway Crossings section of the Recommendations and Implementation Plan Chapter for guidance on determining crossing location and design

| Project # | Associated MTP Project # | Project Name                                          | Project Description                                                                                                                                                                                                                                                                                     | Estimated Cost (\$M) |
|-----------|--------------------------|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| HP-13     | N/A                      | Johansen Path Reconstruction                          | Repave the path on the south side of Johansen Expressway between Peger Road and University Avenue.                                                                                                                                                                                                      | \$0.4                |
| HP-14     | N/A                      | Sheep Creek Road and W Tanana Drive Enhanced Crossing | Improve pedestrian and bicycle crossing facilities at the intersection of Sheep Creek Road and W Tanana Drive. Widen the shoulders along Sheep Creek Connector between Sheep Creek Road and the Parks Highway.                                                                                          | \$0.8                |
| HP-15     | LR-26                    | Old Steese Highway/Johansen Expressway                | Install guide signs to direct northbound non-motorized travelers on the Old Steese Highway to the shared-use path along the Johansen Expressway.                                                                                                                                                        | <\$0.1               |
| HP-16     | SR-6                     | Lathrop Street Extension                              | Extend South Lathrop Street, to include non-motorized facilities, into the newly developed Tanana Lakes Recreation Area.                                                                                                                                                                                | \$4.9                |
| HP-17     | LR-9                     | S Cushman Street: Mitchell Expressway - Van Horn Road | Construct crossing improvements for bicyclists and pedestrians at the Van Horn and Mitchell ramp intersections to provide a safer, more clear path for traversing these intersections.                                                                                                                  | \$0.4                |
| HP-18     | LR-10                    | Van Horn Road - University Avenue - Peger Road        | Install separated bicycle facilities to provide a complete connection around southern Fairbanks.                                                                                                                                                                                                        | \$2.5                |
| HP-19     | SR-41                    | Richardson Highway MP 356-362 Bicycle/Pedestrian Path | Construct a paved bicycle/pedestrian path on the Richardson Highway between MP 356-362, starting from the Richardson Highway/Airport Way intersection, continuing along the Richardson Highway to the Badger Loop North Bound Ramp, and terminating at the Badger Road/Old Badger Highway intersection. | \$3.8                |
| HP-20     | N/A                      | Chena Landings Loop Path Reconstruction               | Repave the path between the footbridge and Chena Landings Loop.                                                                                                                                                                                                                                         | \$0.4                |
| HP-21     | N/A                      | Geist Road Sidewalk Safety Improvements               | To improve the safety of pedestrians and reduce motor vehicle conflicts on the south side of the Geist Road non-motorized path                                                                                                                                                                          | \$0.5                |
| HP-22     | N/A                      | Lathrop Street Bicycle Facilities                     | Provide non-motorized connectivity from Davis Road path to the Tanana Lakes Recreation Area on Lathrop Street.                                                                                                                                                                                          | \$1.3                |

| Project #                       | Associated MTP Project # | Project Name                                                            | Project Description                                                                                                                                                                                                                                                                     | Estimated Cost (\$M) |
|---------------------------------|--------------------------|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| HP-23                           | MR-67                    | College Road Complete Street (University Avenue to Johansen Expressway) | Make College Road a Complete Street with three vehicle lanes, bike lanes, bus pullouts, and pedestrian crossings.                                                                                                                                                                       | \$2.5                |
| <b>MEDIUM PRIORITY PROJECTS</b> |                          |                                                                         |                                                                                                                                                                                                                                                                                         |                      |
| MP-1                            | N/A                      | Davis Road Sidewalk Improvements                                        | Repave, repair, and widen the sidewalks along Davis Road between University Avenue and Peger Road.                                                                                                                                                                                      | \$1.0                |
| MP-2                            | N/A                      | Wien Park Path Connection                                               | Improve the connection of the Wien Park Path with the 10th Avenue/ Cowles Street intersection.                                                                                                                                                                                          | \$0.7                |
| MP-3                            | SR-33                    | Parks Highway/ Chena Pump Road-Geist Road                               | Investigate potential improvements to make the crossings of the ramp terminals more comfortable for non-motorized users.                                                                                                                                                                | \$0.5                |
| MP-4                            | MR-33                    | 7th Avenue (Fbks): End of Sidewalk-3rd Avenue                           | Construct sidewalk along 7th Avenue from where the MLH Manor (near Noble Street) existing sidewalk ends to 3rd Avenue. Approximately 0.2 miles.                                                                                                                                         | \$0.7                |
| MP-5                            | VLR-31                   | Ballaine Road Bicycle Corridor: Yankovich Road-Goldstream Road          | Major reconstruction of the old Ballaine Road Bike Path through the Goldstream Valley.                                                                                                                                                                                                  | \$6.0                |
| MP-6                            | N/A                      | Hollowell Road Bicycle Facilities                                       | Add buffered bicycle facilities between Repp Road and Plack Road.                                                                                                                                                                                                                       | \$2.0                |
| MP-7                            | N/A                      | Fairbanks 12th Avenue Bicycle Facilities                                | Provide bicycle facilities along 12th Avenue between the Steese Highway and Barnette Street.                                                                                                                                                                                            | \$2.0                |
| MP-8                            | N/A                      | Turner Street Bicycle Corridor                                          | Create a park strip or pedestrian and bicyclist corridor between 2nd Avenue and 5th Avenue.                                                                                                                                                                                             | \$1.8                |
| MP-9                            | N/A                      | Noyes Slough Pedestrian Bridge                                          | Construct a pedestrian bridge over Noyes Slough from Slaterville to College Road.                                                                                                                                                                                                       | \$3.0                |
| MP-10                           | MR-22                    | Lathrop Street: Eagan Ave - 16th Ave                                    | Construct sidewalk from existing sidewalk to the end of Lathrop Street.                                                                                                                                                                                                                 | \$0.5                |
| MP-11                           | SR-17                    | Chena River Walk Stage III—Segment 1                                    | Expand the Chena River Walk to the north side of the Chena River with approximately 2,200 linear feet of pathway from Peger Road to the existing Chena River pedestrian bridge crossing at Pioneer Park. Construct a connection of the existing pedestrian facilities along Peger Road. | \$2.2                |

