



TECHNICAL COMMITTEE MEETING

Wednesday, May 5, 2021, 12:00 – 2:00 P.M.

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom
Zoom Meeting Phone Number: 1 (253) 215-8782, enter Meeting ID 878-1090-6277

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of the May 5, 2021 Agenda
4. Approval of the April 7, 2021 Meeting Minutes Pg 2-7
5. Committee/Working Group Reports (including the Chair's Report) Pg 8-11
6. Public Comment Period (Non-Action Items)
7. Old Business
 - a. Non-Motorized Plan Update (Action Item) Pg 12-162
 - Review of public comment responses and consideration of adoption of revised Plan
8. New Business
 - a. Fairbanks Road/Rail Crossing Reduction/Realignment Plan (Action Item) Pg 163-276
 - Consideration of releasing document for 30-day public comment period
 - b. Gaffney/Airport/Richardson/Steese Intersection Project Update Pg 277-293
9. Other Issues
10. Informational Items
 - a. Obligations and Offsets Pg 294-297
 - b. Rebuilding American Infrastructure with Sustainability & Equity (RAISE) grant opportunity [formerly TIGER/BUILD grant] – Applications due July 12, 2021 Pg 298
11. Committee Member Comments
12. Adjournment

Next Scheduled Technical Committee Meeting – Wednesday, June 2, 2021



TECHNICAL COMMITTEE

Meeting Minutes – April 7, 2021

Zoom Meeting URL: <https://fastplanning.us/keepup/zoom/>

Telephone Number: 1 (253) 215-8782, Meeting ID: 842 9598 7498

1. Call to Order

Jackson Fox, Chair, called the meeting to order at 12:01 p.m.

2. Introduction of Members and Attendee

The following were present:

Name	Representing
*Jackson Fox, Chair	FAST Planning
*Olivia Lunsford, Vice Chair	FAST Planning
**Tim Zinza for Andrew Ackerman	City of Fairbanks Engineering
**Bob Pristash	City of Fairbanks Engineering
**Bill Butler	City of North Pole
**Steven Hoke	ADEC Air Quality
**Kate Dueber	Alaska Railroad Corporation
**Randi Bailey for Judy Chapman	DOT&PF Planning
**Lauren Little for Sarah Schacher	DOT&PF Preconstruction
**John Perreault	FNSB Planning Commission
**Kellen Spillman	FNSB Community Planning
**Michelle Denton	FNSB Transportation
**John Weinberger	Fort Wainwright Planning
**Justin Burgess (absent)	AES Transportation
**Jakob Theurich	UAF
*Deborah Todd	FAST Planning
*Don Galligan	FNSB Community Planning
Peter Stern	BPAC
Nathan Belz	BPAC
John Netardus	DOT&PF
Ivet Hall	DOT&PF
Adam Moser	DOT&PF
Jennifer Keller	Citizen
Michael Lukshin	FHWA
Brett Johnson	Fort Wainwright Planning
Cindy Heil	DEC Air Quality
* FAST PLANNING Staff members	
** FAST PLANNING Technical Committee members	

3. Approval of the April 7, 2021 Agenda

Motion: To approve the April 7, 2021 Technical Committee Agenda. (Pristash/Denton).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

April 7, 2021

Technical Committee Meeting Minutes

4. Approval of the March 3, 2021 Meeting Minutes**Motion:** To approve the March 3, 2021 Meeting Minutes. (Denton/Pristash).**Discussion:** No further discussion.**Vote on Motion:** None opposed. Approved.**5. Committee/Working Group Reports (including the Chair's Report)**

Mr. Fox noted the following updates:

- The Policy Board unanimously adopted the Resolution in Support of revisions to the Alaska Administrative Code pertaining to safety improvements for pedestrians and bicyclists using the transportation network at the March 17, 2021 meeting.
- The Policy Board approved the request for an MPO Boundary change to include Chena Lakes and Tanana Lakes Recreation Areas at the March 17, 2021 meeting.

6. Public Comment Period (Non-Action Items)

No public comment.

7. Old Business**a. Chena River Walk, Stage III (Action Item)**

- ***Consideration of approval of a new letter from FAST Planning to ARRC***

Mr. Fox explained that the meeting packet contained the new letter to the Alaska Railroad Corporation requesting continued dialogue with the Railroad Board on how we could make the project compatible with their interests and future development of the Chena Landings Subdivision while also ensuring the long-term interest in the land that the path is constructed upon met the requirements of our funding partner, the Federal Highway Administration (FHWA). Mr. Fox explained that the DOT and City of Fairbanks design team had made efforts to reduce the footprint from a 50 ft. wide easement request to a 10 feet wide easement request. Mr. Fox explained that both Alaska Railroad Real Estate staff and the Bicycle/Pedestrian Advisory Committee (BPAC) members expressed interest in resurfacing the existing asphalt path from the footbridge on the Chena River at Pioneer Park up to Chena Landings Loop Road as well as installation of pedestrian lighting along that path. Mr. Fox stated that FAST Planning was requesting a response from the Railroad Board following their next meeting and by June 30, 2021 answering three questions: (1) To confirm that the Railroad had interest in resurfacing the existing path from the footbridge up to Chena Landings Loop Road and, if they had that interest, if they would be willing to enter into a signed Maintenance Agreement for the path and cover the GVEA cost for the pedestrian lighting; (2) To find out if the Railroad was amenable to the 10' width of area required by the pathway in addition to a temporary 25-ft. construction easement for the duration of construction; and (3) What was the Alaska Railroad's preferred mechanism for conveyance of the long-term land lease interest needed to expend Federal funding to construct the path. Mr. Fox stated that there were four options available to the Railroad for that land interest. Mr. Fox stated that there would also be supporting documentation with the letter that included: Design drawings from the City of Fairbanks with the proposed 10-ft. easement, the Resolution of Support for the project and continuing dialogue with the Alaska Railroad passed by the City of Fairbanks, a second Resolution of Support that is slated to go before the Borough Assembly for approval on April 22, 2021, and letters of support from the Fairbanks Chamber of Commerce and Fairbanks Soil

Water Conservation District. Mr. Fox stated that they would also be receiving a third letter of support from the Tanana Valley Watershed Association and the original easement request letter would be attached containing the 30-year history of communications between the Borough, City of Fairbanks, and DOT&PF.

Public Comment: No public comment.

Motion: To recommend to the Policy Board to approve and send the letter to the Alaska Railroad Corporation as presented. (Pristash/Spillman).

Discussion: Mr. Spillman commented that he thought the letter was appropriate and consistent the conversations they had at every level.

Mr. Pristash commented that he supported moving this letter on to the Policy Board because it was consistent with everything they had done to this point.

Vote on Motion: None opposed. Approved.

b. Non-Motorized Plan Update – Public Comment Summary

Mr. Fox explained that almost 400 total comments were received on the Non-Motorized Plan during the 30-day public comment period. Mr. Fox thanked Ms. Lunsford for advertising through many different forms including social media posts, flyers posted in various locations around town, and participation in a radio broadcast about the Non-Motorized Plan. Mr. Fox explained that the comments received from the public were forwarded to the Consultant and would be incorporated into the document and then presented to the Technical Committee and Policy Board in final form for approval. Mr. Fox explained that there was an interactive map on the FAST Planning Website and the public had posted comments directly to that map for the projects they had interest in.

8. New Business

a. Fairbanks PM^{2.5} Non-Attainment Area State Implementation Plan Update – Guest Presentation by Alaska Department of Environmental Conservation

Mr. Fox introduced Cindy Heil of the Alaska Department of Environmental Conservation Air Quality Division to provide an update for the Fairbanks PM^{2.5} Non-Attainment Area State Implementation Plan Update.

b. Notice of Proposed Alaska Administrative Code (AAC) Changes on Use of ATV's and Snowmobiles on Public Road (Action Item)

• Consideration of approval of comment letter from FAST Planning to ADPS

Mr. Fox explained that the meeting packet included a six-page comment letter that he hoped to advance to the Policy Board to meet the deadline for comments on the proposed changes. Mr. Fox explained that the letter was a collaborative effort between him and Dr. Nathan Belz of UAF. Mr. Fox stated that Dr. Belz had provided a presentation about ATV/Snowmobile accidents and injuries that were experienced on public roads and highways nationwide. Mr. Fox explained that the deadline for comments was April 15, 2021 so a Special Policy Board Meeting would be held on Monday, April 12 from 12-1 p.m. to discuss the letter and approve it for forwarding to the Department of Public Safety/Department of Administration prior to the comment deadline. Mr. Fox stated that one of the comments in the letter was that the proposed changes were directly contrary to the recommendations made in the Alaska Strategic Highway Plan. Mr. Fox stated that the letter contained statistics related to injuries and fatalities resulting from the use of ATVs/snowmachines on public roads.

Public Comment: Dr. Nathan Belz, Professor at UAF and BPAC Committee member, commented that he had helped draft the letter in the meeting packet.

Dr. Belz commented that he thought it put a considerable burden on the Borough and FAST Planning particularly because Fairbanks North Star Borough was a second-class borough and did not have enforcement powers. Dr. Belz explained that in the letter that DOT&PF supplied to the State House Transportation Committee, they estimated that about 1900 DOT road miles would be affected under the proposed changes, but those road miles did not account for the other borough roads or local roads that currently defaulted to State provisions. Dr. Belz commented that 13 boroughs currently defaulted to State provisions and five boroughs had their own policies and regulations. Dr. Belz stated that currently there was not a complimentary statute, so if it were to go forward as proposed, if an off-highway vehicle were to be pulled over, there was no way to fine or cite them or require a license or registration since there was no statute for that. Dr. Belz stated that the question was posed at the House Transportation committee whether the Class D license allowed them to drive a hovercraft on the road and it was confirmed that a Class D license would allow people to operate a hovercraft on the road. Dr. Belz stated that the follow-up question was whether a Class D would allow them to operate a motorcycle on the road and it was determined that it was not. Dr. Belz stated that it was questioned whether it was required that an operator understood the rules of the road or showed that they could competently and safely operate a certain type of specialized vehicle and the answer was the latter, to show competency to operate those types of specialized vehicles. Dr. Belz stated that there were several agencies such as the Consumer Product Safety Commission, the Specialty Vehicle Institute of America, the Consumer Federation of America, and many agencies that protected the public from unreasonable risks of injuries or death related to those specific types of consumer products such as off-highway vehicles. Dr. Belz stated that it was noted that the types of tires, the low center of gravity, and the lack of a rear differential all gave them different handling and operating characteristics on roads and in his opinion allowing those types of vehicles on paved roads was not safe.

Brett Johnson of Ft. Wainwright asked if this was being promoted from the Alaska State Troopers and what the background or reasoning was for that and whether they wanted more ATVs or snowmachines on the roadway.

Mr. Fox stated that it was his understanding that the proposed regulations were at the request of the Governor's office and were not brought forward by the Department of Public Safety or the Department of Administration except to execute the wishes of the Governor's office. Mr. Fox stated that was the only information he could provide him on the record.

Motion: To recommend to the Policy Board to approve the letter as written [regarding proposed regulation changes on use of ATVs and snowmobiles on public roads]. (Spillman/Denton).

Discussion: Mr. Spillman commented that it seemed appropriate that we, as the transportation agency for the Metropolitan Planning Area and supporting statewide safety targets, should support this letter and not support the changes to Alaska Administrative Code. Mr. Spillman commented that he thought the testimony from Dr. Belz was particularly relevant to this as it seemed like he had done a lot of the preliminary research on what would actually happen and again, in his professional opinion, it seemed like we would not only see an increase in the total number of crashes but also in the severity of those crashes, so he thought that as the Metropolitan Planning Organization should support this letter as written.

Mr. Pristash asked for clarification from the summary paragraph at the end of the letter and thought we were not saying to stop and were saying that there should be more study and analysis done before we considered it further.

Mr. Fox explained that the letter did not outright oppose the changes and asked that they withdraw the proposed changes until a larger work group including allowing the Department of Transportation at the table to have this discussion about the proposed changes. Mr. Fox explained that the proposed changes might not be appropriate for the urban areas in the state but might actually be a good idea for some of the rural communities. Mr. Fox stated that we wanted to acknowledge that we were in an urban area and that there might be advantages to the proposed changes in rural areas but there was a difference between those two. Mr. Fox stated that the letter was not outright opposing the changes and simply asked them to take a step back and all the topics they listed would be topics for the work group to discuss before bringing forward a new proposal for the public to consider.

Mr. Pristash stated that the City was formulating a response for the Mayor to consider. Mr. Pristash stated that on March 25th, he sent an email to all Department heads stating that he would not recommend those types of vehicles on city streets without licensing or specific testing like motorcycles and insurance. Mr. Pristash stated that the vehicle had to be designed to match the geometry of the roadway. Mr. Pristash stated that EPA regulated mobile source pollution that regulated our federal funding and there were different emission standards for different vehicles. Mr. Pristash stated that if off road vehicles were used on the road, they had different emission standards, and lastly, more analysis was needed before they allowed them on the road.

Vote on Motion: Nine in favor. None opposed. Two abstentions (Bailey, Little). Approved.

c. Bloomberg Philanthropies “Asphalt Art Initiative 2021” Grant Opportunity (Action Item)

Mr. Fox explained that this was a grant opportunity to do asphalt art on a city street. Mr. Fox explained that if they won the grant money, installation would not occur until 2022. Mr. Fox explained that this opportunity was passed along to FAST Planning to see if we were interested. Mr. Fox explained that the Tanana Valley Watershed Association had done storm drain art and a different city street was selected each year for that artwork. Mr. Fox explained that this grant would apply art to a roadway and the focus of the initiative was to have asphalt art on

public roadways, pedestrian spaces, or even vertical infrastructure, like the ‘paint the pipes’ project in downtown. Mr. Fox explained that no match funding was required for the grant opportunity and the program offered \$25,000 grants to 20 cities. Mr. Fox stated that there had to have a partnership between a City and a 501(c)3 nonprofit organization and since FAST Planning was a 501(c)3, we would partner with the City of Fairbanks. Mr. Fox explained that the eligible project sites must be on or adjacent to and if art was painted on asphalt where vehicles drove, it must be understood that the art existed for one year and then went away. If that was not the position your project was in, you had to submit plans for how that art would be maintained over the years. Mr. Fox explained that a portion of 5th Avenue would be a candidate since it was scheduled for reconstruction next year. Mr. Fox explained that competitive proposals must include in-kind support from the municipality. Mr. Fox stated that they had three ideas for locations of where the art could potentially be: Between 11th Avenue north of 12th Avenue a linear park; mock-up south of 10th Avenue Coop Market Parking (linear park); or the on-street parking lanes between 5th Avenue at Cushman and Barnette Streets. Mr. Fox stated that the paint would be eco-friendly sustainable traffic paint or sealcoat that was non-toxic and for use on asphalt.

Public Comment: No public comment.

Motion: To recommend to the Policy Board to authorize FAST Planning to submit an application for the Asphalt Art Grant. (Butler/Perreault).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

9. Other Issues

No other issues.

10. Informational Items

a. Obligations and Offsets

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

11. Technical Committee Member Comments

- No comments

12. Adjournment

Motion to Adjourn: (Denton/Butler). The meeting adjourned at 1:55 p.m. The next Technical Committee meeting is Wednesday, May 5, 2021.

Approved: _____ Date: _____

Jackson Fox, Chair
FAST Planning Technical Committee

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Governor Mike Dunleavy
STATE OF ALASKA

April 23, 2021

Mr. Ryan Anderson, P.E.
FAST Planning Policy Board
DOT&PF Northern Region Director
& FAST Planning Policy Board Chair

VIA Email: Ryan.anderson@alaska.gov

Subject: Metropolitan Planning Area Boundary Adjustment

Dear Mr. Anderson:

Upon review of the Fairbanks Area Surface Transportation's (FAST's) Metropolitan Planning Organization's (MPO) revised Metropolitan Planning Area (MPA) map approved by the Policy Board on March 17, 2021, I hereby approve the FAST MPA boundary adjustment, in accordance with 23 CFR 450.312.

MPO boundaries can and should be modified to include large traffic generators, including public parks. By including the Chena and Tanana Lakes Recreation Areas, the FAST MPO will have the opportunity to expand its funding opportunities and invest federal funding in these busy recreational areas.

I wish you the best of luck with your transportation needs in the future.

Sincerely,


Mike Dunleavy
Governor

cc: Jackson Fox, FAST Planning Executive Director
Judy Chapman, Department of Transportation and Public Facilities, Planning Chief

**Special Policy Board
Action Items
April 12, 2021**

Motion: To approve the letter [regarding proposed regulation changes on use of ATVs and snowmobiles on public roads] to be sent to the State as drafted in the packet. (Ward/Matherly). Three in favor. Two opposed. (Tomaszewski, Gibson). Two abstentions. (Anderson, Edwards). Motion failed.



Ryan Anderson, P.E.
Chair, Policy Board

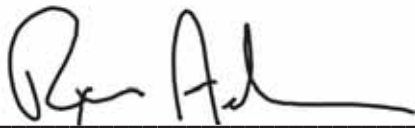
4/13/2021

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.



Ryan Anderson, P.E.
Chair, Policy Board

4/22/2021

Date



**Bicycle & Pedestrian Advisory Committee
Action Items**

April 29, 2021

Motion: To recommend to the Policy Board to approve the Non-Motorized Plan as presented. (Stern/Stowman). None opposed. Approved.

Nathan Belz, Chair
Bicycle & Pedestrian Advisory Committee

04.29.2021

Date

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

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 (https://library.municode.com/ak/anchorage/ordinances/code_of_ordinances?nodeId=777025) to classify low speed electric bicycles as bicycles, and to permit their use on all bike paths and trails. In 2019, House Bill 123 (http://www.akleg.gov/PDF/31/Bills/HB0123A.PDF) sponsored by a representative from Fairbanks was introduced to the Alaska legislature to clarify that low speed electric bicycles should be classified as bicycles, and not as motor-driven cycles or motorized vehicles. Unfortunately, the bill died in committee. Last year, federal policies in lands managed by Department of Interior (NPS, BLM, USFWS, BOR) introduced new regulations allowing low power pedal-assist e-bikes to be used on non-motorized trails and paths designated for use by bicycle.		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 odes, 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

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.

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.

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 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 railway 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.

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

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.

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. 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 https://www.mbta.com/bikes/bike-parking 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.

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.

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“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 “ University Avenue “ 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.

142	peter stern	Using the mitchell expressway as a route for a south fairbanks path is a good idea. It doesn't have ROW issues like van horn rd. It doesn't have the problem of numerous iintersecting driveways and cross streets that the van horn route would have. It has signalized intersections at s univ ave, peger, lathrop and s cushman for safe crossings. It provides connections to paths like old airport way (boat st to mitchell)(connection from ester path), s univ ave sidewalks(connections from farmers loop path), peger sidewalk (connection johansen path/pioneer park), lathrop sidewalk(connection for rebuilt cowles st and downtown area) route to tanana lakes recreation area, south cushman and to the separated path to be built from s cushman to badger rd and eventually north pole.	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

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.