| Project #    | Associated MTP Project # | Project Name                                                                                 | Project Description                                                                                                                                                                              | Estimated Cost (\$M) |
|--------------|--------------------------|----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <b>MP-12</b> | MR-6                     | Tanana Loop Reconstruction (UAF)                                                             | Reconstruct 1,700 feet of Tanana Loop between Yukon Drive and North Tanana Drive. Widen the sidewalk to 8 feet and extend it to North Tanana Drive. Add bike lanes to both sides of the roadway. | \$2.5                |
| <b>MP-13</b> | MR-28                    | Fairbanks Street: Birch Lane–Teal Avenue                                                     | Construct sidewalk on west side of Fairbanks Street.                                                                                                                                             | \$0.6                |
| <b>MP-14</b> | MR-66                    | Geist Road: Parks Highway–Fairbanks Street                                                   | Construct an extension of the existing shared-use path on the north side of the road to the Parks Highway.                                                                                       | \$1.0                |
| <b>MP-15</b> | SR-18                    | Old Airport Way: Mitchell Expressway–Airport Way                                             | Construct sidewalk along Old Airport Way.                                                                                                                                                        | \$0.8                |
| <b>MP-16</b> | MR-41                    | Fairbanks International Airport to South University Avenue Bicycle and Pedestrian Facilities | Resurface University Avenue South/ Airport Perimeter Road, realign approximately 2,500 lineal feet of University Avenue South and adjacent railroad, and add bicycle and pedestrian facilities.  | \$4.0                |
| <b>MP-17</b> | N/A                      | Santa Claus Lane Bicycle Facilities                                                          | Add buffered bicycle lanes on Santa Claus Lane between Richardson Highway and E 5th Avenue.                                                                                                      | \$0.3                |
| <b>MP-18</b> | MR-11                    | Lacey Street Reconstruction                                                                  | Reconstruct Lacey Street from 12th to 1st Avenue and provide improved facilities for all users.                                                                                                  | \$12.0               |
| <b>MP-19</b> | MR-59                    | Chena Pump Road Roundabout Interchange                                                       | Study a potential roundabout and safety and mobility improvements for bicyclists and pedestrians at the Chena Pump Road/Parks Highway interchange.                                               | \$4.0                |
| <b>MP-20</b> | MR-35                    | Old Steese Highway/Farmers Loop Road                                                         | Investigate potential improvements to make this unsignalized intersection crossing more comfortable for non-motorized users.                                                                     | \$5.0                |
| <b>MP-21</b> | MR-51                    | Chena Pump Road Crossing                                                                     | Construct a pedestrian/bicycle crossing along Chena Pump Road between Chena Ridge Road and Chena Small Tracts for safe access to the Interior Alaska Land Trust Chinook Conservation park.       | \$1.5                |
| <b>MP-22</b> | MR-3                     | Dyke Road Improvements                                                                       | Construct paved shoulders for bicyclists and pedestrians along Dyke Road from Laurance Road to the Old Richardson Highway.                                                                       | \$2.0                |

| Project #    | Associated MTP Project # | Project Name                                                           | Project Description                                                                                                                                                                                                                                                                                                                            | Estimated Cost (\$M) |
|--------------|--------------------------|------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <b>MP-23</b> | MR-25                    | 5th Avenue (NP): Santa Claus Lane–Therron Street                       | Construct sidewalk from Santa Claus Lane to 5th Avenue’s terminus at Therron Street.                                                                                                                                                                                                                                                           | \$0.8                |
| <b>MP-24</b> | MR-26                    | 8th Avenue (NP): St Nicholas Drive–Blanket Boulevard                   | Construct sidewalk from the terminus of the shared use path west of Blanket Boulevard to St. Nicholas Drive.                                                                                                                                                                                                                                   | \$0.5                |
| <b>MP-25</b> | MR-27                    | Dartmouth Drive: Chena Pump Road–Stanford Drive                        | Construct sidewalk along Dartmouth Drive.                                                                                                                                                                                                                                                                                                      | \$1.2                |
| <b>MP-26</b> | MR-65                    | Richardson Highway (NP) Alternate Route: Peridot Street– Laurance Road | Designate and construct pedestrian and bicyclist improvements to parallel routes on the north and south sides of the Richardson Highway through North Pole.                                                                                                                                                                                    | \$2.0                |
| <b>MP-27</b> | MR-32                    | 2nd Avenue (Fbks): Hall St – Clay St                                   | Construct sidewalk along the north side of 2nd Avenue.                                                                                                                                                                                                                                                                                         | \$0.6                |
| <b>MP-28</b> | LR-12                    | Phillips Field Road: Peger Road–Illinois Street                        | Realign Phillips Field Road from Chena Landings Loop to Jack Lindsey Lane to follow the north bank of the Chena River, including a non-motorized path/widened shoulders from Chena Landings Loop to Illinois Street along the riverfront to complete Segment 2 of the Chena Riverwalk, Stage III project.                                      | \$6.0                |
| <b>MP-29</b> | MR-43                    | Chena Lakes–Plack Road Bicycle and Pedestrian Facilities               | Construct bicycle and pedestrian trail connection between Chena Lakes Recreational Area and Plack Road.                                                                                                                                                                                                                                        | \$0.5                |
| <b>MP-30</b> | MR-68                    | Fairbanks-North Pole Bicycle and Pedestrian Multi-Use Path             | Construct bicycle and pedestrian path connection between Fairbanks and North Pole by extending the proposed path from the Richardson Highway/Badger Road intersection to North Pole. Because frontage road development is likely, the cost estimate for this project covers the addition of bicycle and pedestrian facilities to that project. | \$1.0                |
| <b>MP-31</b> | N/A                      | West Fairbanks Intersection Improvements                               | Address non-motorized crossing at Farmers Loop Road and Army Road.                                                                                                                                                                                                                                                                             | \$0.4                |
| <b>MP-32</b> | N/A                      | Barnett Street Reconstruction                                          | Reconstruct Barnette Street from 1st Avenue to Airport Way to include signal upgrades, decorative lighting, a dedicated bike lane, drainage improvements, intersection and sidewalk upgrades, utility relocation, signing and striping and landscaping to be consistent with the Complete Streets concept of Cushman Street.                   | \$15.5               |

| Project #             | Associated MTP Project # | Project Name                                                       | Project Description                                                                                                                                                                                                                 | Estimated Cost (\$M) |
|-----------------------|--------------------------|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| MP-33                 | MR-7                     | Bradway Road Reconstruction                                        | Reconstruction of Bradway Road in the Badger Road area to provide a maintainable pavement structure and to provide for increase in travel demands, separated bicycle facilities, and pedestrian facilities.                         | \$10.0               |
| LOW PRIORITY PROJECTS |                          |                                                                    |                                                                                                                                                                                                                                     |                      |
| LP-1                  | N/A                      | Old Richardson Highway: VFW Street to Dyke Road Bicycle Facilities | Add separated bicycle facilities at the south end of Old Richardson Highway between VFW Street and Dyke Road.                                                                                                                       | \$1.0                |
| LP-2                  | N/A                      | Laurance Road (West) Bicycle Facilities                            | Add separated bicycle facilities to Laurance Road between the Old Richardson Highway and Richardson Highway.                                                                                                                        | \$2.0                |
| LP-3                  | N/A                      | Dawson Road Bicycle and Pedestrian Facilities                      | Widen shoulders or add path from Lineman to Hurst.                                                                                                                                                                                  | \$0.8                |
| LP-4                  | N/A                      | Peede Road Bicycle Facilities                                      | Add bicycle facilities on Peede Road between Badger Road and Brock Road.                                                                                                                                                            | \$5.5                |
| LP-5                  | MR-29                    | Boat Street Path: Chena River Bridge                               | Improve the ramp connections onto the bridge to provide a smooth transition for cyclists.                                                                                                                                           | \$0.5                |
| LP-6                  | MR-34                    | 5th Avenue--Mission Road/Richardson Highway                        | Investigate potential improvements to allow non-motorized users to cross the Richardson Highway at this location. This may require an overpass, which could be completed in conjunction with a future interchange at this location. | \$0.2                |
| LP-7                  | LR-8                     | 7th Avenue (Fbks): Cowles Street--Steese Highway                   | Install bicycle route signs and/or pavement markings. Consider full Bicycle Boulevard treatments.                                                                                                                                   | \$0.5                |
| LP-8                  | LR-11                    | Davis Road: University Avenue--Peger Road                          | Construct sidewalk on the south side of Davis Road.                                                                                                                                                                                 | \$1.1                |
| LP-9                  | VLR-33                   | Mitchell Expressway Parallel Bicycle and Pedestrian Facilities     | Construct bicycle and pedestrian facilities parallel to Mitchell Expressway.                                                                                                                                                        | \$8.0                |
| LP-10                 | N/A                      | Mistletoe Drive/Laurance Road (East) Bicycle Facilities            | Add separated bicycle facilities to Laurance Road between Mistletoe Drive and Nelson Road.                                                                                                                                          | \$1.0                |
| LP-11                 | N/A                      | Old Richardson Highway and Homestead Drive Bicycle Facilities      | Add separated bicycle facilities along Old Richardson Highway and provide a bicycle connection on Homestead Drive between Richardson Highway and Perimeter Drive.                                                                   | \$3.0                |

| Project # | Associated MTP Project # | Project Name                                                | Project Description                                                                                                                                                                                                                                                 | Estimated Cost (\$M) |
|-----------|--------------------------|-------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| LP-12     | N/A                      | Repp Road Bicycle Facilities                                | Add bicycle facilities between Badger Road and Pool Street.                                                                                                                                                                                                         | \$4.0                |
| LP-13     | N/A                      | Brock Road Bicycle Facilities                               | Add bicycle facilities on Brock Road between Peede Road and Repp Road.                                                                                                                                                                                              | \$4.0                |
| LP-14     | LR-25                    | Johansen Path Bridge to Charles Street                      | Complete the partially constructed bicycle/pedestrian overcrossing of the Johansen Expressway between the railroad depot and College Road and provide a paved connection to the railroad depot and Illinois Street.                                                 | \$10.0               |
| LP-15     | MR-24                    | Peger Road: Chena River – Airport Way                       | Construct separated path on east side of Peger Road.                                                                                                                                                                                                                | \$1.0                |
| LP-16     | MR-31                    | Egan Avenue Pedestrian Improvements                         | Install pedestrian facilities between Moore Street and Lathrop Street along Egan Avenue.                                                                                                                                                                            | \$1.5                |
| LP-17     | MR-64                    | Farmers Loop-Chena Hot Springs Road Trail Connections: FNSB | Construction of an all season trail connection that will link from Farmers Loop Road to Chena Hot Springs Road. This will connect the Farmers Loop Bike Trail and adjacent winter trails (including the Birch Hill Trail) to the Chena Hot Springs multi-use trail. | \$4.0                |
| LP-18     | N/A                      | Fairbanks 2nd Avenue Festival Street                        | Create a festival street along 2nd Avenue between Cushman Street and Lacey Street.                                                                                                                                                                                  | \$0.5                |
| LP-19     | VLR-12                   | 3rd Avenue (Fbks): Hall Street-Steese Highway               | Construct sidewalk along the 3rd Avenue from Hall Street to the Steese Highway shared-use path connection.                                                                                                                                                          | \$0.5                |
| LP-20     | MR-44                    | Nelson Road Bicycle and Pedestrian Facility                 | Construct a bicycle and pedestrian facility along Nelson Road to the Laurance Road Path going to Chena Lakes by adding shoulders or a separated multi-use path.                                                                                                     | \$8.0                |

# METROPOLITAN TRANSPORTATION PLAN COORDINATION

Throughout the non-motorized plan project creation process, several projects overlapped with existing projects that were captured in the MTP. Several of the projects were locations where the Non-Motorized Plan was recommending adding or improving bicycle

and pedestrian facilities in areas where the MTP had an existing recommended project, making it more efficient and recommended to merge the two projects. Several MTP projects were also completed or deprioritized, creating the recommendation to remove these projects from the MTP. **R&IP-Table 2** outlines the recommended changes for applicable MTP projects, to be considered in the next MTP update.

**R&IP-Table 2: MTP Project Recommended Changes**

| NMP Project # | MTP Project # | MTP Project Name                                                        | MTP Project Description                                                                                                                                                              | Recommended Changes                                                                                                                                                                                                                                            |
|---------------|---------------|-------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HP-7          | MR-45         | Bike Lane Signing and Striping                                          | Signing and striping of existing paved shoulders within City of Fairbanks to accommodate bicyclists as designated bike lanes for seasonal use.                                       | Timeline: Move to short range.                                                                                                                                                                                                                                 |
| N/A           | SR-12         | FMATS Intersection Improvements                                         | Funding for intersection enhancements related to capacity, safety, and/or multimodal accessibility within the FMATS boundary.                                                        | Description: Add an Intersection Improvement Project to address Geist Road at the Parks Highway and Sheep Creek at W Tanana Drive.                                                                                                                             |
| MP-33         | MR-7          | Bradway Road Reconstruction                                             | Reconstruction of Bradway Road in the Badger Road area to provide a maintainable pavement structure and to provide for increase in travel demands and multiple transportation modes. | Reconstruction of Bradway Road in the Badger Road area to provide a maintainable pavement structure and to provide for increase in travel demands, <i>separated bicycle facilities, and pedestrian facilities.</i>                                             |
| HP-23         | MR-67         | College Road Complete Street (University Avenue to Johansen Expressway) | Reconfigure College Road to improve access and mobility for all transportation modes from University Avenue to the Steese Expressway.                                                | Timeline: Move to Short Range.<br><br>Description: "Make College Road a Complete Street with three vehicle lanes, bike lanes, bus pullouts, and pedestrian crossings."<br><br>Title: "College Road Complete Street (University Avenue to Johansen Expressway)" |
| MP-27         | MR-65         | Richardson Highway (NP) Alternate Route: Peridot Street–Laurance Road   | Designate and construct improvements to parallel routes on the north and south sides of the Richardson Highway through North Pole.                                                   | Description: Specify that this pertains to pedestrian and cyclist modes.                                                                                                                                                                                       |