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. 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

188	Alex GH	Both ACS and Sadler building have relatively iconic north-facing awnings and entrances. Concrete is in decent shape, plumbed with the old straight-to-river system. Recent years of flood control have caused elevated water levels in the river and I am concerned about the state of the storm sewers. Evidence of subsidence in asphalt right before the transition concrete strip. Old concrete sidewalk transition makes using the ACS driveway a bumpy ride. What's happening with the property to the north? It's just a parking lot with drab topiary, is there a plan to connect this lot with 5th Avenue.	5th Avenue Reconstruction	Thank you for this information. The specifics of this project will be established in the design phase.
189	Alex GH	This street is a bus corridor, with huge traffic jams at Barnette. Even in summer, navigating this narrow two-street is terrifying. Snow makes it worse. Westbound bikes trying to squeeze by an Eastbound bus that can't see 50 ft in the blowing snow. Sounds like a meat grinder. Terrible idea. Put a Berkely/Portland style soft closure on 5th and let that be a bike corridor.	City of Fairbanks Bike Lane Signing and Striping	Thank you for your comment, no action taken
190	Alex GH	11th/Lacey intersection still feels so unfinished. Where's the 1% for art? Street's permanently closed and the only mark on the endcap is Chiraq-style jersey barriers. Not even a planter. Road's closed, maybe put a bench? Maybe some of that long-term bike storage/lockers that everyone wants?	City of Fairbanks Bike Lane Signing and Striping	Thank you for your comment, no action taken
191	Alex GH	We already have a bikeway that continues west here. It goes through the park to the library. It also could connect to the proposed 10th avenue improvements westerly. Needs wayfinding totem here to indicate that, the entrance to the park is terrible and the intervening blocks of 10th avenue have nothing to suggest a library or park are proximate.	City of Fairbanks Bike Lane Signing and Striping	Thank you for your comment, wayfinding recommendations are included in the recommendations chapter.
192	Alex GH	Sign here should say northbound, "Turn Back!" Even in summer, the left turners down Cushman and the right-turners from Cushman east are murderous. We have a great Airport crossing a few hundred feet to the East at the south terminus of Noble. DOT just put in a signal and crossing. It still is rough, you have a crossing onto a 50-foot bit of sidewalk and then you're in an uncontrolled 4 way intersection where drivers have no reason to expect a bike traveling against the green light (because it's still green from when you're crossing). Push a button to generate traffic going the other way. Still better than North bound on this murderous stretch of Cushman. Cushman north of Airport no better, it doesn't calm down until 10th Ave. Turn back, there's better bike infrastructure to the east and west.	City of Fairbanks Bike Lane Signing and Striping	Thank you for your comment, no action taken
193	Alex GH	I tried to walk the stub in winter once, walking from Randy Smith middle school to downtown. My boots were decent but heavy and even fit, strong, it was a grueling task walking from downtown to the school. The stub of asphalt rose up and I saw a vision of an actual road past railroad and freeway-slough. For a moment it felt like after the world's end, Fairbanks is full of promised roads that when you try to walk them, they just aren't there. "I'll die in there if I cross the fence," I thought. A grim dystopian land, acre-wide corridor with zero art, zero wayfinding, total hostile architecture. "Am I supposed to climb this fence or does the 3' unmaintained asphalt just peter out here?" This connection is so vital though. Virtually certainly, you, biker, are not trying to use College and Illinois intersection. You would rather connect with westbound Parks near the schools, train station, and fairgrounds. You're trying to go back and forth from UAF to downtown. When you were a kid, you remember your parents talking about a Chena riverwalk that would help you travel north/south from home to school. It never got built but you figured out how to navigate the strange goat trails near Pioneer Park. Now thirty years later you're still biking northeast until you can finally reach a street that will take you west, that isn't a narrow-shouldered speedway like Philips Field. Suddenly downtown hotels can confidently send guests north on rented bikes to Creamer's Field infrastructure. It could be the center of Fairbanks bike/pedestrian infrastructure. Such a better idea than the current patches on bad automobile intersections. The automobile intersection don't get better with more traffic.	Johansen Path Bridge to Charles Street	Thank you for your support of this project.
194	Alex GH	I looked on FNSB GIS and the parcel immediately north of here, between Bingo and the other building, is listed as owned by City Hall. It currently functions as a two-way street, serving the active bingo crowd. But what's the deal with that street? Is it actually city-owned?	5th Avenue Reconstruction	Thank you for your comment.
195	Alex GH	Great idea, many local families use the recreation facilities	Lathrop Street Bicycle Facilities	Thank you for your support of this project
196	Alex GH	You just improved 17th, adding neighborhood identity posts and speed bumps. Then you improved the Gillam/17th intersection as part of the resurfacing and catchment basin installation. There's all this recent work down on 17th, in part because Hunter elementary and all the other schools to the Northwest. Put a bike lane here! Right now you're making the kids bike down to the homeless shelter to stay on the bike path. Connect 17th to the existing Noble northbound and you have a great parallel route that lets people take an efficient route from downtown to the big box stores. Otherwise this northeast traffic is going to be chaotic and counterproductive through all of downtown. Barnette is one-way the wrong way, Cushman you need to stay on Cushman. Give people an easy way to bypass this automobile center. Like the missing piece of 10th avenue by Barnette, the infrastructure already exists, it needs to be part of the plan.	City of Fairbanks Bike Lane Signing and Striping	Thank you for your support of this project
197	Catherine Burtness-Adams	Geist is helpful thoroughway for cars and bikers, but it is dangerous for bikes. Unfortunate that at least wider shoulders were not included in the last "improvement".	MP-28	Thank you for your comment, this project will be included in a list of projects to consider in the next plan update.

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 to 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 to 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 to 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.

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.

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 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.

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.

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.

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 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.
19	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.		Revised for Public Review draft.
20	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.		Held worksession with PB
21	Sarah Schacher	DOT			Revised page number and figure/table references for cohesive plan

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 established 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 an extensive resource page: https://www.transportation.gov/mission/health/Expand-and-Improve-Bicycle-and-Pedestrian-Infrastructure
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.

		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: - 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. - 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) - o Lower AADT than Peger, S Cushman and Van Horn - o Fewer driveways than S Cushman (plan notes correctly density of driveways is problematic for separated paths) - 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 - o Fewer trucks--nearly half based on 2019 AADT than Cushman and Van Horn, though percent trucks on all three routes are similar. - 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			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.	
		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?			
37 Sarah Schacher	DOT		HP-3	No change per TC.	
		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.	
38 Sarah Schacher	DOT				
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.	
		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.	
41 Sarah Schacher	DOT				
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.	
		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.	
43 Sarah Schacher	DOT				

		West Fairbanks Intersection Improvements- Description is “address crossings at Geist and Parks as well as Farmers Loop Rd and Army Rd” •Geist/Parks intersections/ramps are all marked crosswalks on the side with the shared use path. The ramp crossing is at a 90 degree angle and signed. So what is being addressed? •We have gone over the Army Rd crossing request on Farmers Loop repeatedly and there are not enough crossings to warrant installation of any sort of crossing in this area. A safe crossing of Farmers Loop is provided at the signal at Tanana (we just added a ped signal and a crosswalk there in 2018.) Crossing 4 lanes of traffic on a 50+ mph facility is not in conformance with the ATM and the plan should not propose doing something out of conformance with the ATM/MUTCD, particularly at such low ped/bike volumes.			
44	Sarah Schacher	DOT		HP-21	HP-21 moved to medium priority. Giest element removed. HP-21 moved to medium priority.
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	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.

		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.			Revised for Public Review draft.
56 Sarah Schacher	DOT	Page 117 – Engineering and Planning. BPAC should not be weighing in on project alternatives at local review stage. At that phase, the public involvement driving alternative selection would already be complete and involving them at this stage could result in alternatives desired contrary to public involvement and NEPA document, creating controversy and backwards project progress that could be avoided. BPAC review needs to be concurrent with NEPA review and other public involvement.			Removed "or local review"
57 Sarah Schacher	DOT	Pg 119- education and encouragement. This is a great list of ideas, and the BPAC could definitely spearhead some of them. I suggest also seeking grants or local sponsorships for these efforts. What I see as missing is bicycle and pedestrian education (probably more so bicycles.) A repeated frustration we hear from motorists towards bicyclists is that they don't follow the rules of the road, or do only when convenient. This of course is not all bicyclists, but also given other factors like unique Fairbanks area conditions and long periods of darkness, some safety courses if available would be highly beneficial even if only a small group used them. This could also be expanded to schools, much like driver's ed as proposed. You cover this a bit on page 41 of existing conditions, but it seems more aimed at children, so just something to consider.			No change.
58 Sarah Schacher	DOT	Winter Maintenance – pg 40 Existing Conditions. Under ADOT&PF, first bullet is not accurate after the semi-colon and needs corrected prior to public review, there must have been a miscommunication. A more accurate statement would be: "The DOT&PF generally prioritizes snow removal on sidewalks to the same priority as the adjacent road, but due to resource constraints, sidewalks will have a different level of service and response time. Also due to limited resources, in general, multi-use paths are not maintained in winter months." This change would also be consistent with the statement on page 41 "However, the priority of non-motorized routes by users does not necessarily align with the DOT&PF's road hierarchy driving their roadway priorities."			Revised in Public Review Draft.
59 Sarah Schacher	DOT	Pg 40/41 Winter Maintenance draws some good, factual info out about each agency as to the state of maintenance, but does not make any actionable recommendations about how to address the problems and repeated frustrations we hear about at FAST Technical, Policy and BPAC meetings regarding maintenance level of service and reluctance to take on any new maintenance of a facility. The plan is missing an opportunity to make some candid statements about the reality of each agency's budget situation and what history has shown the last few years. On page 30, recommendations are also made to increase enforcement, but nothing actionable on how to achieve (or fund resources for) that. Goal 5 pointedly states to encourage local governments to adequately fund year-round maintenance, but there is no acknowledgement of how the rest of the plan vision will pan out if that is not done. This doesn't just mean reduced maintenance level of service, this means constructing or not constructing numerous projects listed in this plan to begin with. We feel this section is really important and warrants stepping back and getting further guidance from Policy Board about their vision of the future for non-motorized facilities. Some serious thought may need to be given to a "tiered approach" plan, with a realistic long term vision given current realities and political will, and the ideal long term vision (as currently presented in the plan) should circumstances change.			No action. The BPAC and Seasonal Mobility Task Force are pursuing the these operational factors.
60 Sarah Schacher	DOT	Just curious why the plan is referred to as simply 'Non-Motorized Plan' rather than Non-Motorized			
62 Andrew Ackerman	City of Fairbar	Transportation Plan as it has been in the past? 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	PDF Pg 1	Consistent with official project name.	
63 Andrew Ackerman	City of Fairbar	are used in summer. Just something to keep in mind... It would have been much more powerful to survey residents directly last year and insure a	PDF Pg 1	Thanks for your comment.	
64 Andrew Ackerman	City of Fairbar	representative sample rather than relying on coarse ACS data from 6 yrs ago. 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	PDF Pg 3	Thanks for your comment.	
65 Andrew Ackerman	City of Fairbar	1700 hrs see spikes on weekdays.	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	Thanks for your comment.
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 PDF Pg 5, comment repeats on all quote 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 south of Airport Rd and bisecting Airport and the Johansen Expwy/Geist & University. "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	PDF Pg 14	Thanks for your comment. No change.
88	Andrew Ackerman	City of Fairbar continuous automated counters., Whole page highlighted: Is this the entire list?? There are significant other sources, both local, state	PDF pg 15	Thanks for your comment. See Existing Conditions chapter.
89	Andrew Ackerman	City of Fairbar and national.	PDF pg 19	Thanks for your comment. No change.
90	Andrew Ackerman	City of Fairbar "healthcare costs" on average "Good walking and cycling..." Not if that good infrastructure is nowhere near a segment of the population or a large segment of the population cannot afford the types of equipment needed to	PDF Pg 35	Thanks for your comment. No change.
91	Andrew Ackerman	City of Fairbar utilize the resource many months of the year. "When people walk and cycle..." Again, this either needs to be cited or shown with local data to be	PDF Pg 35	Thanks for your comment. No change.
92	Andrew Ackerman	City of Fairbar 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 remaining is in FNSB but directly connected to COF infrastructure (roads/sidewalks/path) "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	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..." "These numbers exceed the national" But how do we compare with similar cities/towns? Apples to	PDF Pg 39	Thanks for your comment. No change.
98	Andrew Ackerman	City of Fairbar 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 "expressed a desire" Was this one of the most often cited or was it expressed esp. strong? If it was	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 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 to make it more representative of the pop. "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	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 "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	PDF Pg 60	Thanks for your comment. Thanks for your comment. Lack of comprehensive exposure data is
103	Andrew Ackerman	City of Fairbar play into ID of important areas "A major factor in the safety..." Was it determined how many areas/shoulders in Fbx have safety	PDF Pg 63	noted.
104	Andrew Ackerman	City of Fairbar hazards similar to this? "In shared lanes, bicyclists..." I don't believe they exist anywhere in Fbx, but there certainly are	PDF Pg 69	This data is not available.
105	Andrew Ackerman	City of Fairbar oppts for them. "The Fairbanks region has improved facilities for bicyclists and pedestrians..." This is good and	PDF Pg 69	Revised for Public Review draft.
106	Andrew Ackerman	City of Fairbar important and needs more attention	PDF Pg 79	Thanks for your comment.
107	Andrew Ackerman	City of Fairbar constraints and measures, the COF also developed a ADA Transition and Priority Plan. "The City of Fairbanks completed an inventory of City sidewalks in 2017" This significantly underrepresents what the City completed in 2017 and has provided. In addition to a complete inventory of the entire sidewalk network and a detailed geospatial db of sidewalk condition and	PDF Pg 86	Text expanded.



CONNECT FAIRBANKS

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING NON-MOTORIZED PLAN

MAY 2021

EXECUTIVE SUMMARY

REAL FREEDOM STARTS

WITH TRANSPORTATION

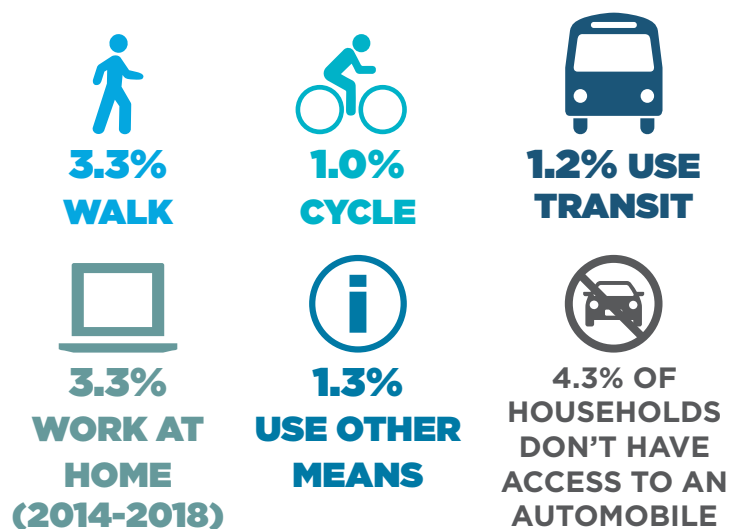
INDEPENDENCE.

WHAT IS TRANSPORTATION INDEPENDENCE?

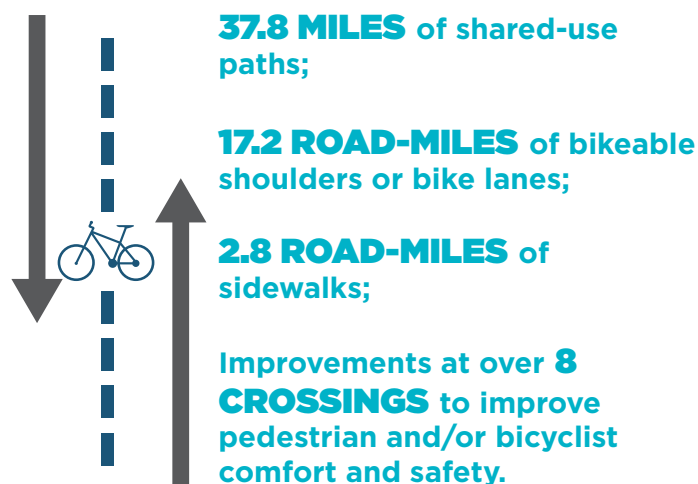
How easy would it be for you to get where you need to go in Fairbanks without a car? Ten percent of people in our community use other modes to get around every day due to age, health, financial constraints, or just a desire to improve their health or save money.¹ It isn't always easy, especially because 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 community¹ use non-automobile modes for commuting:

¹ 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?

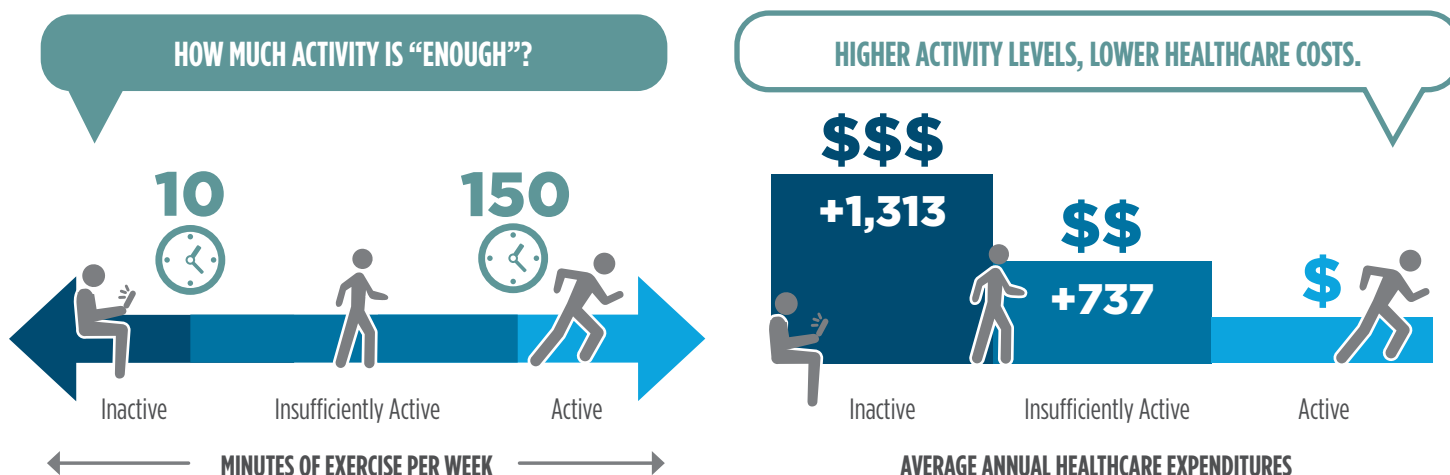
The 2012 NMP recognized a resurgence of interest in non-motorized travel, spurred by desires for better health, transportation options, environmental quality, and access to the area's natural surroundings. Connect Fairbanks considers changes in the region and in bicyclist and pedestrian planning and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

¹ Greater Fairbanks Transportation Survey, Alaska Department of Transportation & Public Facilities, 2014



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

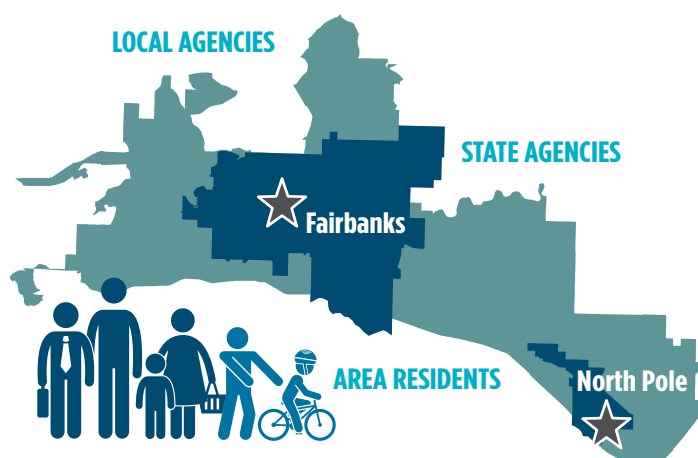
Just 150 mins of physical activity per week measurably improves your health. That's just **one 22-minute walk a day.**



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.