| NMP Project # | MTP Project # | MTP Project Name                                           | MTP Project Description                                                                                                                                                                                                                                | Recommended Changes                                                                                                                                                                                                |
|---------------|---------------|------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LP-20         | MR-44         | Nelson Road Bicycle and Pedestrian Facility                | Construct a bicycle and pedestrian facility along Nelson Road by adding shoulders or a separated multi-use path.                                                                                                                                       | Timeline: Move to Short Range.<br><br>Description: Construct a bicycle and pedestrian facility along Nelson Road to the Laurance Road Path going to Chena Lakes by adding shoulders or a separated multi-use path. |
| HP-11         | MR-30         | College Road Pedestrian Crossings                          | Install pedestrian crossings on College Road.                                                                                                                                                                                                          | Description: Combine MR-30 with MR-67 to provide safer transport for all users by modifying the typical section on College Road to reflect three vehicle lanes, bike lanes, and pedestrian crossings.              |
| N/A           | LR-27         | Parks Highway/Airport Road                                 | Investigate potential improvements to make the crossings of the ramp terminals more comfortable for non-motorized users.                                                                                                                               | Remove project as duplicated with Boat/Airport Way paths in design.                                                                                                                                                |
| HP-17         | LR-9          | S Cushman Street: Mitchell Expressway–Van Horn Road        | Van Horn Road: Install bicycle lanes.                                                                                                                                                                                                                  | Description: Replace with “Construct crossing improvements for bicyclists and pedestrians at the Van Horn and Mitchell ramp intersections to provide a safer, clearer path for traversing these intersections.”    |
| N/A           | LR-17         | Cowles Street/Airport Frontage Road                        | Investigate potential improvements to make this unsignalized intersection crossing more comfortable for non-motorized users (possibly done in conjunction with the designation of the Airport Way bicycle Route).                                      | Remove from MTP due to Cowles Street project treatments.                                                                                                                                                           |
| MP-31         | MR-68         | Fairbanks–North Pole Bicycle and Pedestrian Multi-Use Path | Construct bicycle and pedestrian path connection between Fairbanks and North Pole by extending the proposed path from the Richardson Highway/Badger Road intersection to North Pole. Continue to allow bicyclists on Richardson Highway when complete. | Bicycle and Pedestrian facilities to be assessed during Richardson Highway 341-353 PEL.                                                                                                                            |

| NMP Project # | MTP Project # | MTP Project Name                                                     | MTP Project Description                                                                                                                                                                                                                                                                      | Recommended Changes                                                                                                                                                                                                                                                                                                        |
|---------------|---------------|----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LP-15         | MR-24         | Peger Road: Chena River–Airport Way                                  | Widen shoulders, if possible, and designate as bike lanes.                                                                                                                                                                                                                                   | Description: “Construct separated path on east side of Peger Road”. Consistent with FWA guidance and CMAQ designation.                                                                                                                                                                                                     |
| LP-17         | MR-64         | Farmers Loop- Chena Hot Springs Road Trail Connections: FNSB         | Construction of an all season trail connection that will link from Farmers Loop Road in the McGrath Road area to Chena Hot Springs Road. This will connect the Farmers Loop Bike Trail and adjacent winter trails (including the Birch Hill Trail) to the Chena Hot Springs multi-use trail. | Description: “Construction of an all season trail connection that will link from Farmers Loop Road to Chena Hot Springs Road. This will connect the Farmers Loop Bike Trail and adjacent winter trails (including the Birch Hill Trail) to the Chena Hot Springs multi-use trail.”                                         |
| MP-16         | MR-41         | Fairbanks International Airport—University Avenue South Improvements | Resurface University Avenue South/Airport Perimeter Road, realign approximately 2,500 lineal feet of University Avenue South and adjacent railroad, and construct an adjacent pedestrian facility.                                                                                           | Title: “Fairbanks International Airport to South University Avenue Bicycle and Pedestrian Facilities”<br><br>Description: “Resurface University Avenue South/Airport Perimeter Road, realign approximately 2,500 lineal feet of University Avenue South and adjacent railroad, and add bicycle and pedestrian facilities.” |

## POLICY AND PROGRAMMATIC RECOMMENDATIONS

In addition to adding facilities appropriate for cycling and walking, it is important to adopt policies and programs that lead to improvements in the walking and cycling experience. The following sections outline the program and policy recommendations related to engineering and planning, encouragement, enforcement and laws, and evaluation and planning for bicycle and pedestrian facilities.

The full implementation of these recommendations requires support of the FAST Planning member agencies: Alaska Department of Transportation and Public Facilities (DOT&PF), the City of Fairbanks, the City of North Pole, and the Fairbanks-North Star Borough (FNSB). The following recommendations build on the “5 Es” policy and program assessment in the Existing Conditions and Needs chapter.

## Engineering and Planning

Bicycle- and pedestrian-friendly engineering and planning processes are critical to creating safe, comfortable networks that allow people to travel to their destinations by walking and cycling.

Recommended programs and policies related to engineering and planning include:

- Requiring public involvement prior to nominating projects to the transportation improvement plan (TIP) to better define project scopes and cost estimates
- If there are signs indicating bicyclists can use a sidewalk, also including signs that indicate they are allowed on the roadway to reduce the harassment bicyclists receive from motorists for not riding on the sidewalk
- Adopting bicycle facility selection criteria to increase separation from vehicles based on vehicle speed and volume, per FHWA's Bikeway Selection Guide
- Adopting a Vision Zero program to develop a data-driven, multidisciplinary approach to addressing serious and fatal crashes, including a focus on non-motorized users
- Adopting Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) guidance as a starting point for new facility designs
- Incorporating guidance from FHWA, American Association of State Highway and Transportation Officials (AASHTO), and National Association of City Transportation Officials (NACTO), including specialized designs for rural and low-volume roads, local multimodal routes, and urban design flexibility for controlling criteria and speed limits
- Implementing pilot and demonstration projects to test and evaluate innovative non-motorized facilities
- Encouraging DOT&PF to include resurfacing of parallel non-motorized paths in the scope of major highway resurfacing projects
- Holding regular training courses for designers and planners on national guidance on roadway design and developing comfortable facilities for all users; emphasize multidisciplinary best practices from leading winter cities
- Requiring all FAST Planning-funded projects be presented to the BPAC for input on pedestrian and bicyclist facilities. This review should ideally occur in the alternatives assessment stage of the project
- Adopting a bicycle parking requirement policy for new development or a program to improve the availability of bicycle parking
- Expanding the wayfinding program for bicyclists and pedestrians – This could include signs or on-street/trail maps directing non-motorized users to destinations, and possibly the estimated trip length in terms of time and/or distance
- Improving coordination of ADA and sidewalk condition assessments among agencies
- Improving winter maintenance programs:
  - Developing consistent performance standards and performance guidelines agreed upon by all applicable agencies
  - Improving interagency communication and coordination regarding facility maintenance to increase efficiency and reduce road clearing that blocks sidewalks, paths, and bus stops
  - Encouraging the enforcement or repeal of the City of Fairbanks Ordinance General Code Sec. 70-321 require sidewalk snow removal by private entities
  - Identify priority non-motorized routes, especially at or near destinations like schools and transit stops, for priority snow and ice removal
  - Create priority plan for regular maintenance (sweeping, signage, vegetation maintenance, etc.) for non-motorized facilities
  - Create a funding plan to dedicate regular funding to maintenance of non-motorized facilities

**R&IP-Exhibit 3** provides a list of recommended guidance documents that should be referenced when planning and designing transportation facilities.

The **Technical Appendix** provides supporting information about current winter maintenance practices in Fairbanks and best practices for winter maintenance.

**R&IP-Exhibit 3: Non-Motorized Transportation Guidance**

| Planning and Design Guidance <sup>1</sup>                                                                                                    |                                                           |
|----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|
| <i>NCHRP Report 562: Improving Pedestrian Safety at Unsignalized Crossings</i>                                                               | Crossing Selection and Design                             |
| <i>FHWA Guide to Improving Pedestrian Safety of Uncontrolled Crossing Locations</i>                                                          | Crossing Design                                           |
| <i>Alaska Traffic Manual</i>                                                                                                                 | Crossing Selection and Design                             |
| <i>NCHRP Report 834: Crossings Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians With Vision Disabilities: A Guidebook</i> | Crossing Design at Roundabouts and Channelized Turn Lanes |
| <i>Americans with Disabilities Act Accessibility Guidelines (ADAAG)</i>                                                                      | ADA Design Requirements                                   |
| <i>Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)</i>                                                     | ADA Design Guidelines                                     |
| <i>AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities</i>                                                         | Pedestrian Planning and Design                            |
| <i>USDOT and FHWA Small Town and Rural Multimodal Design Guide</i>                                                                           | Pedestrian and Bikeway Design                             |
| <i>FHWA Bikeway Selection Guide</i>                                                                                                          | Bikeway Planning                                          |
| <i>FHWA Incorporating On-Road Bicycle Networks into Resurfacing Projects Guide</i>                                                           | Bikeway Design and Implementation                         |
| <i>FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts</i>                                                | Bikeway Design                                            |
| <i>FHWA Separated Bike Lane Planning and Design Guide</i>                                                                                    | Bikeway Planning and Design                               |
| <i>AASHTO Guide for Achieving Flexibility in Highway Design</i>                                                                              | Multimodal Roadway Design                                 |
| <i>AASHTO A Policy on Geometric Design of Highways and Streets (Green Book)</i>                                                              | Multimodal Roadway Design                                 |
| <i>AASHTO Guidelines for Geometric Design of Low-Volume Roadways</i>                                                                         | Multimodal Roadway Design for Low Traffic Roadways        |
| <i>AASHTO Guide for the Development of Bicycle Facilities</i>                                                                                | Bikeway Planning and Design                               |
| <i>NACTO Urban Bikeway Design Guide, Urban Street Design Guide, Global Street Design Guide, and Bike Share Station Siting Guide</i>          | Multimodal Design                                         |
| <i>ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach</i>                                                              | Pedestrian Design                                         |
| <i>FAST Planning Complete Streets Policy</i>                                                                                                 | Planning and Design Policy                                |
| <i>Highway Capacity Manual</i>                                                                                                               | Multimodal Level of Service and Crossing Delay Guidance   |
| <i>NCHRP Report 926: Guidance to Improve Pedestrian and Bicyclist Safety at Intersections</i>                                                | Intersection Design and Crash Mitigation                  |

<sup>1</sup> The most recent version of each document is recommended when updates are published.

## EDUCATION AND ENCOURAGEMENT

Comprehensive educational and outreach efforts can help everyone using the transportation system understand the appropriate and expected interactions between modes, improve safety, and increase the number of people walking and cycling.

Recommended educational outreach efforts include:

- Expanding regular “Share the Road” or other outreach campaigns – Among other things, these types of educational efforts could include media public service announcements, newspaper columns, promotional giveaway materials, helmet or light giveaways, web pages on area websites, pocket guides on non-motorized traffic laws, and Safe Routes to School and other events.
- Promoting educational campaigns, as included as a strategy in the 2018 Strategic Highway Safety Plan (SHSP) and 2020 Alaska Statewide Active Transportation Plan.
- Training for professional drivers – This could include incorporating a bicycle and pedestrian awareness and safety component into training efforts for taxi, transit, school bus, and other professional drivers.
- Forming a partnership with MACS Transit to better inform the public of bus route operations and stop locations.
- Improving driver education on pedestrian and bicycle law, including the Alaska Driver Manual and licensing knowledge exams. Key elements include crosswalk right-of-way, unmarked crosswalks, safe bicycle passing, and checking crosswalks and paths when turning.

- Forming a partnership with the FNSB School District to reinstitute driver’s education into the high school curriculum (eliminated over 10 years ago) including bicycle and pedestrian awareness, since young drivers have the highest crash rate among all age classes of drivers.
- Forming a campaign to educate the public about the dangers of distracted driving.
- Expanding regular promotional campaigns – This could include building on the success of Bike to Work Month/Week/Day with other events and promotional campaigns throughout the year.
- Starting a Walk and Bike to School Day and encourage programs such as walking school buses to increase walking and cycling to school
- Encouraging local businesses to participate in the Bicycle Friendly Businesses program could help businesses encourage their employees to bicycle to work more often.
- Expanding the wayfinding program for bicyclists and pedestrians

**R&IP-Exhibit 4** provides educational campaigns and trainings as recommended by the Alaska Statewide Active Transportation Plan.

## R&IP-Exhibit 4: Non-Motorized Education Campaigns (Source: Alaska Statewide Active Transportation Plan)

| Campaigns                                                                                                                                                                                                                                                                                                                                                 | Training                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <b>Impaired Driving /Riding Campaigns</b><br>Campaigns targeting impaired operation or distracted driving of motor vehicles, ATVs, or snow machines in conjunction with high-visibility enforcement efforts to reduce collisions involving people walking and bicycling |  <b>Driver's Education Training</b><br>Addressing active transportation safety in driver education training, materials, and licensing programs in the classroom and behind the wheel, including strategies for motorists, pedestrians and bicyclists on safely sharing the road and expecting pedestrians and bicyclists in the roadway corridor. |
|  <b>Share the Road / Trail Marketing</b><br>Walking and bicycling safety campaigns that specifically target sharing the road or trail with different types of users                                                                                                      |  <b>Three-foot Buffer for Bicyclists Support</b><br>Supporting education of motorists maintaining a three-foot buffer when passing bicyclists                                                                                                                                                                                                     |
|  <b>Be Seen Campaigns</b><br>Campaigns highlighting and promoting pedestrian and bicyclist reflective wear                                                                                                                                                               |  <b>Safety Policy Support</b><br>Encouraging community-led policies and approaches that promote active transportation initiatives                                                                                                                                                                                                                 |
|  <b>Vulnerable User Awareness</b><br>Increasing awareness and understanding of safety issues related to vulnerable road users                                                                                                                                            |  <b>School Education Programs</b><br>School-based education programs to promote active transportation safety through partnerships, materials, curricula, and technical assistance                                                                                                                                                                 |
|  <b>Safety Media / Campaigns</b><br>Encouraging and developing active transportation safety campaigns such as radio, posters, billboards, and commercials                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|  <b>Senior Safety Campaigns</b><br>Increasing awareness of the safety, accessibility, and mobility needs of aging pedestrians and bicyclists                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|  <b>Participation Campaigns</b><br>Encouraging and increasing the level of participation in walking and bicycling for transportation                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                    |

## Enforcement and Laws

Laws and enforcement are important to the safety and security to the walking and biking community. Uncomfortable facilities, lack of respect from motorists, and insecurity while cycling and walking can be a barrier and discourage people from using those modes.