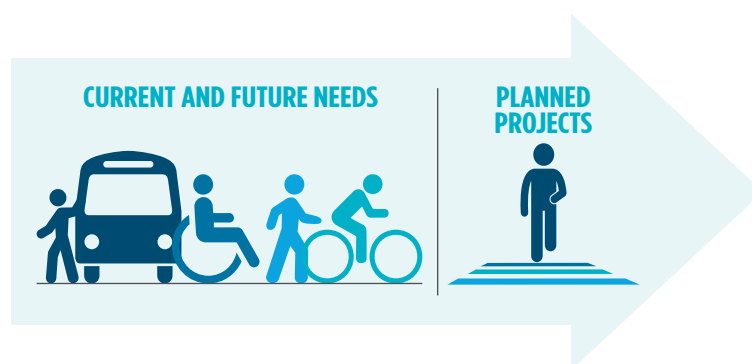
WHO WORKED ON THE UPDATE?

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 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.

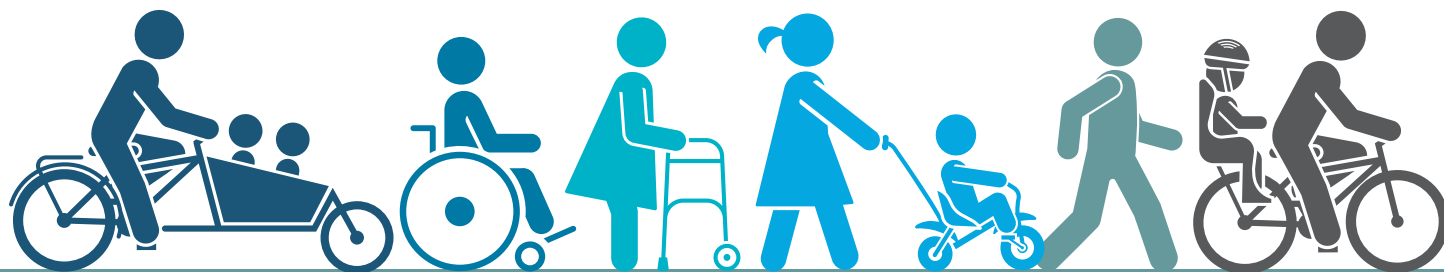
According to the Alaska Statewide Active Transportation Plan, if the walking and cycling commute mode splits were to double, there would be \$6.5M in health, transportation, and environmental benefits to the region.

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.

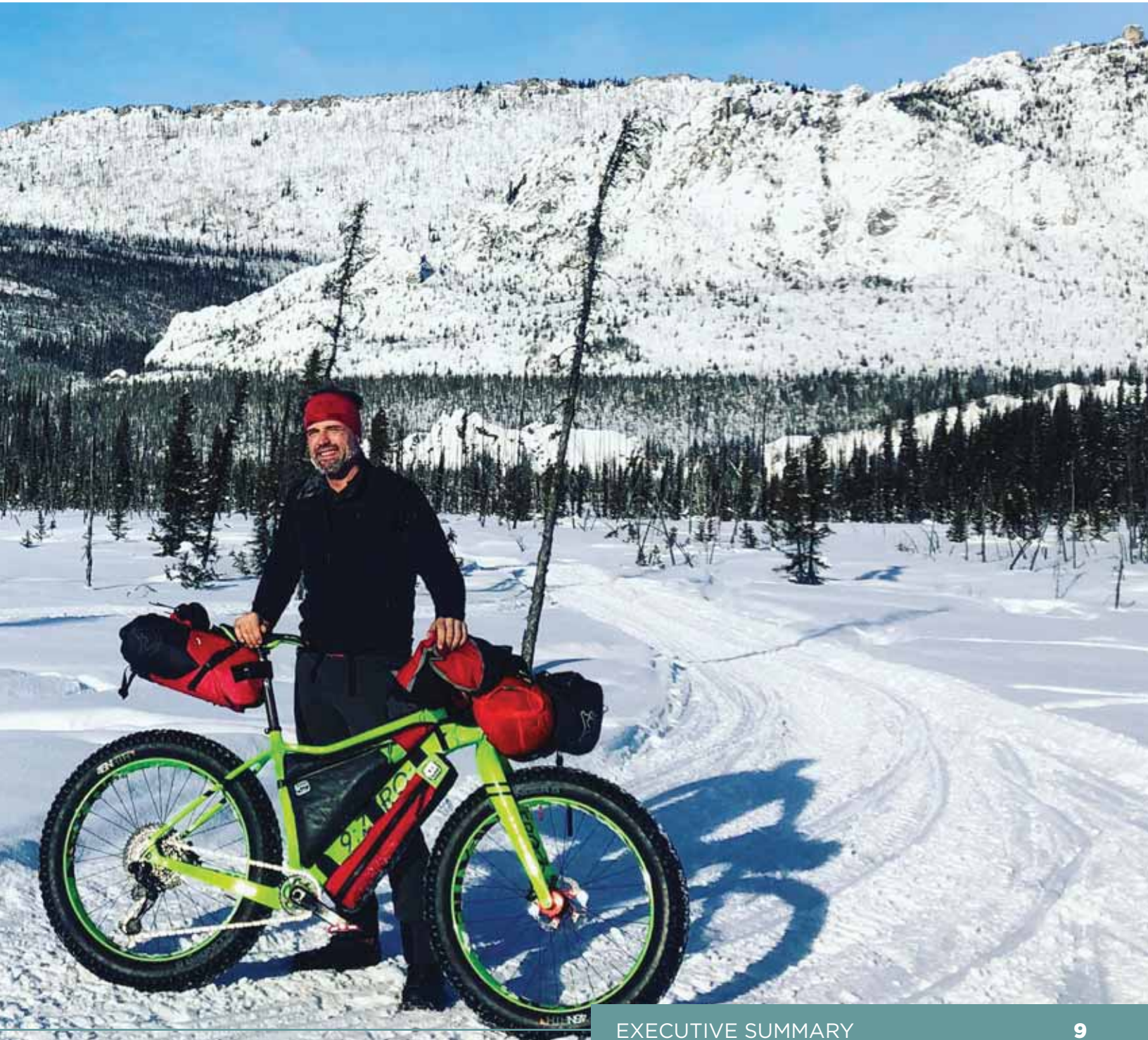


Q: What do you consider the benefits of commuting by bicycle in Fairbanks/ North Pole to be?

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

-Adam Koegle

Profession:	Outdoor Activity:	# Years in FBX:
Network Communications Specialist	Bike/Run/Ski/ Paddle, 10-15 hours per week	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.

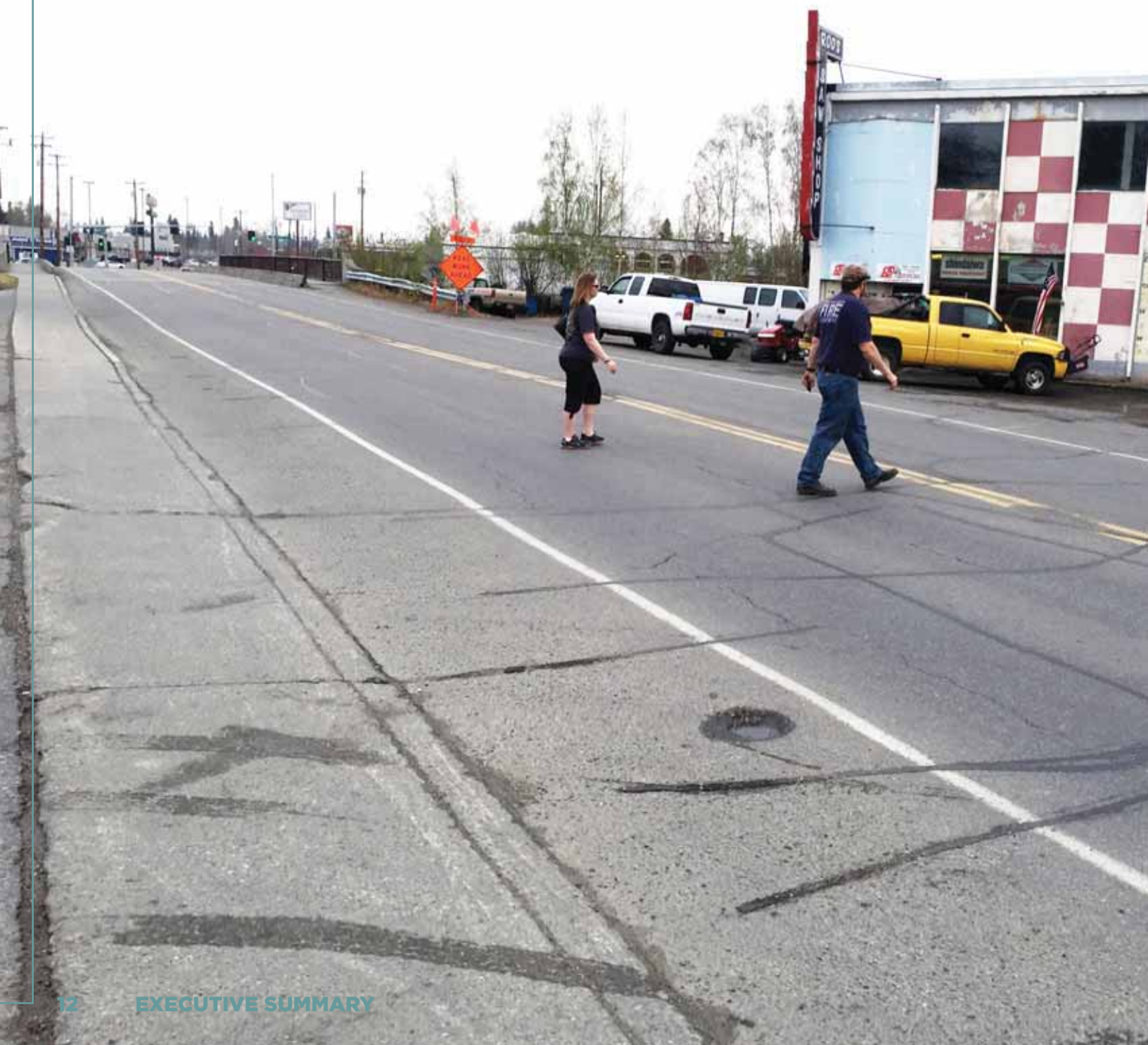
Goals	Objectives	Performance Measures
1. PLAN FOR, PROVIDE, AND PROMOTE A NON-MOTORIZED TRANSPORTATION SYSTEM THAT IS CONTINUOUS, ACCESSIBLE, RELIABLE AND SAFE.	Maintain a current inventory of the entire non-motorized transportation system.	Update the inventory at least every 2 – 4 years. Update in GIS 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.
	Improve the safety of the non-motorized transportation system.	Implement low stress (Level of Traffic Stress 1 or 2) facilities on all collectors and arterial roads or provide a parallel network by 2035.
2. PLAN FOR AND PROVIDE A NON-MOTORIZED TRANSPORTATION SYSTEM THAT CONNECTS RESIDENTS AND VISITORS TO ESSENTIAL SERVICES AND DESTINATIONS	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
3. 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. 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. 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.
4. 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. Update the Fairbanks Region Bikeways map every 2-3 years. 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 ¹ to 6.6 percent by year 2035. Increase the proportion of Fairbanks area residents that cycle to work from 1.0 percent ¹ 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.
5. 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).

¹ 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

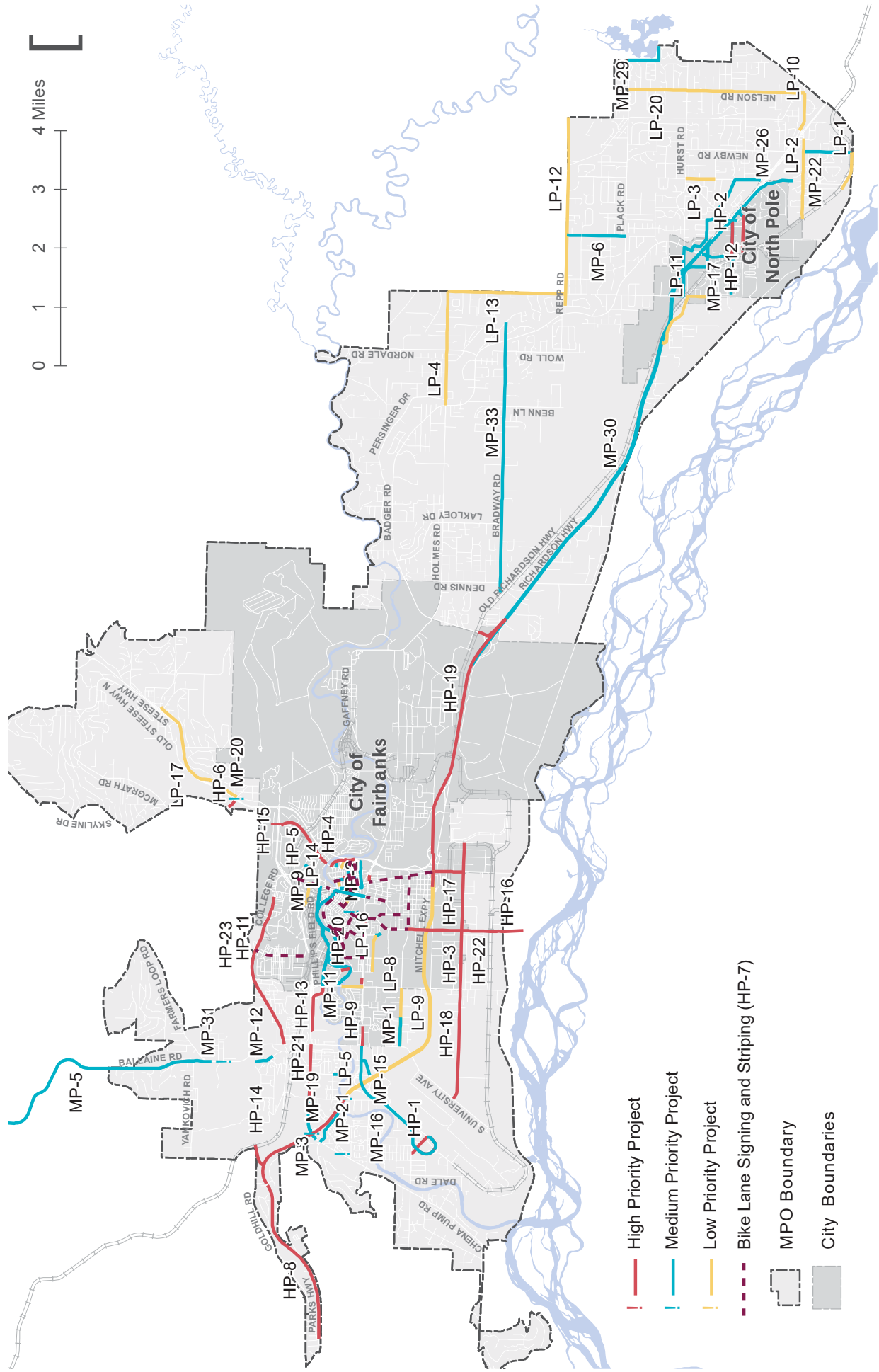
Small, targeted changes can make a big difference. Connect Fairbanks recommends wise, community-supported transportation investments that create a more robust network by connecting the walking and cycling infrastructure we already have and leveraging projects and goals from other local and regional plans.



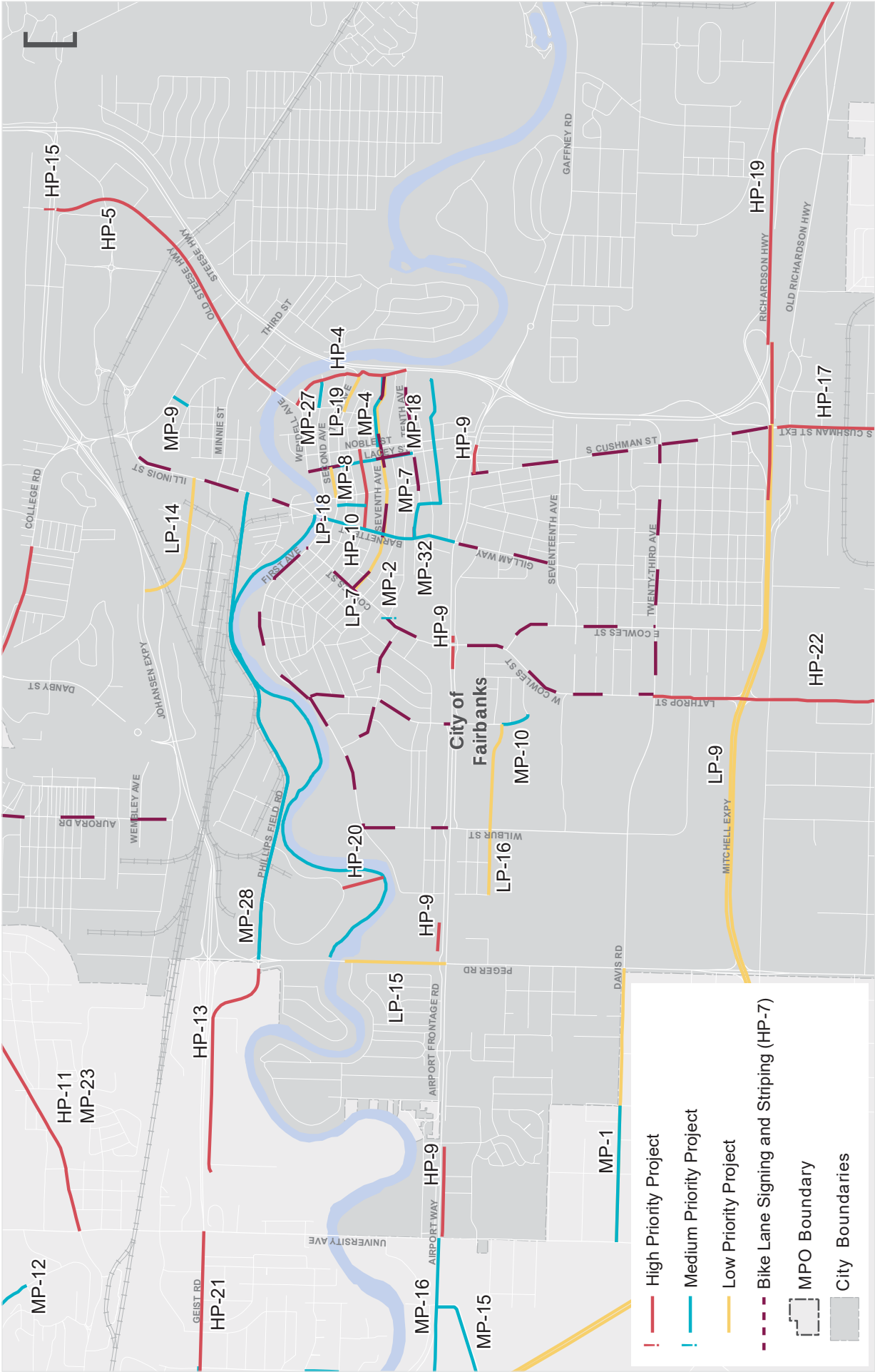
Once proposed, each project was screened based on the goals and objectives to best help us reach our vision. This evaluation, along with factors like cost estimates, context-sensitive knowledge, and inclusion in Envision 2045, was used to establish project ranking:

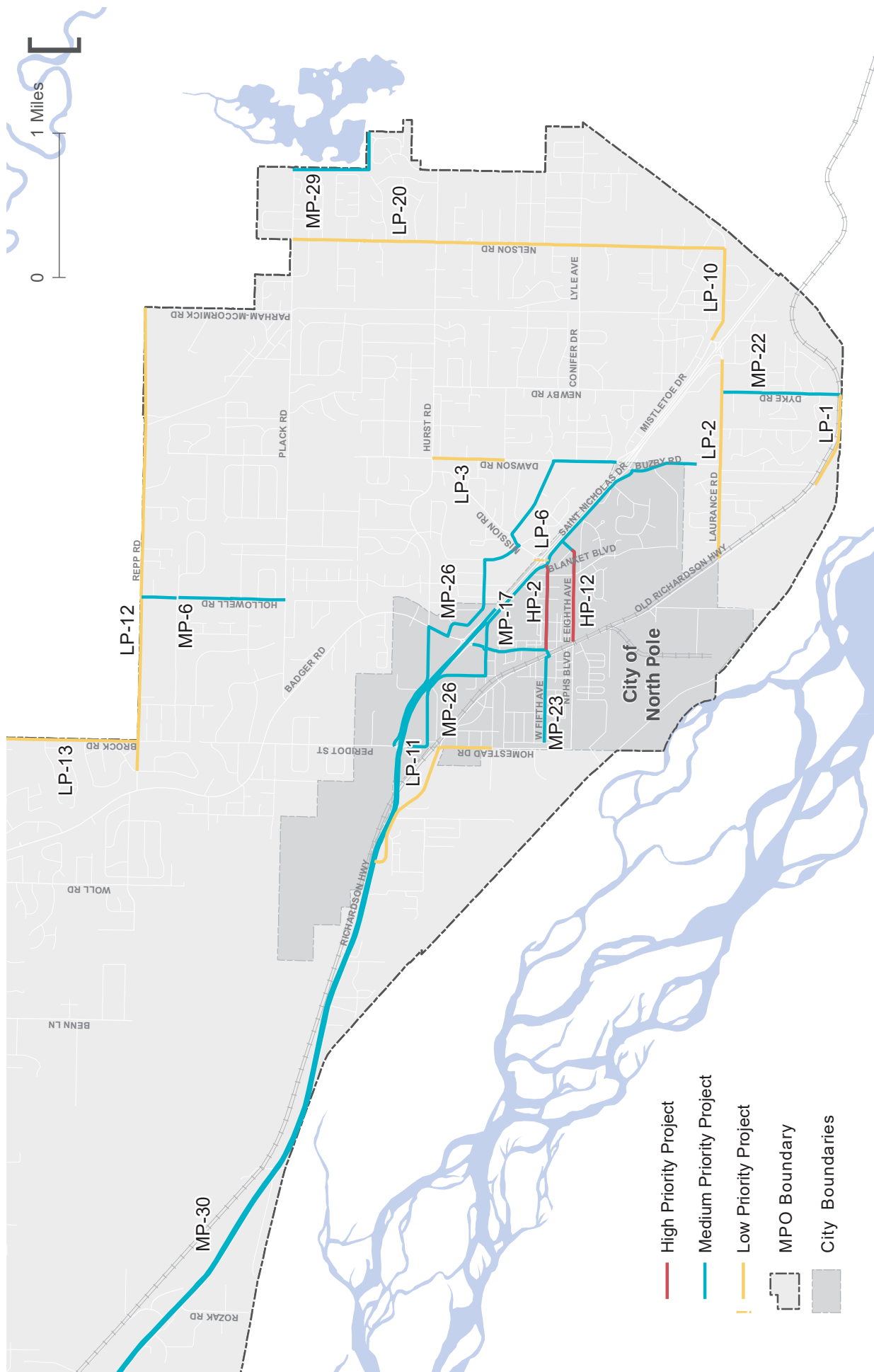
HIGH PRIORITY**MEDIUM PRIORITY****LOW PRIORITY**

RECOMMENDED PROJECTS: FAST PLANNING AREA



RECOMMENDED PROJECTS: CENTRAL FAIRBANKS





RECOMMENDED PROJECTS

Project #	Associated MTP Project #	Project Name	Project Description	Estimated Cost (\$M)
HIGH PRIORITY PROJECTS				
HP-1	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
HP-2	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
HP-3	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
HP-4	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
HP-5	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
HP-6	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
HP-7	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
HP-8	N/A	Parks Highway Path Rehabilitation	Repave and rehabilitate the path along Parks Highway between the Chena River and Goldhill Road.	\$2.5
HP-9	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
HP-10	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
HP-11	MR-30	College Road Pedestrian Crossings	Install pedestrian crossings ¹ on College Road.	\$0.5

¹ 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

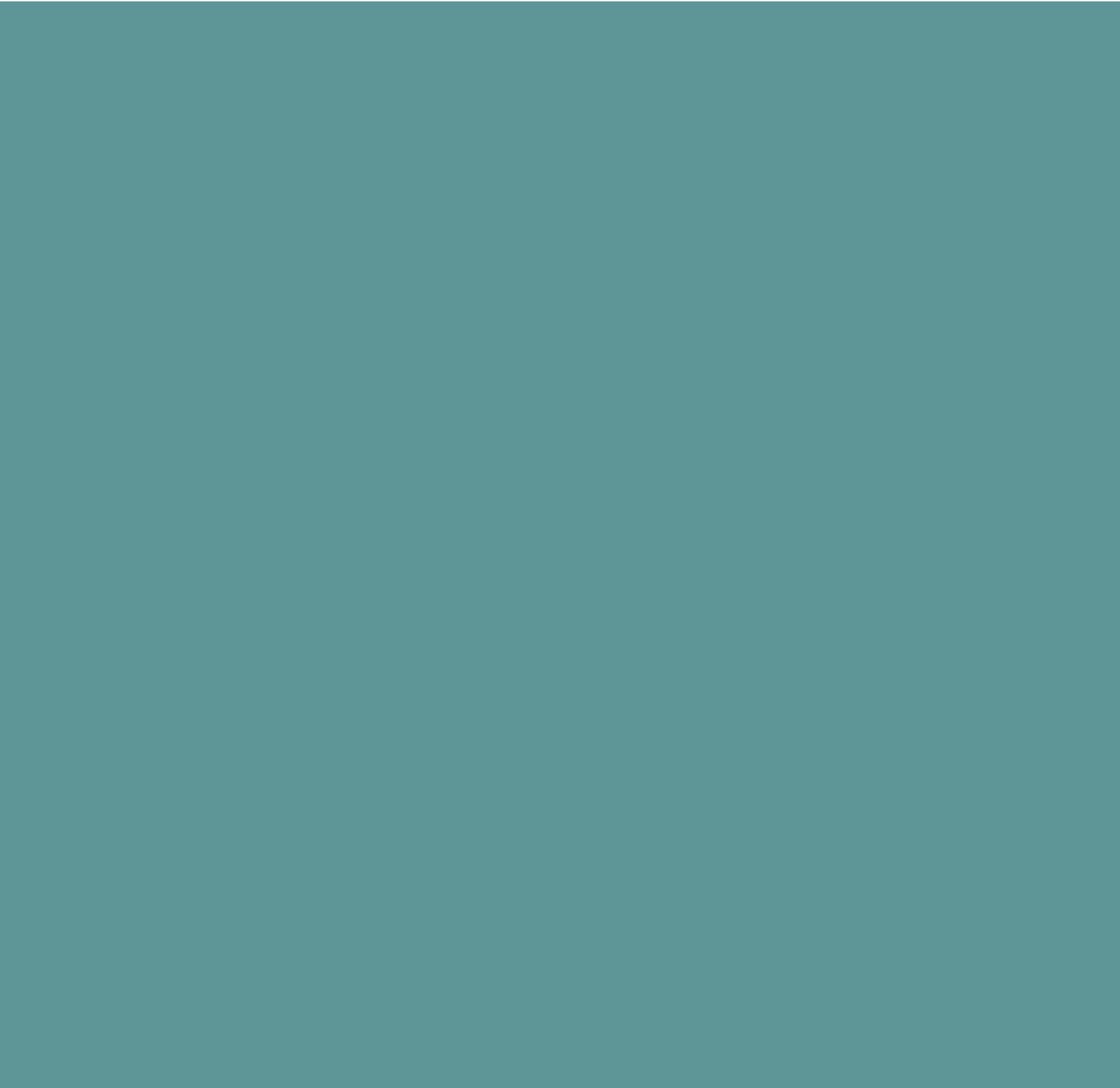
Project #	Associated MTP Project #	Project Name	Project Description	Estimated Cost (\$M)
HP-23	MR-67	College Road Complete Street (University Avenue to Johansen Expressway)	Make College Road a Complete Street with three vehicle lanes, bike lanes, bus pullouts, and pedestrian crossings.	\$2.5
MEDIUM PRIORITY PROJECTS				
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)
MP-12	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
MP-13	MR-28	Fairbanks Street: Birch Lane-Teal Avenue	Construct sidewalk on west side of Fairbanks Street.	\$0.6
MP-14	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
MP-15	SR-18	Old Airport Way: Mitchell Expressway-Airport Way	Construct sidewalk along Old Airport Way.	\$0.8
MP-16	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
MP-17	N/A	Santa Claus Lane Bicycle Facilities	Add buffered bicycle lanes on Santa Claus Lane between Richardson Highway and E 5th Avenue.	\$0.3
MP-18	MR-11	Lacey Street Reconstruction	Reconstruct Lacey Street from 12th to 1st Avenue and provide improved facilities for all users.	\$12.0
MP-19	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
MP-20	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
MP-21	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
MP-22	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
MP-23	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)
MP-24	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
MP-25	MR-27	Dartmouth Drive: Chena Pump Road– Stanford Drive	Construct sidewalk along Dartmouth Drive.	\$1.2
MP-26	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
MP-27	MR-32	2nd Avenue (Fbks): Hall St – Clay St	Construct sidewalk along the north side of 2nd Avenue.	\$0.6
MP-28	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
MP-29	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
MP-30	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
MP-31	N/A	West Fairbanks Intersection Improvements	Address non-motorized crossing at Farmers Loop Road and Army Road.	\$0.4
MP-32	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

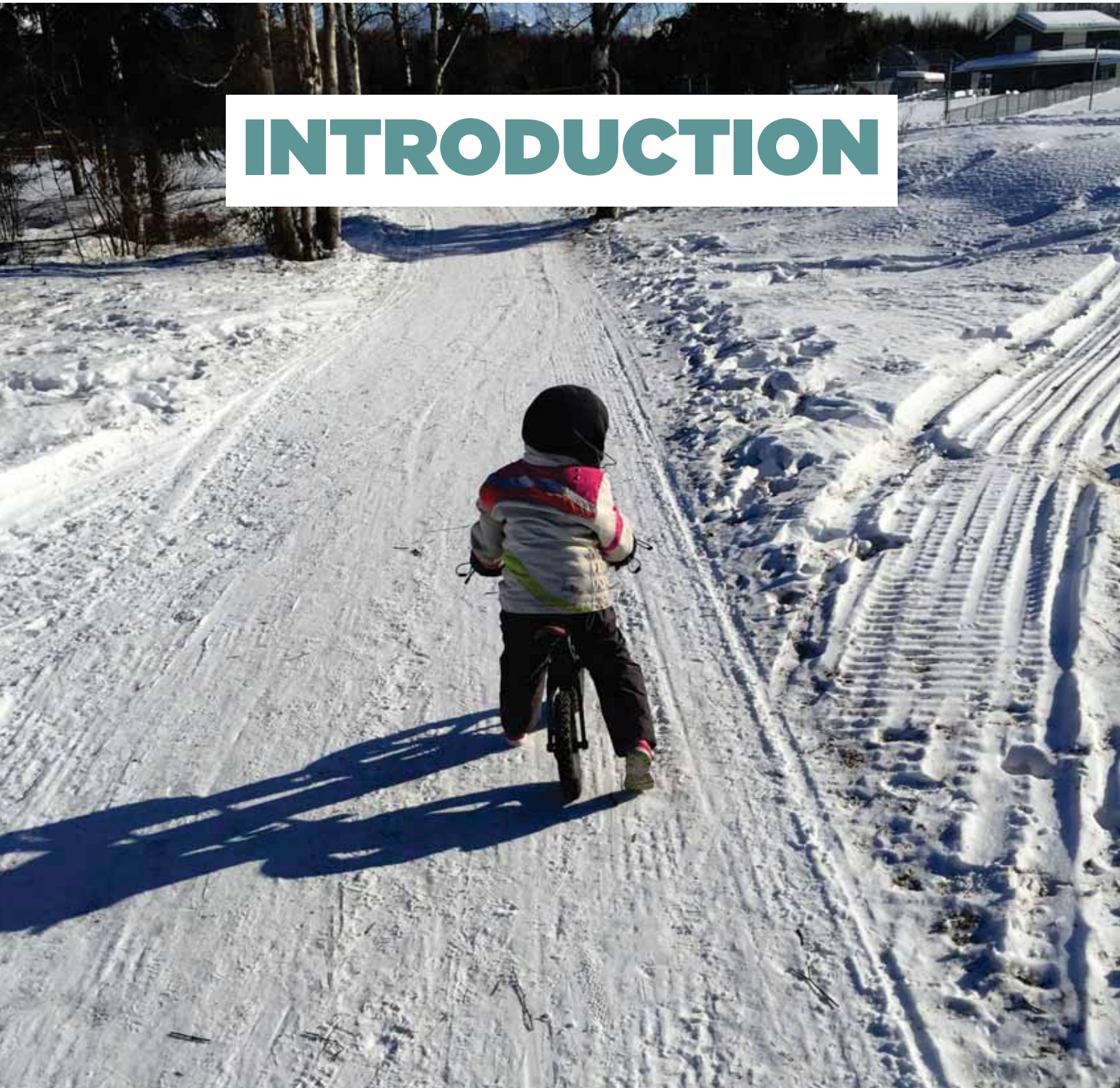
Project #	Associated MTP Project #	Project Name	Project Description	Estimated Cost (\$M)
MP-33	MR-7	Bradway Road Reconstruction	Reconstruction of Bradway Road in the Badger Road area to provide a maintainable pavement structure and to provide for increase in travel demands, separated bicycle facilities, 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 week¹.

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 average².

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.

¹ 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

² <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.

³ 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").

⁴ 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.

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.



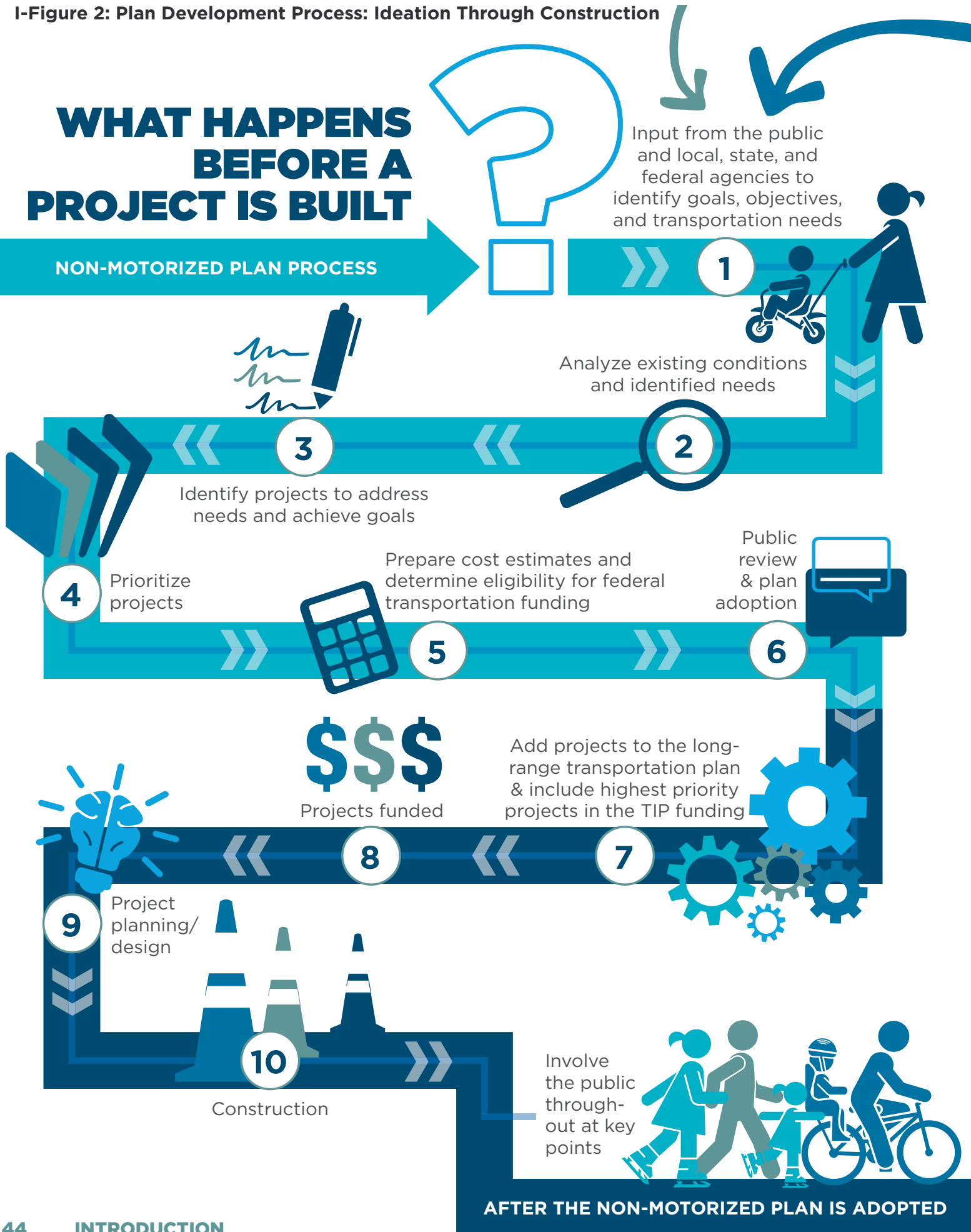
I-Table 1: Goals, Objectives, and Performance Measures

Goals	Objectives	Performance Measures
1. 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.
2. PLAN FOR AND PROVIDE A NON-MOTORIZED TRANSPORTATION SYSTEM THAT CONNECTS RESIDENTS AND VISITORS TO ESSENTIAL SERVICES AND DESTINATIONS	Improve the safety of the non-motorized transportation system.	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
3. 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. 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. 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.
4. 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. Update the Fairbanks Region Bikeways map every 2-3 years. 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 ¹ to 6.6 percent by year 2035. Increase the proportion of Fairbanks area residents that cycle to work from 1.0 percent ¹ 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.
5. 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).

¹ 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

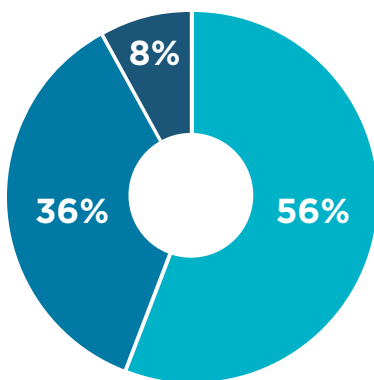
The survey included questions regarding cycling and walking habits and preferences. Ninety-two respondents completed the survey.

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.

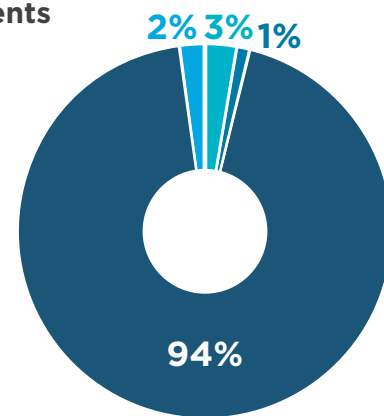
The **Technical Appendix** includes a copy of the survey and a summary of the survey responses.

I-Exhibit 1: Gender of Survey Respondents



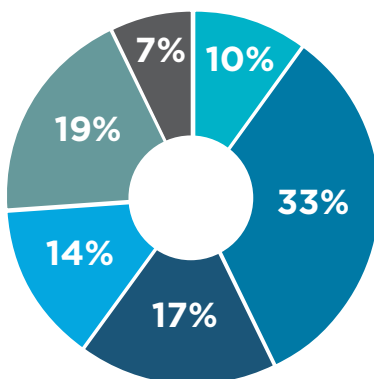
Female Male Prefer not to respond

I-Exhibit 3: Race/Ethnicity of Survey Respondents



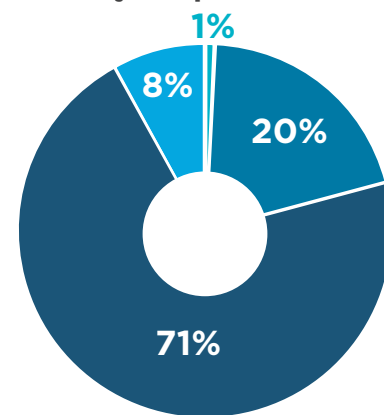
American Indian or Alaskan Native Asian/Pacific Islander Multiple Ethnicity/Other White/Caucasian

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



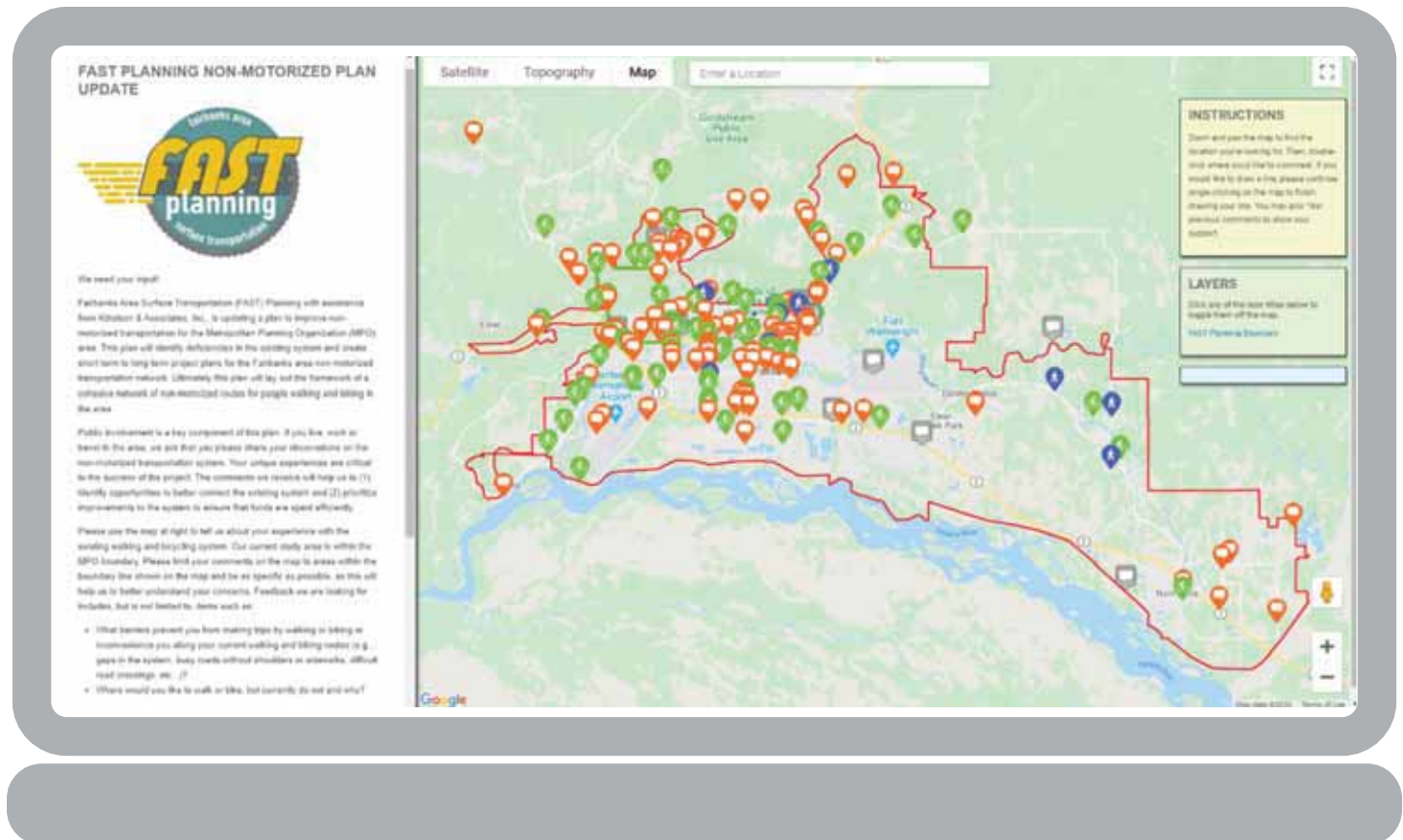
No Interest Interested but Concerned Bicyclist Enthusiastic and Confident Bicyclist Strong and Fearless Bicyclist

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

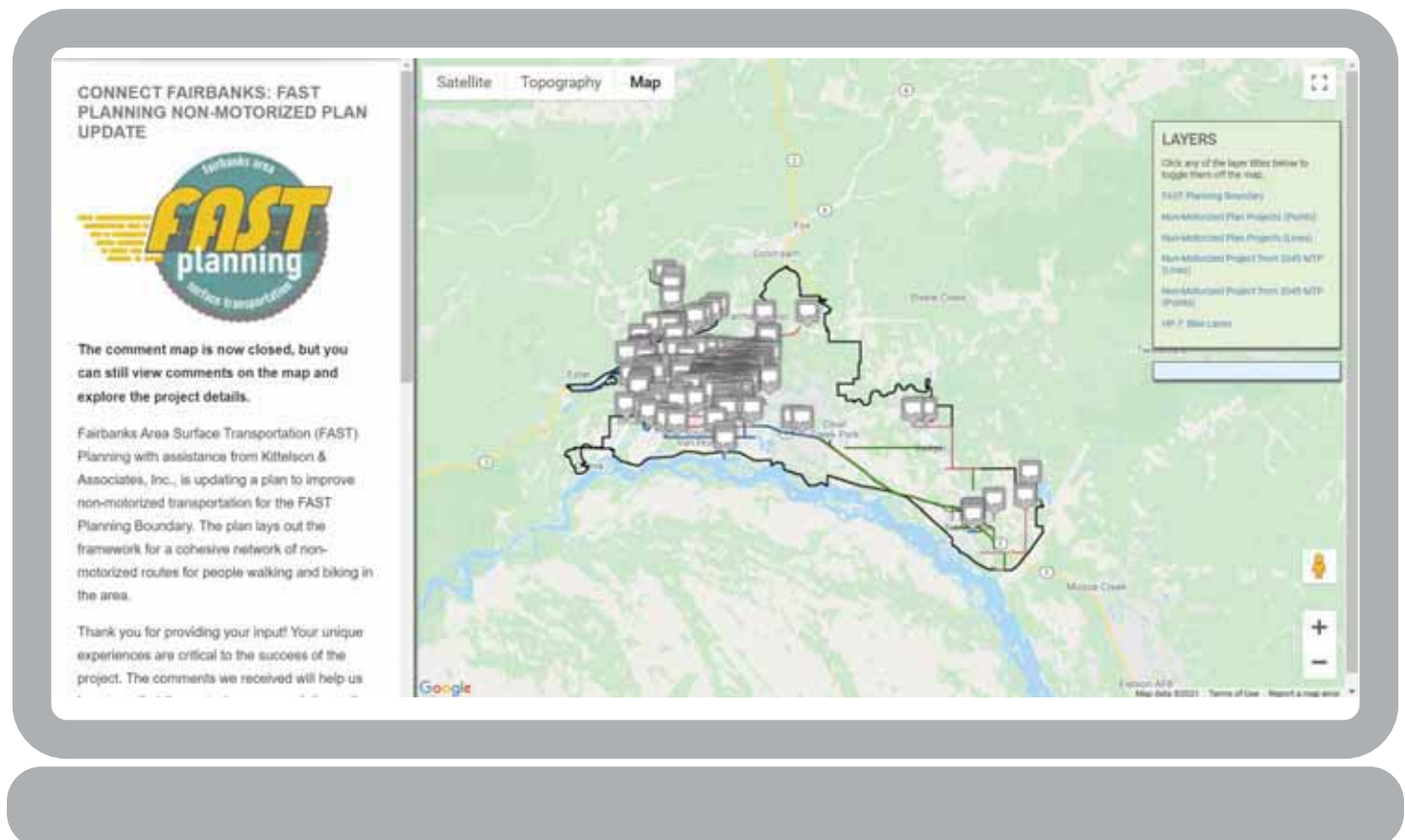
FAST Planning provided a 30-day public review and comment period for the draft version of this plan. People were able to provide project-specific comments in an interactive map and submit plan-specific comments on the project website. The plan received a total of 283 public comments, which were then 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-19¹. During the impacts of COVID-19, 35% of people who were commuting to work shifted to telecommuting². 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 time³.

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

¹ 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.

² 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.

³ <https://www.kittelson.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.

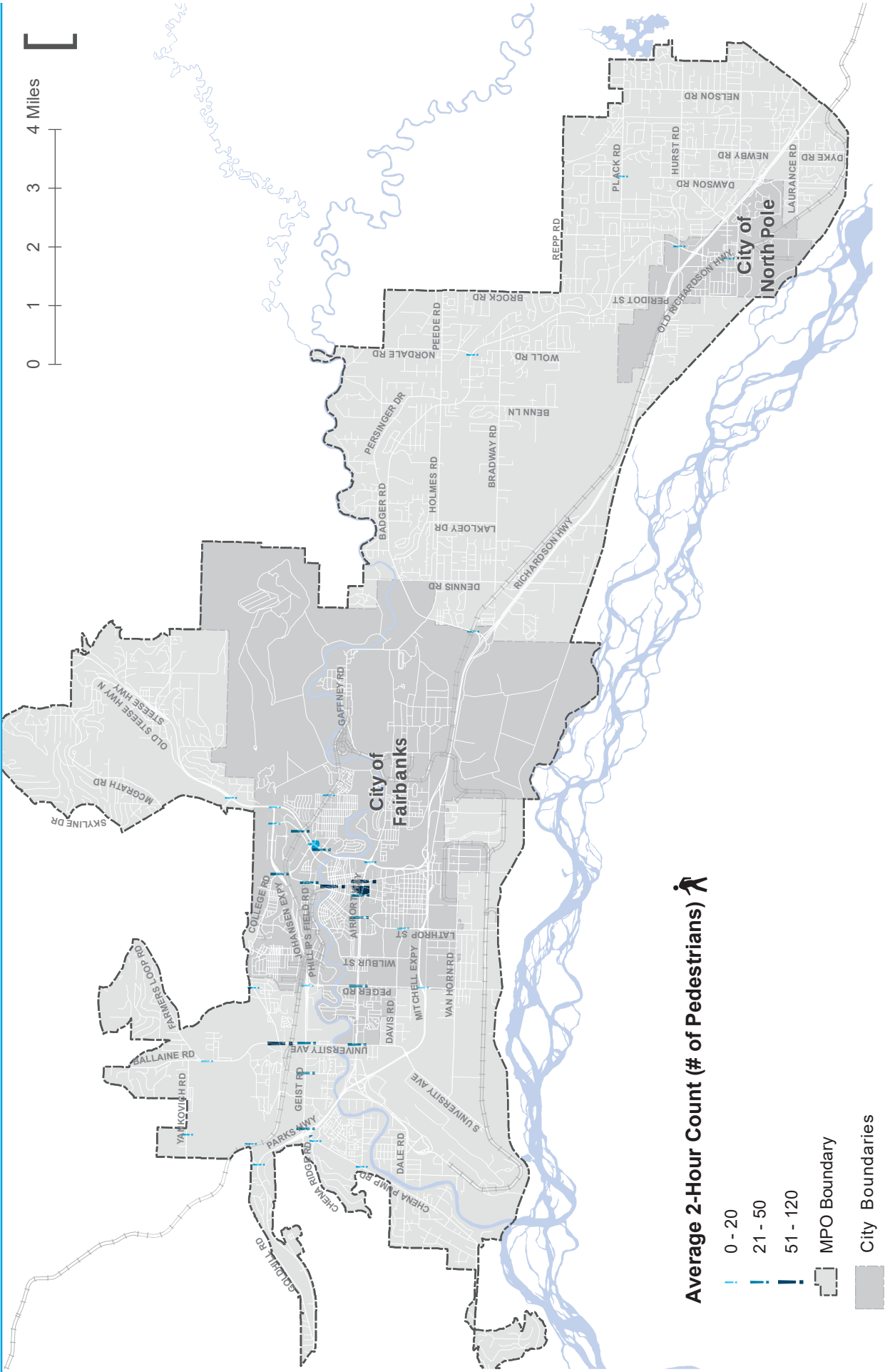
Cycling activity is more evenly spread over the FAST Planning area than pedestrian activity, likely because it is easier to travel farther by bicycle. The highest-volume locations recorded within city limits are at the intersection of Peger Road and Airport Way and the Intersection of University Avenue 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

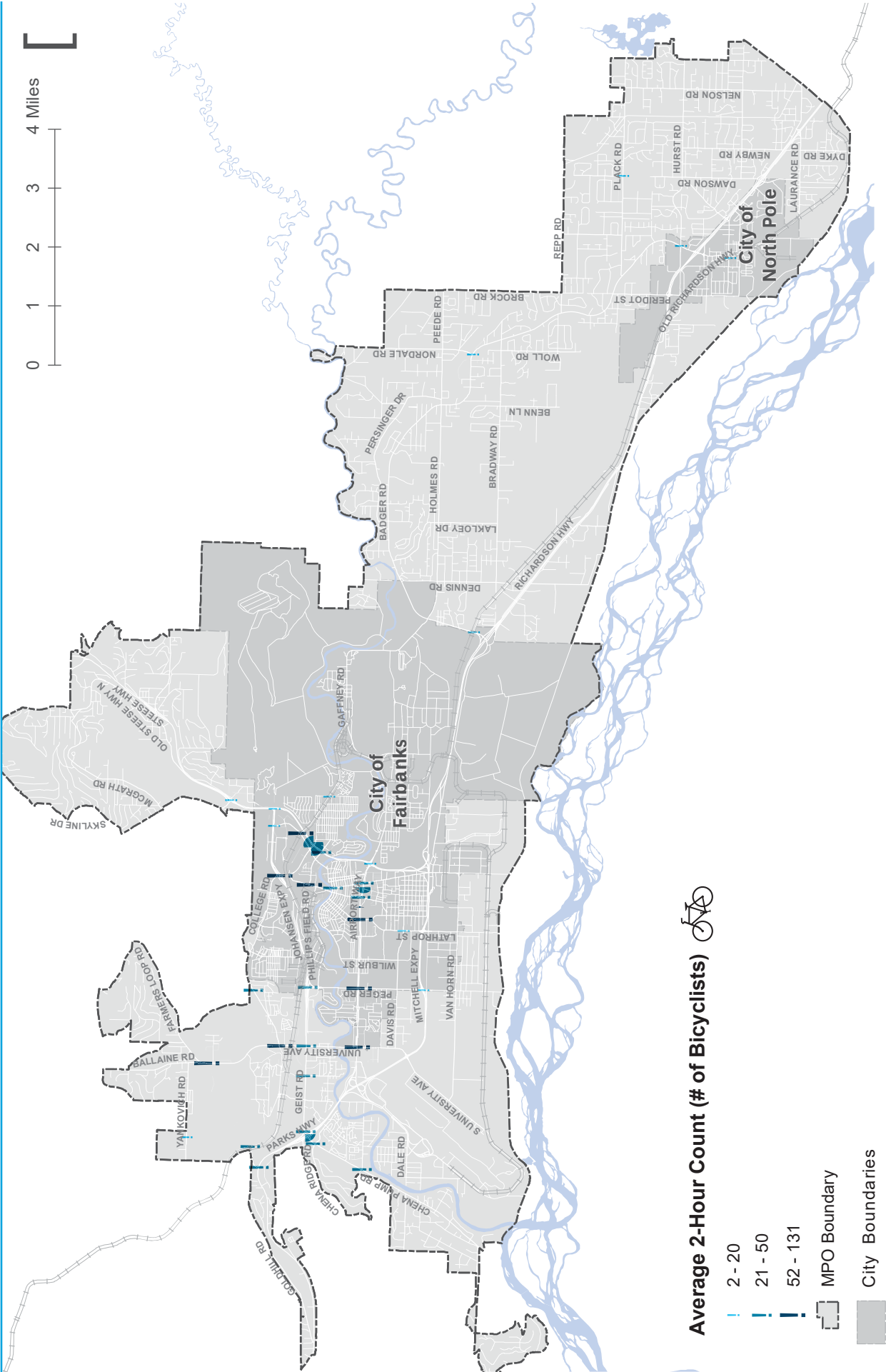
The City of Fairbanks expanded its annual count program by capturing long-term counts at select locations with automated walking and cycling counters. These automated counters can count people walking and cycling individually by direction. They capture daily, weekly, and annual travel patterns, which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