As with most transportation enforcement, the intended outcome is to promote safer behavior. Warnings may be given before citations to help inform the public about the laws.

Targeted enforcement can create additional hardships and barriers for people of color and other groups facing discrimination. The following list of law and enforcement recommendations must be applied equitably.

- Targeting enforcement efforts at crosswalks to ensure vehicles are yielding to pedestrians
- Having bicycle officers patrol separated paths and trails to enforce non-motorized use
- Providing officer training related to non-motorized transportation safety and laws, including courses, roll call training, pocket reference materials, and bicycle rides
- Providing officer training related to non-motorized crash reports to enhance recording of crash occurrences
- Supporting local and statewide efforts to pass the following pedestrian, bicyclist, and safety laws:
  - Vulnerable road user law increasing penalties for injuring or killing people walking or cycling
  - Giving bicyclists the right of way when crossing driveways and uncontrolled crosswalks at a reasonable speed (See Anchorage Code 9.38.020(C) and 9.18.060(A))
  - Requiring vehicle pass bicyclists at a safe passing distance (at least three feet) (See Anchorage Code 9.16.030(A)(3))
  - Prohibiting opening a car door into the path of a bicyclist
  - Laws clarifying regulations related to electric bicycles
- Laws clarifying requirements and exceptions for bicyclists to ride in bicycle lanes, shoulders, and to “as near to the right side of the roadway as practicable”
- Repealing the Fairbanks bicycle license law (a draft ordinance has been presented)
- Reviewing the State’s Administrative Code, City, and Borough Ordinances and recommendations by the BPAC for updating these documents to reflect best practices.

## Evaluation

After constructing facilities for pedestrians and bicyclists, it is important to monitor and evaluate that infrastructure to understand how the facilities are being used, by whom, and how often. High use year-round by people of all ages and abilities can be indicators of a comfortable, connected network. Other results can be symptoms of needed improvements. This data can be used to evaluate facility and network effectiveness, crossing treatment needs, and maintenance efforts. Recommended evaluation efforts include:

- Applying temporary automated counters to measure pedestrian and cyclist activity before and after improvement projects to evaluate the facility and to inform planning decisions.
- Conducting before/after studies for pilot/demonstration projects to assess vehicle and non-motorized volumes, vehicle speeds, crash occurrence, and user surveys.
- Holding regular walking and bicycling audits
- Tracking performance measures adopted in this plan
- DOT&PF annually providing a presentation to the BPAC and Technical Committee on the latest set of crash data, including bicyclist and pedestrian-involved crashes, to identify areas with safety issues and trends over time

## ANTICIPATED FUNDING

Although this plan is not financially constrained to the current funding available in the region, it is important to consider potential funding sources for the projects. There are numerous funding sources at the local, state, and national levels that could fund the projects outlined in this plan.

Locally, FAST Planning strives to devote 20 percent of their Surface Transportation Program funds to non-motorized projects, amounting to about \$1.7M per year toward local bicycle- and pedestrian-related projects.

Many of FAST Planning's motorized projects also include upgrades to non-motorized facilities adjacent to the roadways, which

supplements the aforementioned \$1.7 million annual investment into non-motorized facilities.

In addition to those funds provided by FAST Planning, the City of Fairbanks, the City of North Pole and DOT&PF should dedicate funds and seek funding sources, including statewide and national grants, for multimodal improvements on their roadways to improve the safety, livability, and transportation system for all users.

**R&IP-Table 3** provides an overview of the types of State of Alaska and federal funding available by type of project. This information is provided in the Alaska Statewide Bicycle and Pedestrian Plan, which can be referenced for more information.

**R&IP-Table 3: Non-Motorized Funding Opportunities**  
(Source: Alaska Statewide Active Transportation Plan)

| Funding Source                                                                    | Funding Source | Description                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------------------------------------------------------------|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>The Alaska Legislature</b>                                                     | State          | In years when the State's fiscal situation allows, transportation projects for areas across Alaska are included as line items in the capital budget.                                                                                                                                                                                                                                                                                   |
| <b>Better Utilizing Investments to Leverage Development Grant Program (BUILD)</b> | Federal        | The BUILD Transportation Discretionary Grant program provides an opportunity for the US Department of Transportation to invest in road, trail, transit, and port projects that meet national objectives.                                                                                                                                                                                                                               |
| <b>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</b>           | Federal        | Provides funding for transportation projects and programs to help meet the requirements of the Civil Aeronautics Administration (CAA). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter and for former non-attainment areas that are now in compliance.                               |
| <b>Highway Safety Improvement Program (HSIP)</b>                                  | Federal        | The HSIP is intended to assist in the reduction of traffic fatalities and serious injuries on all public roads. State and metropolitan planning organization targets for the number of non-motorized fatalities and non-motorized serious injuries in addition to several others need to be established to be eligible for HSIP funding, and the DOT&PF has established targets as part of its Strategic Highway Safety Plan and HSIP. |
| <b>Federal Lands Transportation Program (FLTP)</b>                                | Federal        | FLTP provides funding for transportation facilities owned and maintained by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and many other independent federal agencies with natural resource and land management responsibilities.                                                                                                                                                                    |

| Funding Source                                                                                    | Funding Source | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------------------------------------------------------------------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Federal Lands Access Program (FLAP)</b>                                                        | Federal        | FLAP is designed to improve facilities that are located within federal lands or provide access to federal lands. Eligibility is similar to the FLTP.                                                                                                                                                                                                                                                                                                                                     |
| <b>Federal Transit Administration Capital Funds Multiple Federal Transit Administration (FTA)</b> | Federal        | Multiple FTA grant programs are available for cities and rural areas to invest in active transportation infrastructure. FTA grants may be used to fund active transportation facility design, construction, and maintenance projects, particularly those that provide access to a public transportation facility.                                                                                                                                                                        |
| <b>Fixing Americas Surface Transportation (FAST) Act Funding</b>                                  | Federal        | Levels of funding to provide accommodations for pedestrians and bicyclists have increased since the passing of the FAST Act and the level of flexibility for funding active transportation projects has also improved. The FAST Act is expected to expire in 2020, but other federal legislation may provide similar funding for multimodal transportation.                                                                                                                              |
| <b>National Highway Performance Program (NHPP)</b>                                                | Federal        | The NHPP focuses on the overall condition and performance of the NHS, construction of new facilities, and supporting progress toward the achievement of performance targets established in a state's asset management plan for the NHS.                                                                                                                                                                                                                                                  |
| <b>State of Alaska Department of Commerce, Community, and Economic Development (DCCED)</b>        | State          | DCCED administers several programs of interest for developing and maintaining transportation infrastructure vital to a community's success. Most notably, it administers the Community Development Block Grant (CDBG) program, funded by the U.S. Department of Housing and Urban Development (HUD). Once each year, municipal governments can apply for CDBG funding for an array of project types, which include transportation improvements such as active transportation facilities. |
| <b>Surface Transportation Block Grant (STBG)</b>                                                  | Federal        | Previously referred to as the longstanding Surface Transportation Program, this program has the most flexible eligibilities among all federal-aid highway programs. The STBG promotes flexibility through numerous eligible activities and transferability to other federal-aid apportioned programs. Generally, STBG projects are eligible for most active transportation projects and activities.                                                                                      |
| <b>Transportation Alternatives Set-Aside and Associated Programs (TA)</b>                         | Federal        | TA is a set-aside of the STBG program. Funds include all projects and activities that were eligible under the previous program including bicycle facilities, recreational trails, safe routes, and several other active transportation eligibilities                                                                                                                                                                                                                                     |
| <b>Transportation Infrastructure Finance and Innovation Act (TIFIA)</b>                           | Federal        | All projects eligible for federal assistance through the above programs are eligible for the TIFIA.                                                                                                                                                                                                                                                                                                                                                                                      |

The funding opportunities listed above each provide funding for a variety of different types of expenditures that can improve bicycling and walking in the FAST Planning area. These funding opportunities should be explored to help make the infrastructure, policy, and programmatic recommendations described in this chapter.