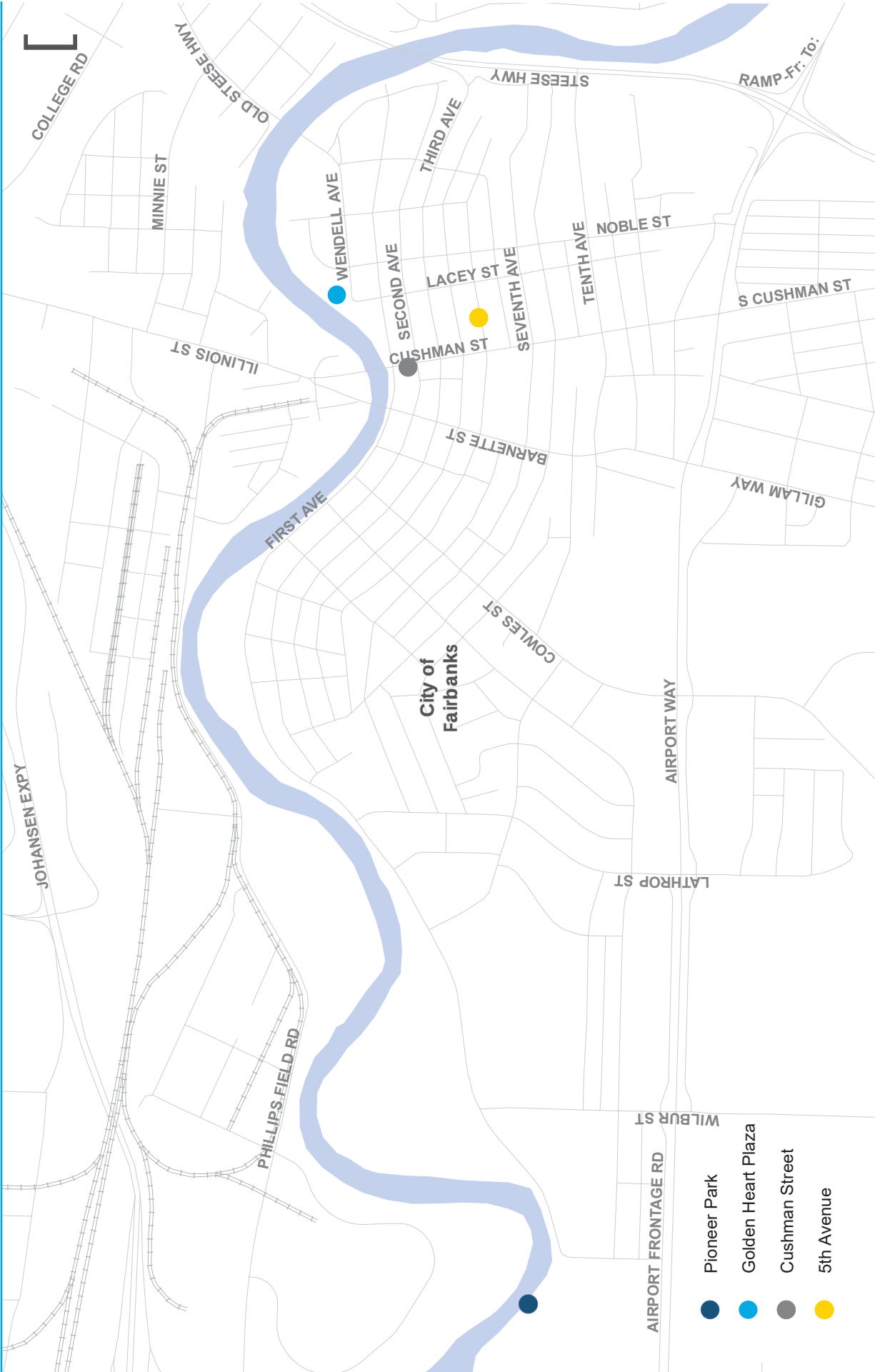
EC&N-Figure 1: Average 2-Hour Pedestrian Volumes



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

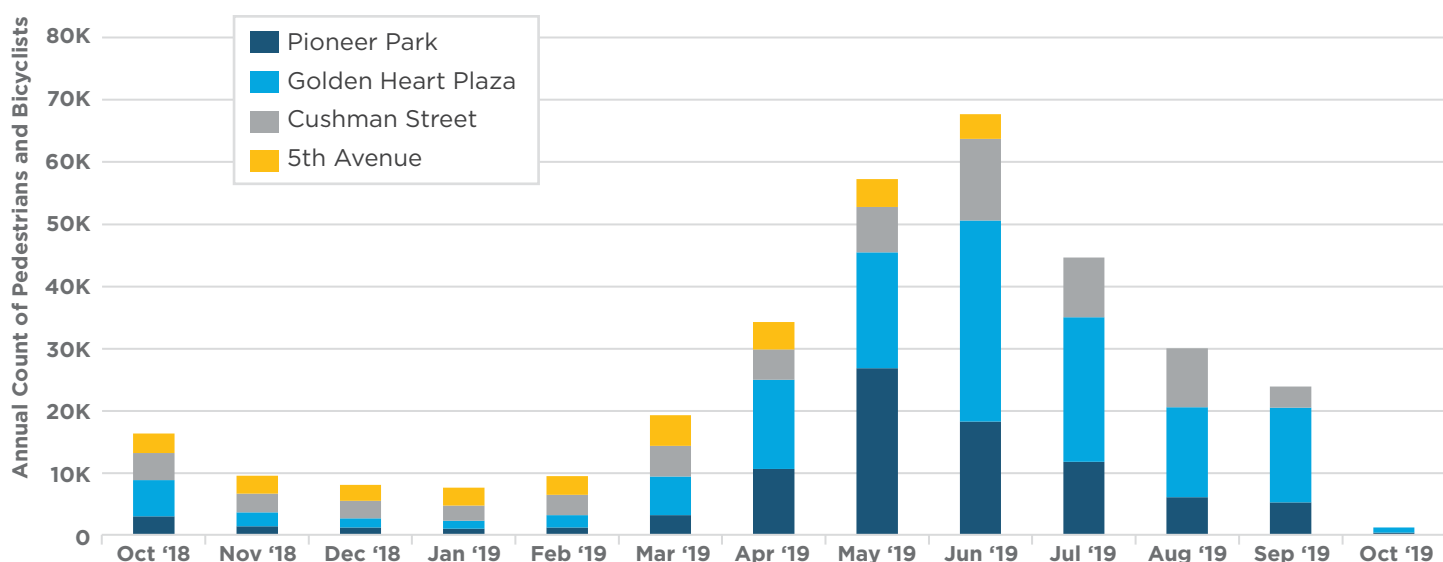


EC&N-Figure 3: Automated Counter Locations



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.⁴ 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
Pedestrians	64,684	176	Wednesday	May (21,784)
Bicyclists	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.

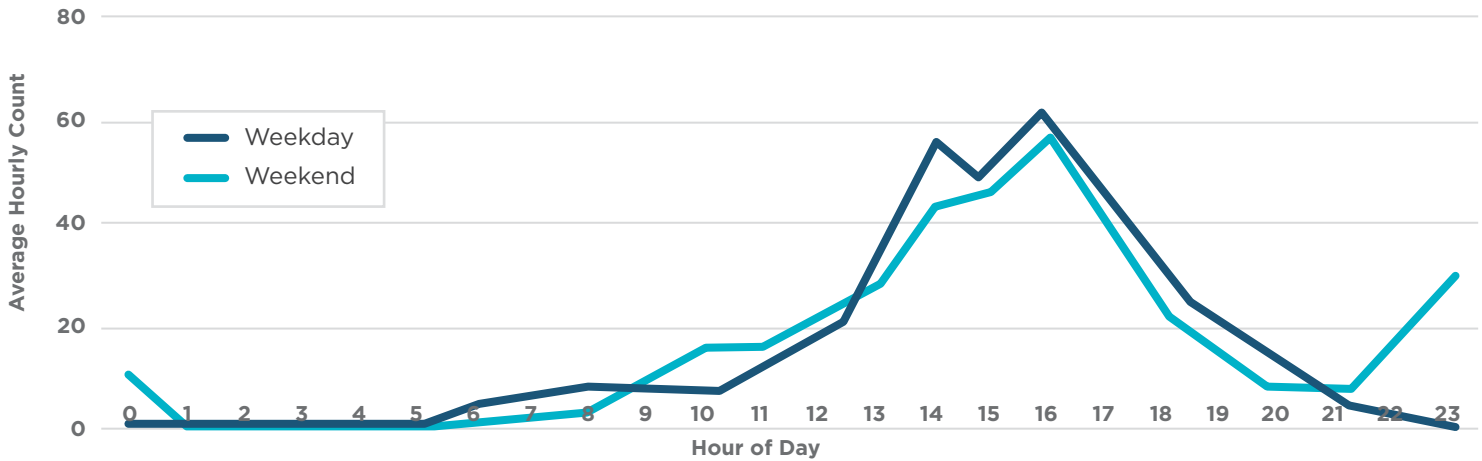
⁴ Counts at the temporary counter at 526 5th Avenue stopped on June 28, 2019 and counts at the temporary counter at Cushman and Springhill stopped on September 13, 2019. Counts at the two permanent counters were collected for the entire period.

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.

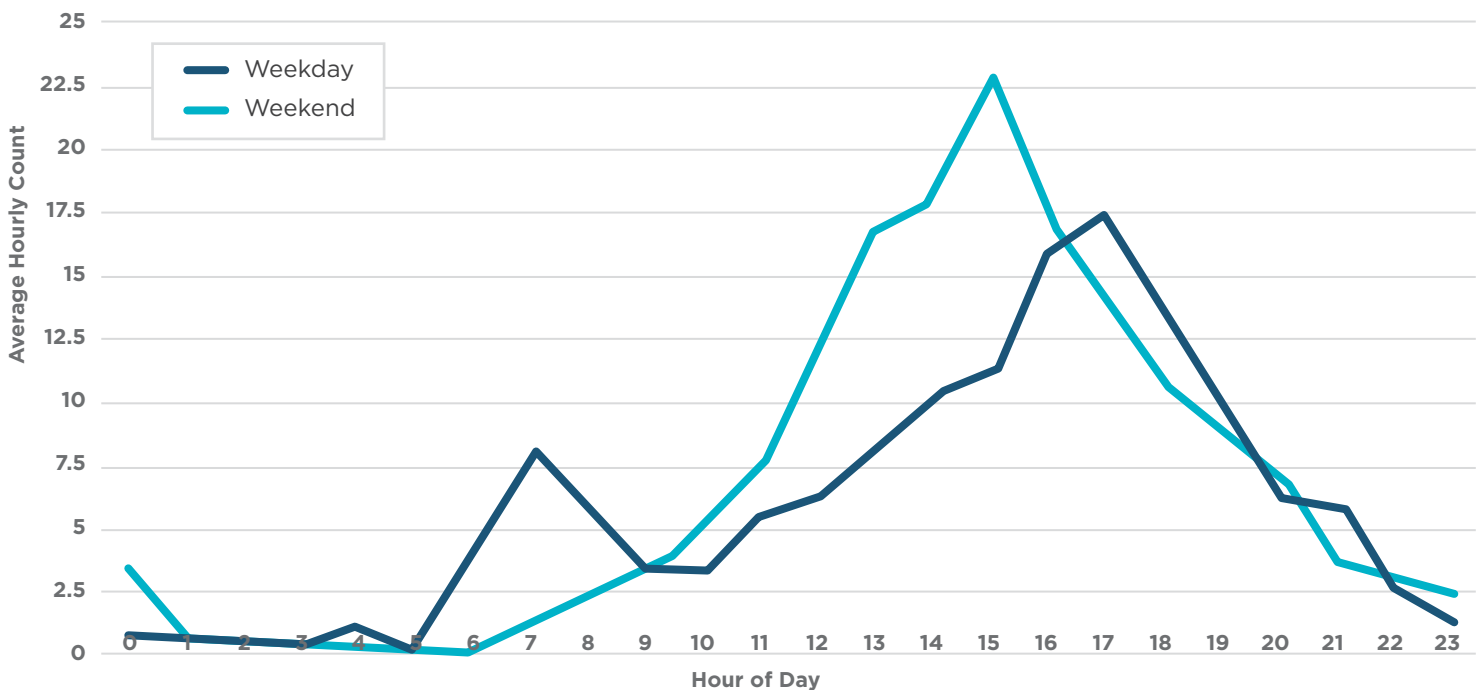
There is a slight peak corresponding with morning cycling commutes and a higher peak in the afternoon.

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)**



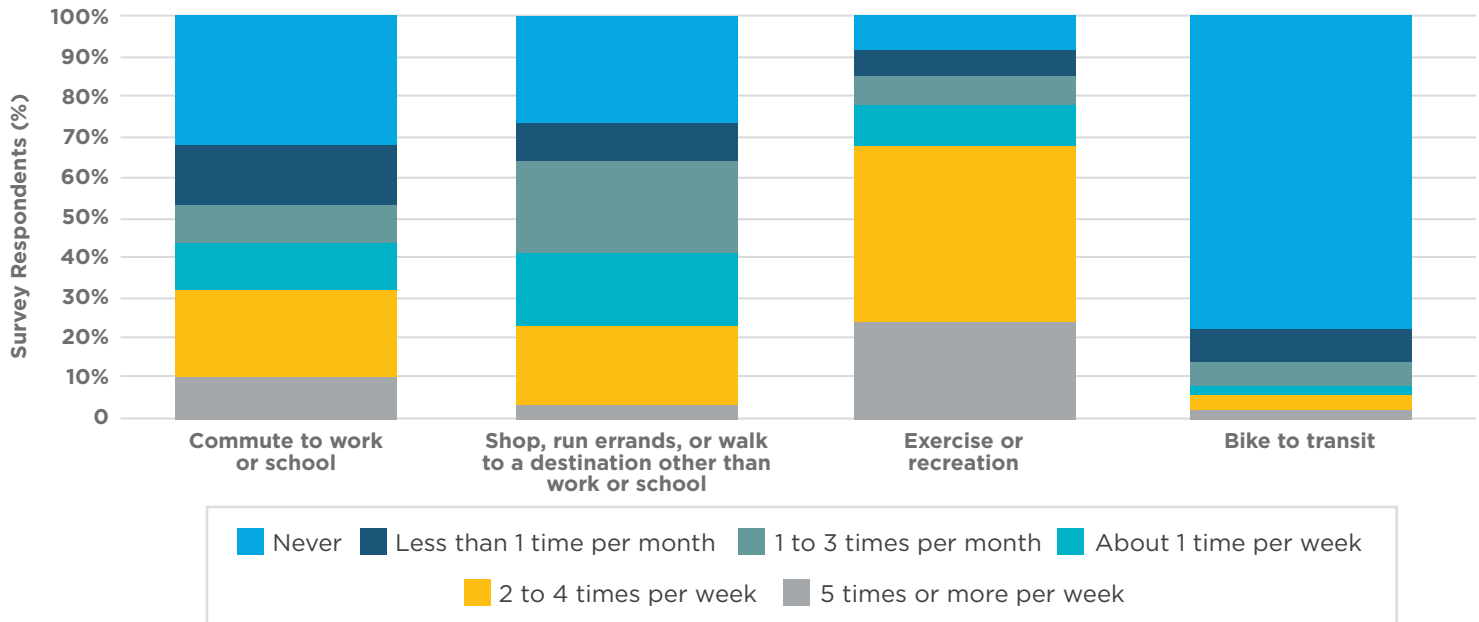
EC&N-Exhibit 3: Average Hourly Cycling Volumes at Pioneer Park



Survey Results

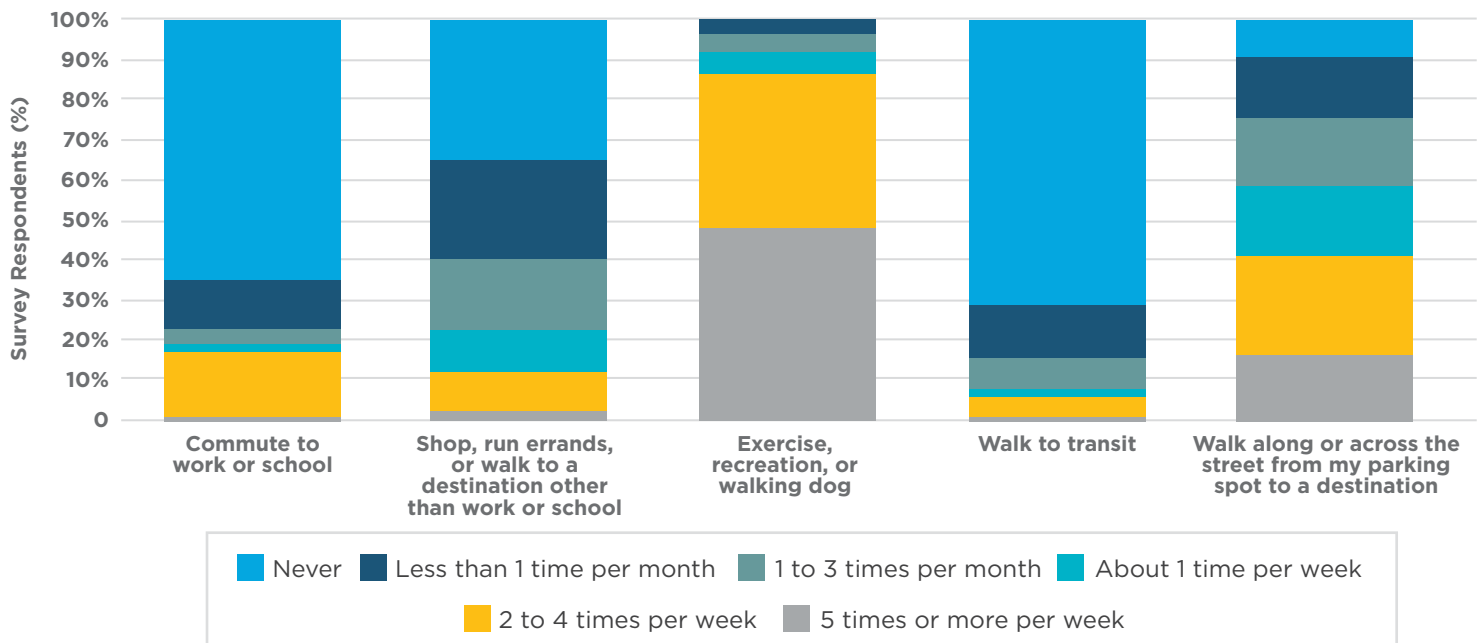
The previous exhibits suggest people walk and cycle both to commute and to recreate. A survey completed for this plan included questions to understand how often people walk and cycle and the reasons they make those trips. **EC&N-Exhibit 4** shows how often respondents cycle for each type of trip. The 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



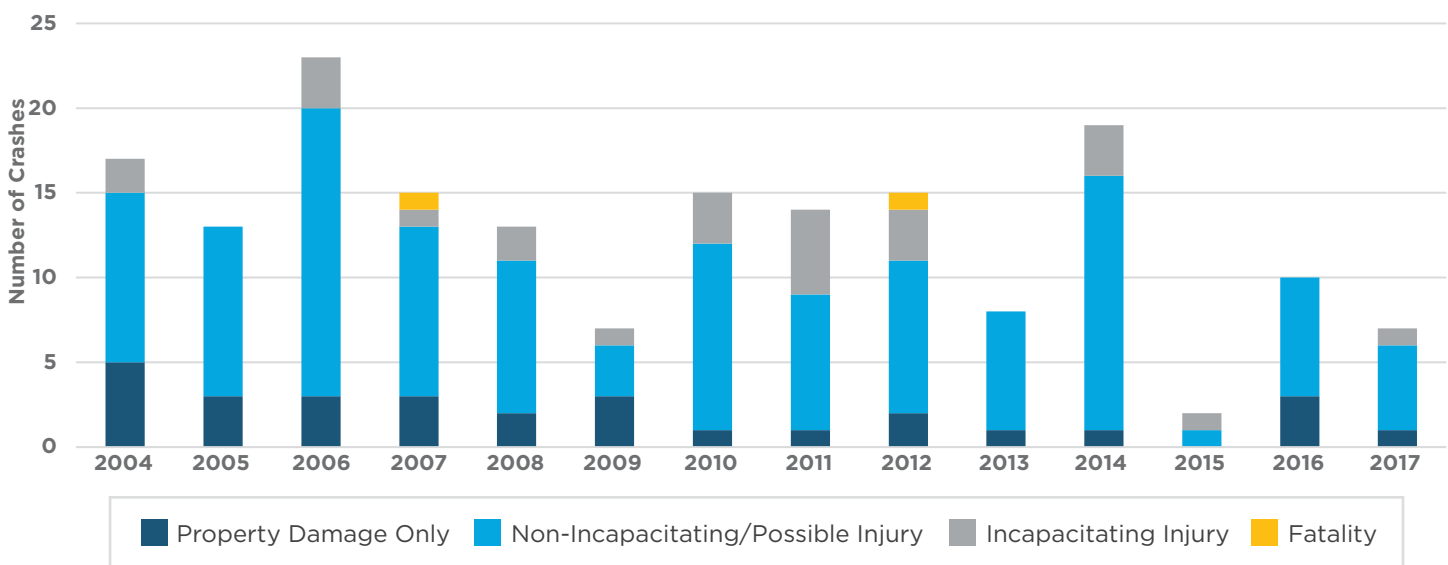
SAFETY

Crash Data Review

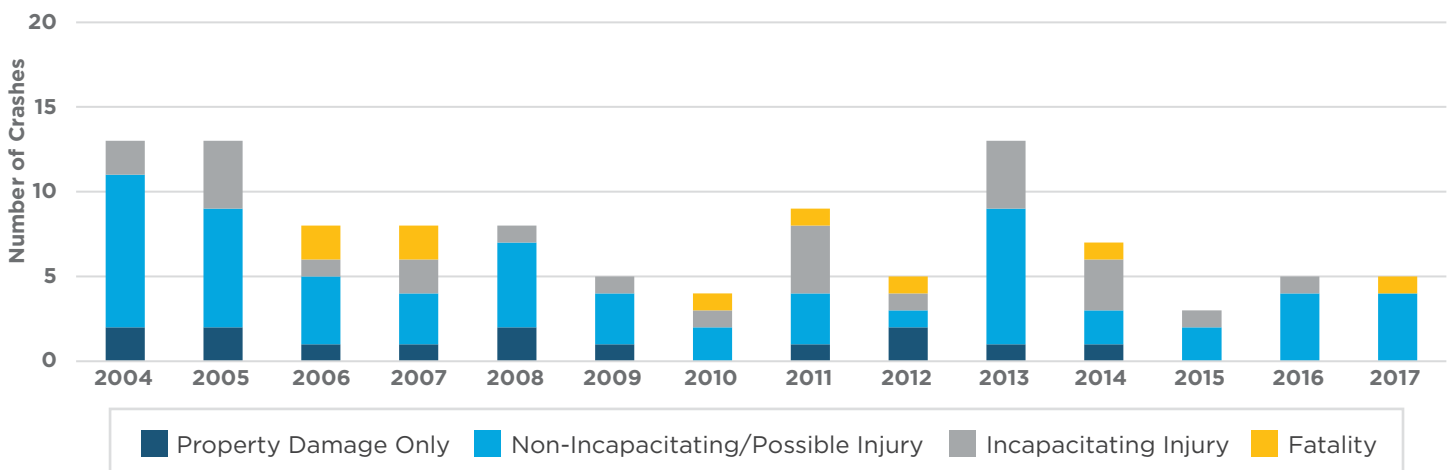
This section summarizes historic crash data for pedestrians and bicyclists within the FAST Planning area. The project team reviewed these data to identify opportunities to reduce crashes involving bicyclists and pedestrians. The results of this analysis have been used to help develop, refine, and prioritize 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)

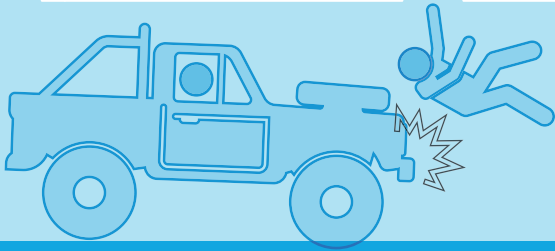


EC&N-Exhibit 7: Pedestrian Crashes in FAST Planning Area (2004-2017)



EC&N-Exhibit 8: Crash Fatalities by Mode

1 IN 11



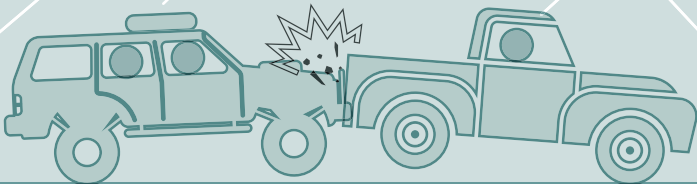
PEDESTRIAN CRASHES
RESULTED IN DEATH

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.

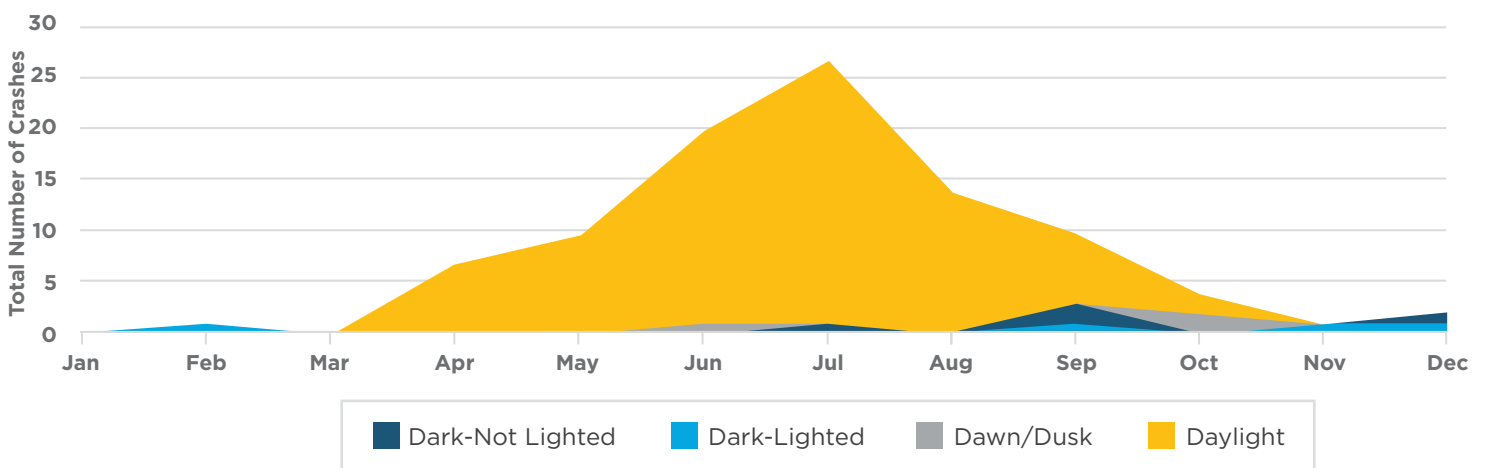
People walking and cycling are at outside risk on FAST Planning area roadways as they are overrepresented in severe crashes and more likely to sustain severe injuries or die than people traveling by other modes. From 2009 to 2014, pedestrians were involved in 0.6 percent of crashes but made up 14.8 percent 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.

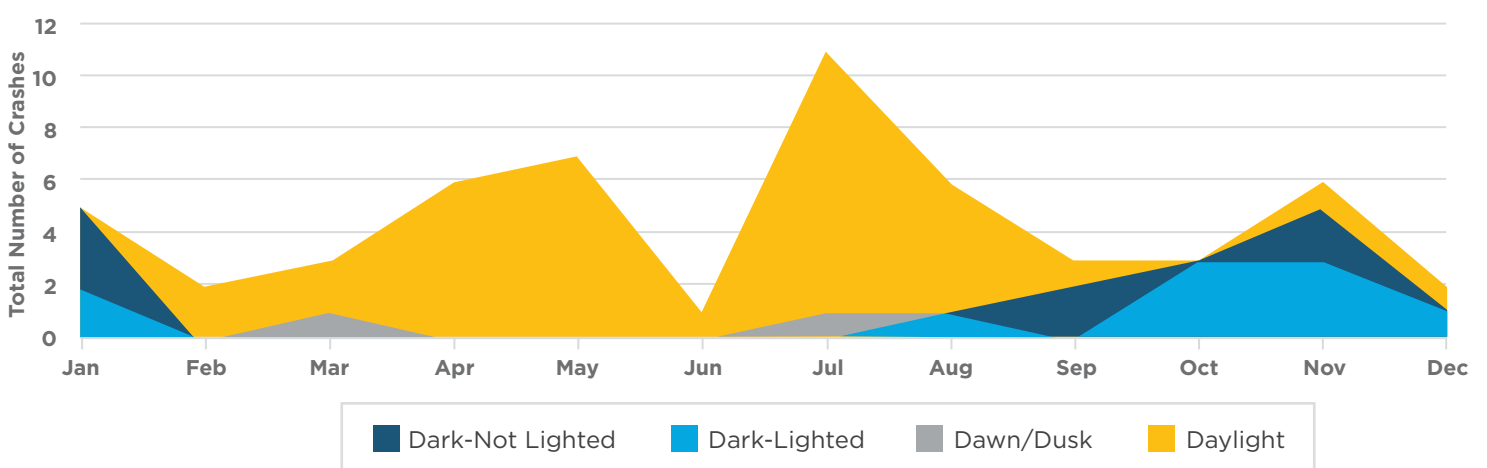
OVERALL TRENDS

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.

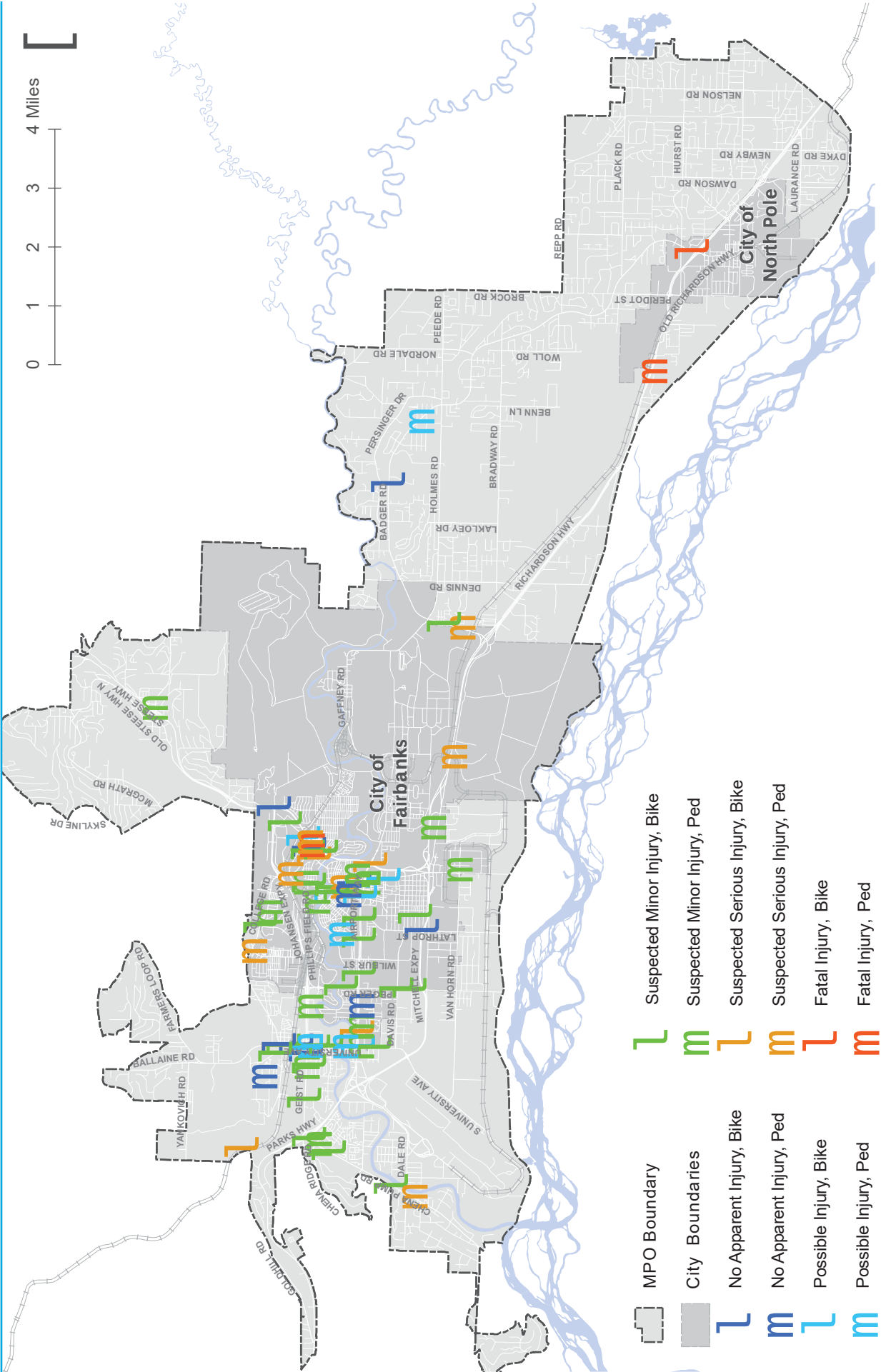
EC&N-Table 2: Bicyclist and Pedestrian Crashes by Location (2009-2017)

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.

EC&N-Figure 4: Pedestrian and Bicyclist Crash Locations (2012-2016)



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)



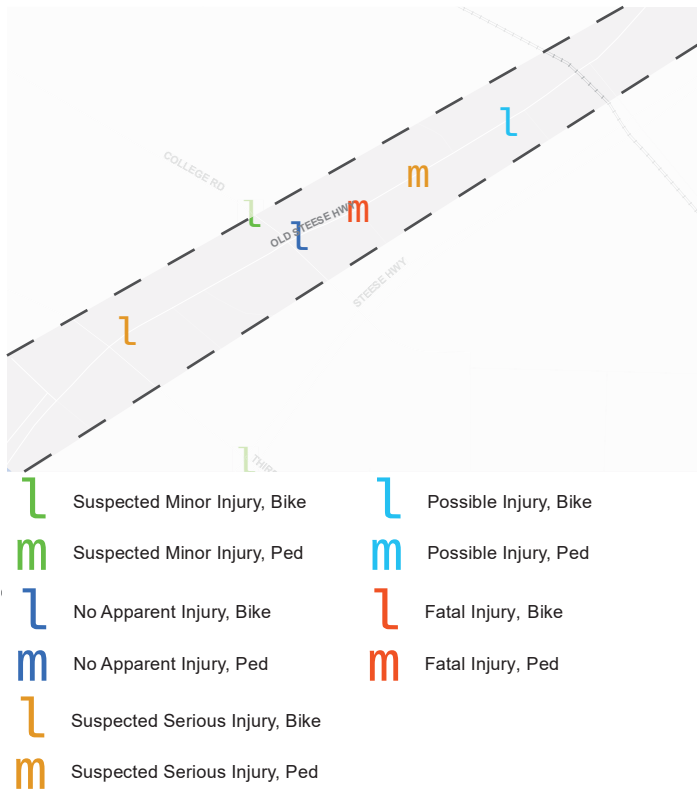
The Airport Way Functional Features Analysis developed concepts and project recommendations to improve pedestrian and bicyclist comfort and safety along this corridor through repurposing existing frontage roads.

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.

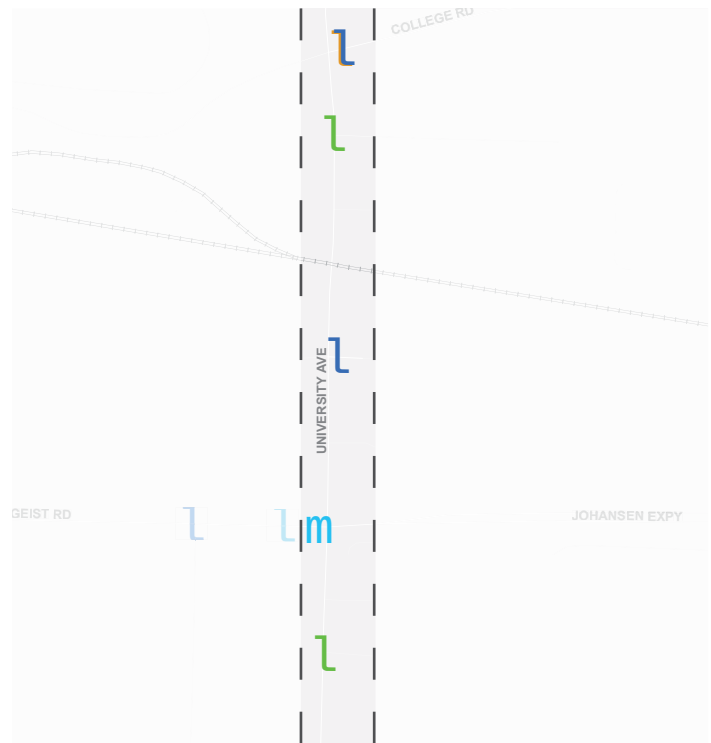
Survey respondents identified safety as a significant barrier to walking and cycling in the area: 80 percent said that safety concerns regarding motor vehicle traffic are a barrier to walking and 90 percent said they are a barrier to cycling.

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**.