# College Road Crossing

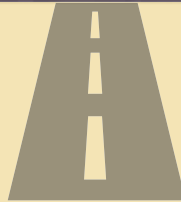
Page 106

ARRC ID 868405C; Eielson Branch; MP G01.11 [Permitee: DOT&PF]

College Road Crossing looking Southeast, July 2020



4-lane minor arterial  
19,500 vehicles per day  
35 mph



Single Track  
4 trains per day  
15 mph

## Background

The College Road crossing is located between two signalized intersections on College Road: the Johansen Expressway interchange ramps signal and the Illinois Street signal. During peak traffic hours, queues from the signals sometimes extend across the railroad tracks.

At the crossing, non-motorized facilities include asphalt pathways separated from the road by a vegetated buffer on both sides of the road. The pedestrian facilities currently lack crossing traffic control devices.

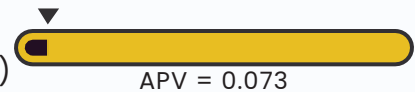
Public comments for this crossing mentioned minor delays and incidences of drivers racing through the crossing as to avoid being stopped for trains.

## Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



Collision History



Exposure



## Crossing Geometrics & Other Considerations



Sight Distance

Transit Bus Route



School Bus Route

Emergency Response Route



HazMat Route

Non-Motorized Path



Fairbanks Road/Rail Crossing  
Reduction/Realignment Plan

# Pedestrian Crossing Improvements

College Road Crossing



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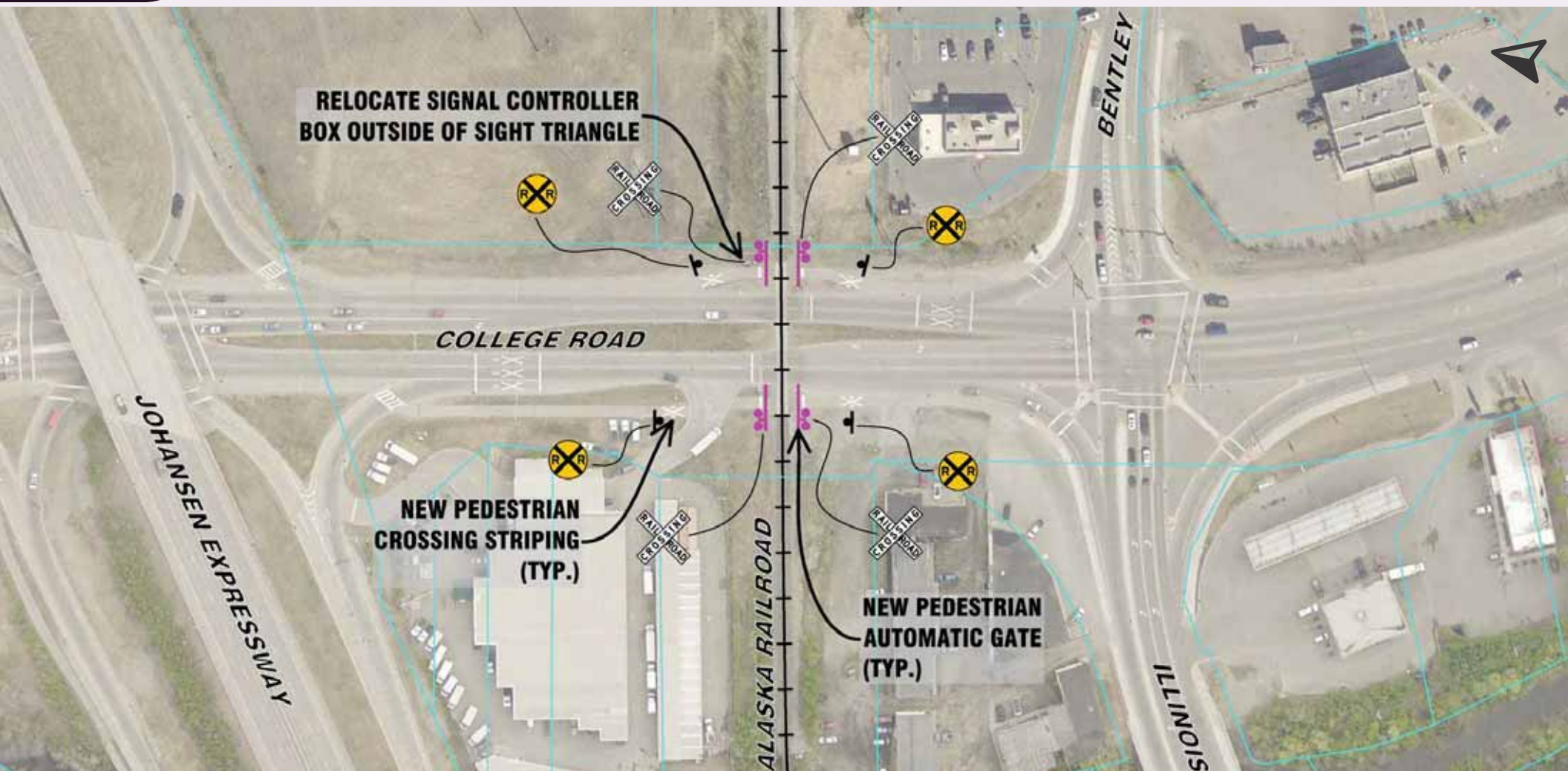
**MID TERM**

**\$1.2M**



*Installing pedestrian traffic control to existing pedestrian crossings on both sides of the road would bring this crossing up to current ARRC standards.*

*Relocating the signal controller to be outside of the sight distance triangles would improve safety.*



# ANNUAL BICYCLE & PEDESTRIAN COUNT

## volunteer materials

### DETAILS

#### **Dates:**

Volunteers can choose to count on Tuesday May 25th, Wednesday May 26th, or Thursday May 27th

#### **Time:**

4:30 - 6:30 PM

#### **Volunteer Coordinator:**

Jackson Fox, FAST Planning

**phone:** 907-590-1618

**email:** [jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us)

#### **Items to Bring for the Count:**

- This packet (please print or pick up a physical copy at 100 Cushman Street, Suite 205)
- Pen/pencil
- Clipboard or something to write on top of
- A timekeeping device
- Visible, weather appropriate clothing
  - Call Jackson if you would like to pick up a high visibility vest
- Jackson's contact information  
(if you or members of the public need to contact him)

#### **Helpful Items:**

- A chair
- Water & a snack
- Sunscreen & hat
- Bug spray

Each site will only have one volunteer. Please arrive at your count site about 15 minutes early to prepare your site before the count starts. Position yourself where you will be safe & have visibility of all points of origin at the intersection. Be aware of your surroundings.

Before beginning the count:

1. Record the background information at the top of the count forms
2. Align your count forms to the North accordingly (if you are unsure of your orientation, please mark a few landmarks in the margin of your form to help orient us later)

## INSTRUCTIONS

### Introduction:

Thank you for helping with our annual Bicycle & Pedestrian Count! The data collected from these counts helps decision-makers & planners make informed transportation-related decisions about our non-motorized network & pedestrian needs. Additionally, these counts are used to monitor the success of fulfilling the transportation goals that are outlined in the FAST Planning Non-Motorized Transportation Plan (which is getting an update this year!).

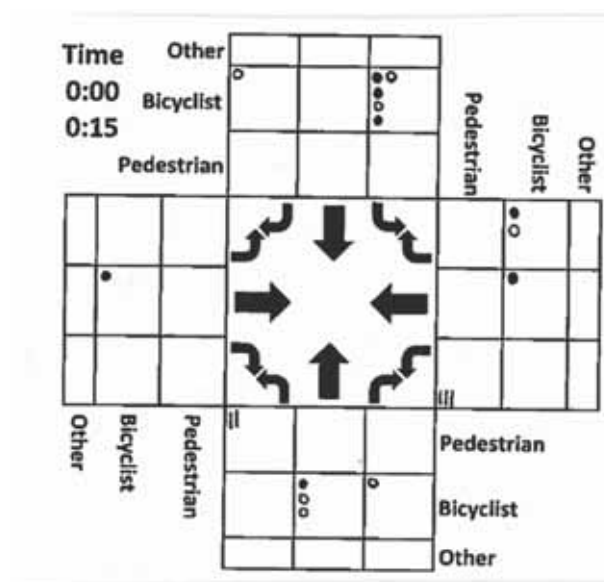
### Conducting the Count:

The count forms are simple: place a mark for each passing bicyclist or pedestrian on the form. For pedestrians, record them with a tick mark (e.g., |||)

If a bicyclist is wearing a helmet, record them with a filled in circle (●).

If a bicyclist is not wearing a helmet, record them with an empty circle (○).

For example:



### Technical Details:

- People in wheelchairs should be counted as pedestrians
- Children in strollers should be counted as pedestrians
- People walking bicycles should be counted as bicyclists
- If there are multiple people on one bike, count the people, not the bike
- People using rollerblades, skates, skateboards, scooters or other non-motorized means should be counted as other
- If someone passes completely through your intersection multiple times, count them each time

- Mark the box that represents the person's point of origin to the intersection.  
Example: If a bicyclist who is wearing a helmet enters the intersection from the south & makes a right turn heading east, put a filled in circle in the lowest right bicyclist box.

Please return your *completed* count forms to FAST Planning as soon as you can.  
Scan/photograph & email forms to [jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us) or mail them to us at:

**FAST Planning**  
100 Cushman Street, Suite 205  
Fairbanks, Alaska 99701

If you cannot make it to your shift please let Jackson know as soon as possible so that he can find a replacement in time. It is critical to future planning efforts that our count data is consistently obtained for the entire count period.

THANK YOU!



North South Road

East West Road

Start Time:

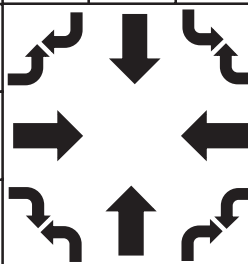
PM End Time

PM

(fair, sunny, rainy, cold/slippery, gravel, etc.)

- 

| TIME | Other      |  |  |  | Pedestrian | Bicyclist | Other |
|------|------------|--|--|--|------------|-----------|-------|
|      | Bicyclist  |  |  |  |            |           |       |
|      | Pedestrian |  |  |  |            |           |       |
| 5:15 |            |  |  |  |            |           |       |
| 5:30 |            |  |  |  |            |           |       |

| TIME |       |           |            |  |           |       |  |  |  |
|------|-------|-----------|------------|---------------------------------------------------------------------------------------|-----------|-------|--|--|--|
|      | Other | Bicyclist | Pedestrian | Pedestrian                                                                            | Bicyclist | Other |  |  |  |
|      |       |           |            |                                                                                       |           |       |  |  |  |
| 6:15 |       |           |            |                                                                                       |           |       |  |  |  |
| 6:30 |       |           |            |                                                                                       |           |       |  |  |  |

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



## 2021 Bike and Ped Count Locations

|    |                       |                            |
|----|-----------------------|----------------------------|
| 1  | Badger Road           | Old Richardson Hwy         |
| 2  | Badger Road           | Hurst Road                 |
| 3  | Barnette St           | Airport Way                |
| 4  | Chena Pump Road       | Chena Ridge Road           |
| 5  | Chena Pump Road       | Chena Small Tracts         |
| 6  | College Road          | Farmers Market/Caribou Way |
| 7  | College Road          | Johansen Expy              |
| 8  | Cowles St             | Airport Way                |
| 9  | Cushman               | Airport Way                |
| 10 | Cushman               | 1st                        |
| 11 | Dawson Rd             | Plack Rd                   |
| 12 | F street              | Trainor Gate               |
| 13 | Fairbanks Street      | Geist                      |
| 14 | Farmers Loop          | Ballaine                   |
| 15 | Farmers Lp/University | College Road/Alumni Dr     |
| 16 | Geist                 | Parks Highway              |
| 17 | Goldhill Road         | Sheep Creek Rd Ext         |
| 18 | Illinois              | Minnie                     |
| 19 | Lathrop               | 23rd/Davis                 |
| 20 | Nordale Rd            | Badger Rd                  |
| 21 | Old Richardson        | 5th Ave. (North Pole)      |
| 22 | Old Steese            | Trainor Gate               |
| 23 | Old Steese            | Johansen Expy              |
| 24 | Peger Road            | Airport Way                |
| 25 | Peger Road            | Philips Field Road         |
| 26 | Peger Road            | Johansen Expy              |
| 27 | Peger Road            | Mitchell Expy              |
| 28 | Sheep Creek           | Parks Highway              |
| 29 | Steese Expy           | Airport Way                |
| 30 | Steese Expy           | Farmers Loop               |
| 31 | Steese Expy           | Johansen Expy              |
| 32 | Steese Expy           | College Road               |
| 33 | Steese Expy           | 3rd street                 |
| 34 | University Ave        | Airport Way                |
| 35 | University Ave        | Geist/Johansen             |
| 36 | Yankovich             | LARS                       |