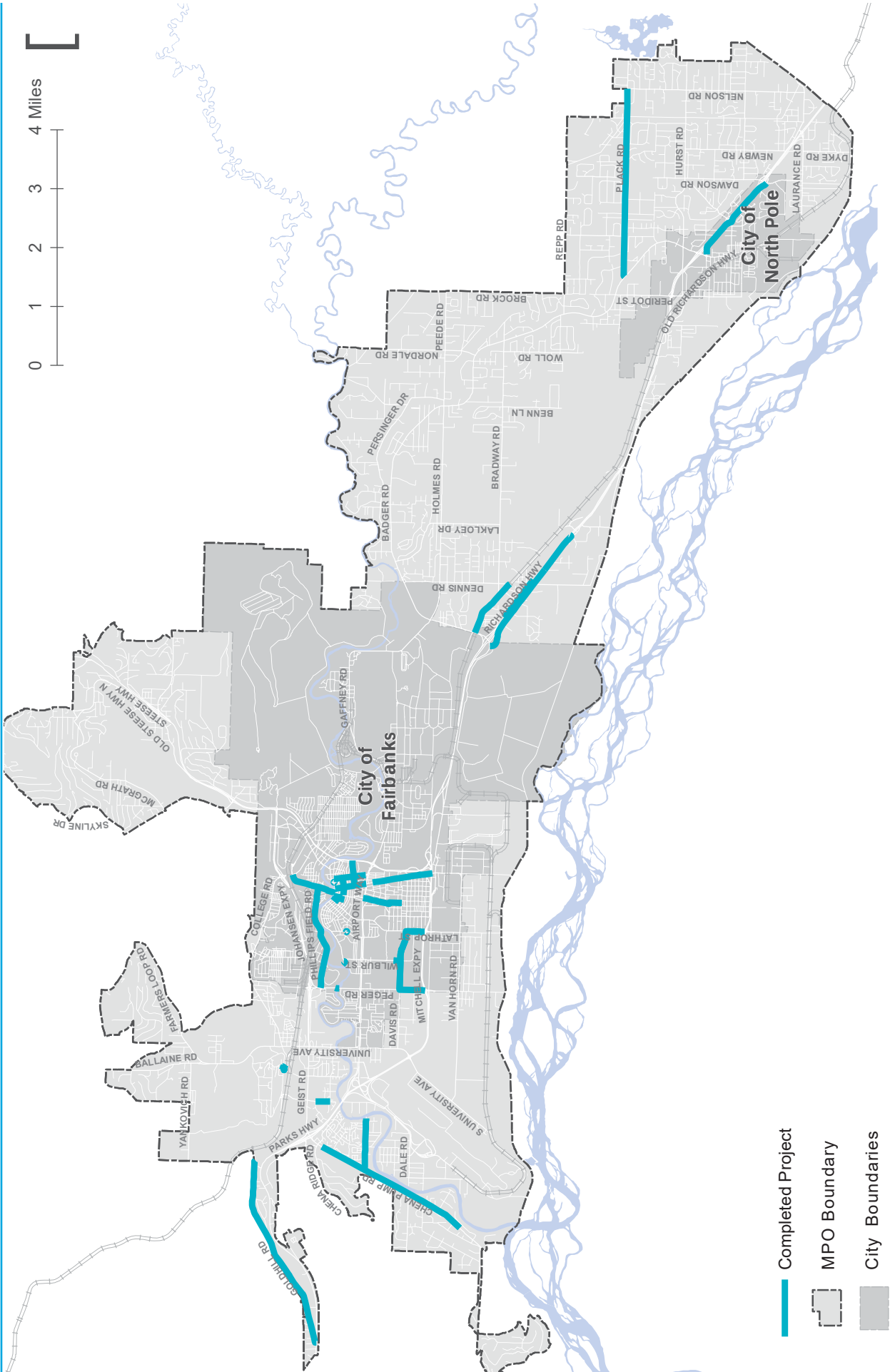
EC&N-Table 3: 2012 Non-Motorized Transportation Plan Project Status

PROJECTS CURRENTLY IN PROCESS	
PROJECT	DESCRIPTION
2nd Avenue Sidewalk at Carlson Center	Complete the sidewalk connection on 2nd Ave between the Chena River Walk and the entrance to the Carlson Center.
Airport Way West Improvements	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.
Chena River Walk Stage III	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.
Fairbanks Cushman Street Bridge Rehabilitation	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.
MP 356-362 Bicycle/Pedestrian Path (Richardson Highway)	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.
Fairbanks Wendell Avenue Bridge Replacement	Replace the Wendell Avenue Bridge, widen sidewalks, and provide pedestrian access to the bridge along the north and south sides under the bridge.
5th Avenue Reconstruction	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.
Airport West Bicycle & Pedestrian Facility	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.
College Road Bus Pullouts	Construct new bus stop facilities along College Road. Work includes roadside hardware, drainage improvements, ADA improvements, and utilities.
Cowles Street Reconstruction	Reconstruct Cowles Street from 1st Avenue through East Cowles Street. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities.
Minnie Street Upgrade	Reconstruct Minnie Street between Illinois Street and Old Steese Highway. Project will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities.
Woll Road Resurfacing & Widening	Resurface and widen Woll Road from Bradway Road to Ownby Road and widen shoulders to better accommodate bicyclists and pedestrians.
Yankovich/Miller Hill Road Reconstruction	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.
University Avenue South Bicycle & Pedestrian Path	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.
PROJECTS COMPLETED SINCE 2012 NON-MOTORIZED PLAN	
PROJECT	DESCRIPTION
10th Avenue and Lathrop Street Intersection Improvements	Intersection enhancements related to capacity, safety, or multimodal access within the FAST Planning boundary
1st and Lacey Street Intersection Improvement	Intersection enhancements related to capacity, safety, or multimodal access within the FAST Planning boundary
Chena Pump Road Bicycle/Pedestrian Facilities Rehabilitation	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.
Tanana Loop and South Chandalar Drive Intersections	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.
10th Avenue, Cushman Street to Steese Highway	Pavement surface maintenance to included grading, drainage, pavement and striping. Sidewalks upgraded to ADA compliance and shoulders wide enough for bicyclists added.
2nd Avenue/Wilbur Street Reconstruction	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.
5th Avenue Sidewalk	South side of street—sidewalk added from Barnette to Cowles.

PROJECTS COMPLETED SINCE 2012 NON-MOTORIZED PLAN

PROJECT	DESCRIPTION
Birch Hill Bicycle and Pedestrian Facility: FNSB	Constructed a bicycle/pedestrian facility along Birch Hill Road to allow safe access to the Birch Hill Recreational Trail System.
McGrath Widening	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.
Chena Small Tracts Road Bicycle and Pedestrian Facility	Constructed a separated path along the north side of Chena Small Tracts Road including a culvert at Cripple Creek Slough.
Cowles Street E: 23rd Avenue - 29th Avenue	Constructed sidewalk from existing sidewalk to the end of Cowles Street E.
Cushman Street Road Reconstruction	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."
FMATS Pedestrian Improvements - Stage I	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.
Gillam Way Reconstruction	Reconstructed Gillam Way between Airport Way to 22nd Avenue including pedestrian and drainage improvements, utilities, and traffic calming.
Goldhill Bicycle and Pedestrian Facility	Widened the shoulders on Goldhill Road to accommodate bicycles and pedestrians. Improvements also included resurfacing the roadway, approach work, signing, and striping.
Illinois Street Reconstruction (1st Avenue to College Road)	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.
Loftus Road: Wood River Drive -Birch Lane	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.
Noble Street Upgrade: Fairbanks	Reconstructed Noble Street from 1st Avenue to Gaffney Road.
North Pole Pedestrian Interchange Facility	Constructed Pedestrian facilities along Saint Nicholas Drive from Dawson Interchange to Santa Claus Lane.
Old Richardson Highway: Badger to Dennis	Rehabilitated Old Richardson Highway between Badger and Dennis Road. Widened shoulders on both sides.
Parks Highway MP 351-356 Rehabilitation and Safety Improvements (Ester-Fairbanks)	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.
Peger Road Undercrossing	Investigated potential improvements to make the undercrossing at the Chena River Bridge feel more secure for pedestrians and cyclists.
Phillips Field Road Upgrade	Reconstructed Phillips Field Road between Illinois Street and Peger Road.
Plack Road Bike/ Pedestrian Facility: FNSB	Constructed a bicycle/pedestrian path on Plack Road from Badger Road to Nelson Road.
South Cushman 5th to Mitchell: Sidewalk and Drainage Improvements	Reconstructed South Cushman including roadway, sidewalks and utility improvements.
Steese Expressway to Front Street Bicycle/ Pedestrian Path	Constructed a bicycle/pedestrian path from the Steese Expressway separated path to Front Street.
Wembley Avenue Pedestrian Improvements: Aurora Drive to Danby	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
Wichersham Street Improvements	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*⁵, 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.

⁵ https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

[illegible]

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 McNeil⁶. 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.

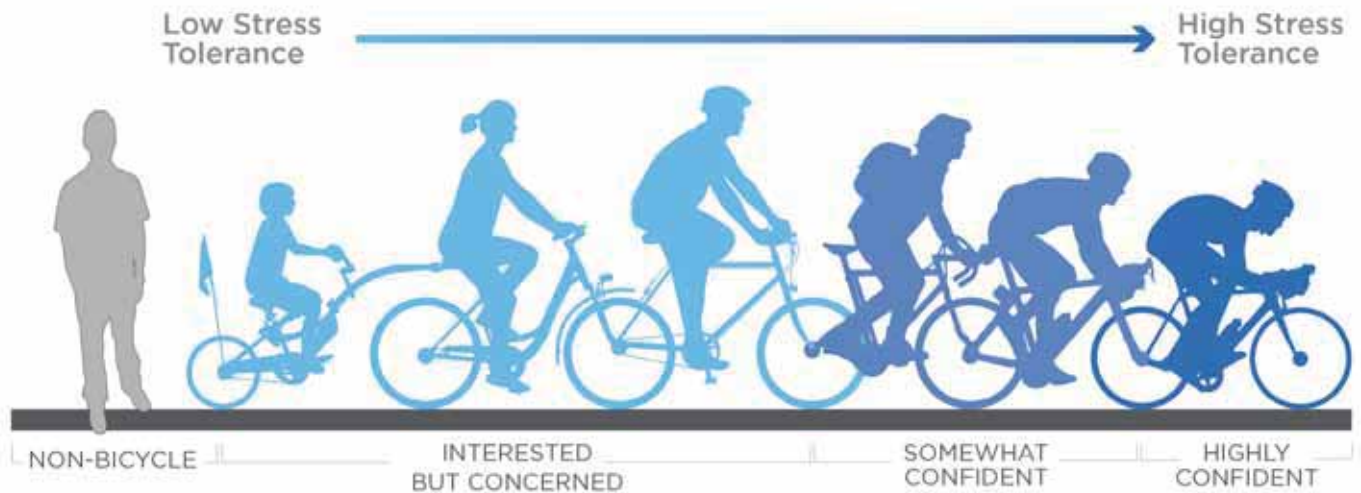
An LTS analysis was performed for the FAST Planning region using available data. This analysis mostly focused on the average daily motor vehicle volumes and presence of a four-foot-or-wider shoulder. The LTS analysis captures the comfort of bicyclists riding in a roadway, not on a sidewalk. Multi-use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

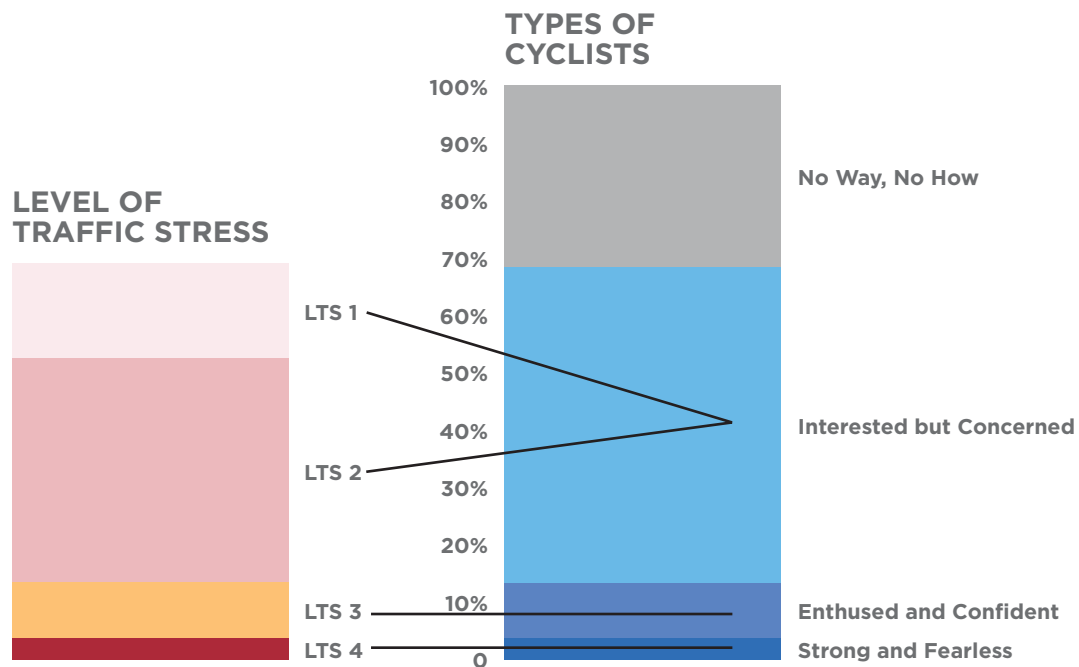
Because the majority of people who cycle, or who consider cycling, are interested but concerned about traffic conditions and comfortable only on low stress (LTS 1 or 2) facilities, planning and designing low stress bicycle facilities is likely to offer the best return on investment.

⁶ 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



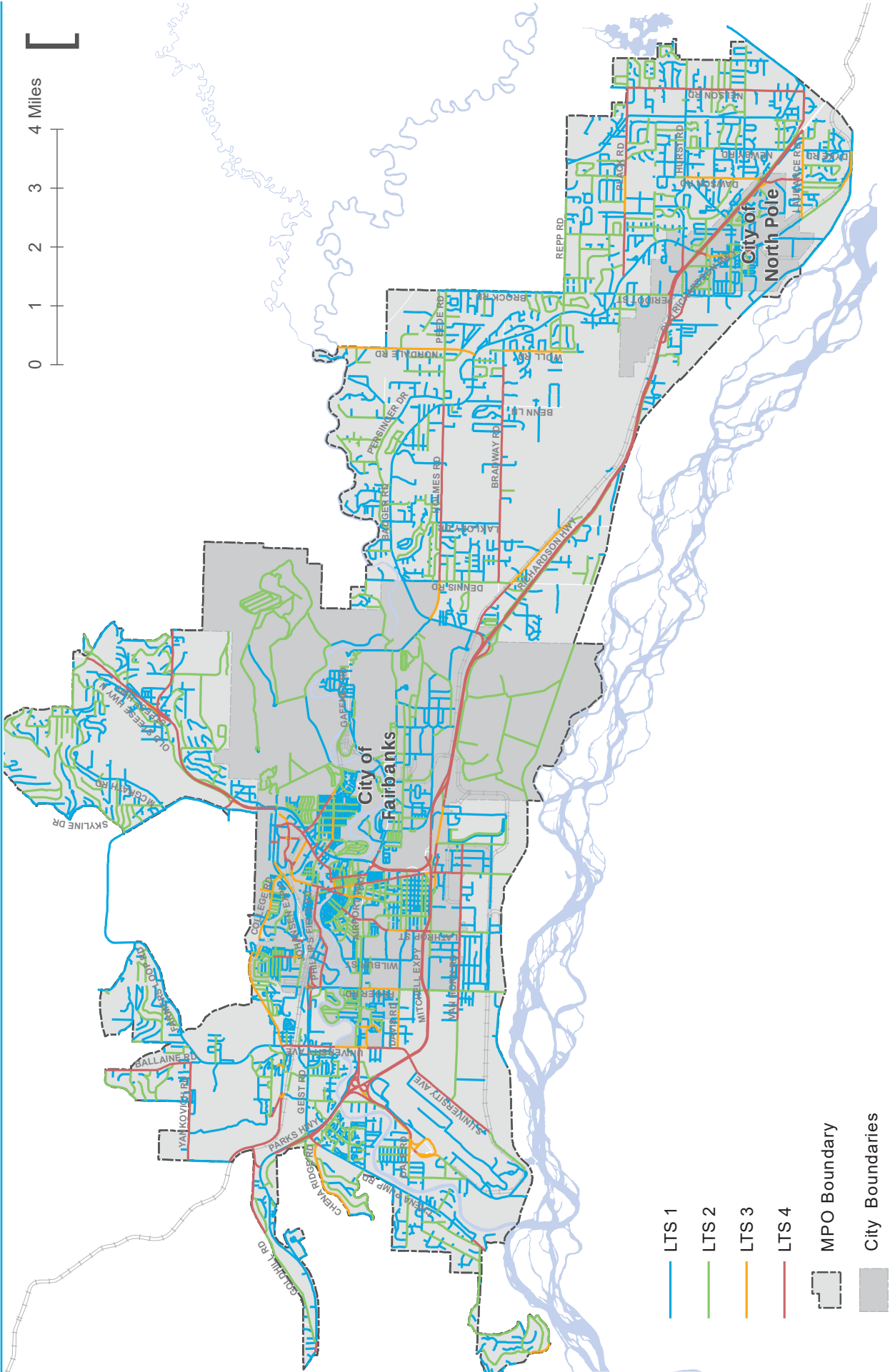
EC&N-Exhibit 15: Types of Bicyclists Expected and Expected Acceptable Level of Traffic Stress



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

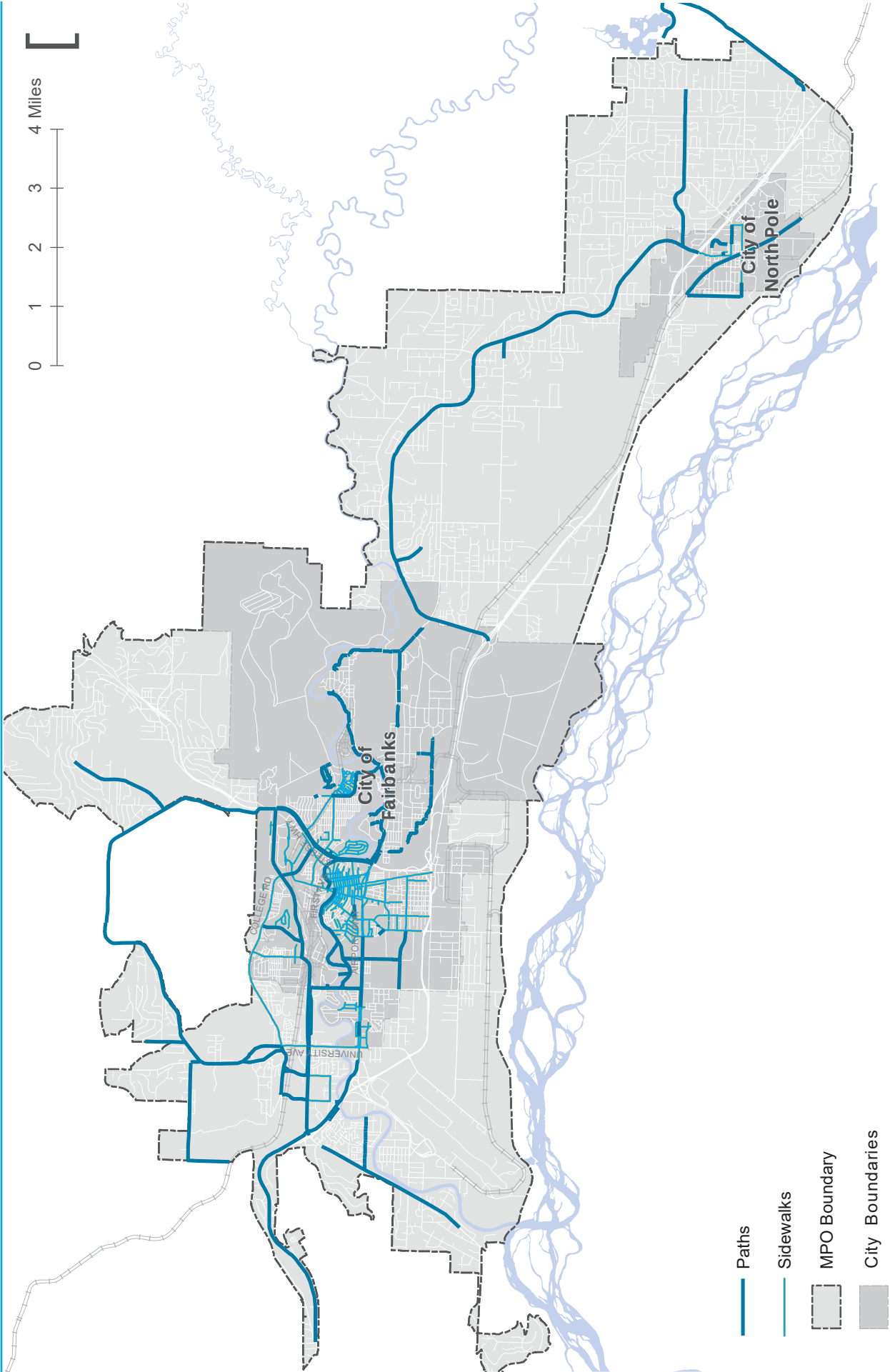
As with bicycle travel, the comfort of people walking can be assessed by an LTS analysis. A pedestrian LTS analysis is based on the speed of adjacent traffic, volumes or number of lanes of adjacent roadways, sidewalk width and condition, and whether a buffer exists between traffic and people walking.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

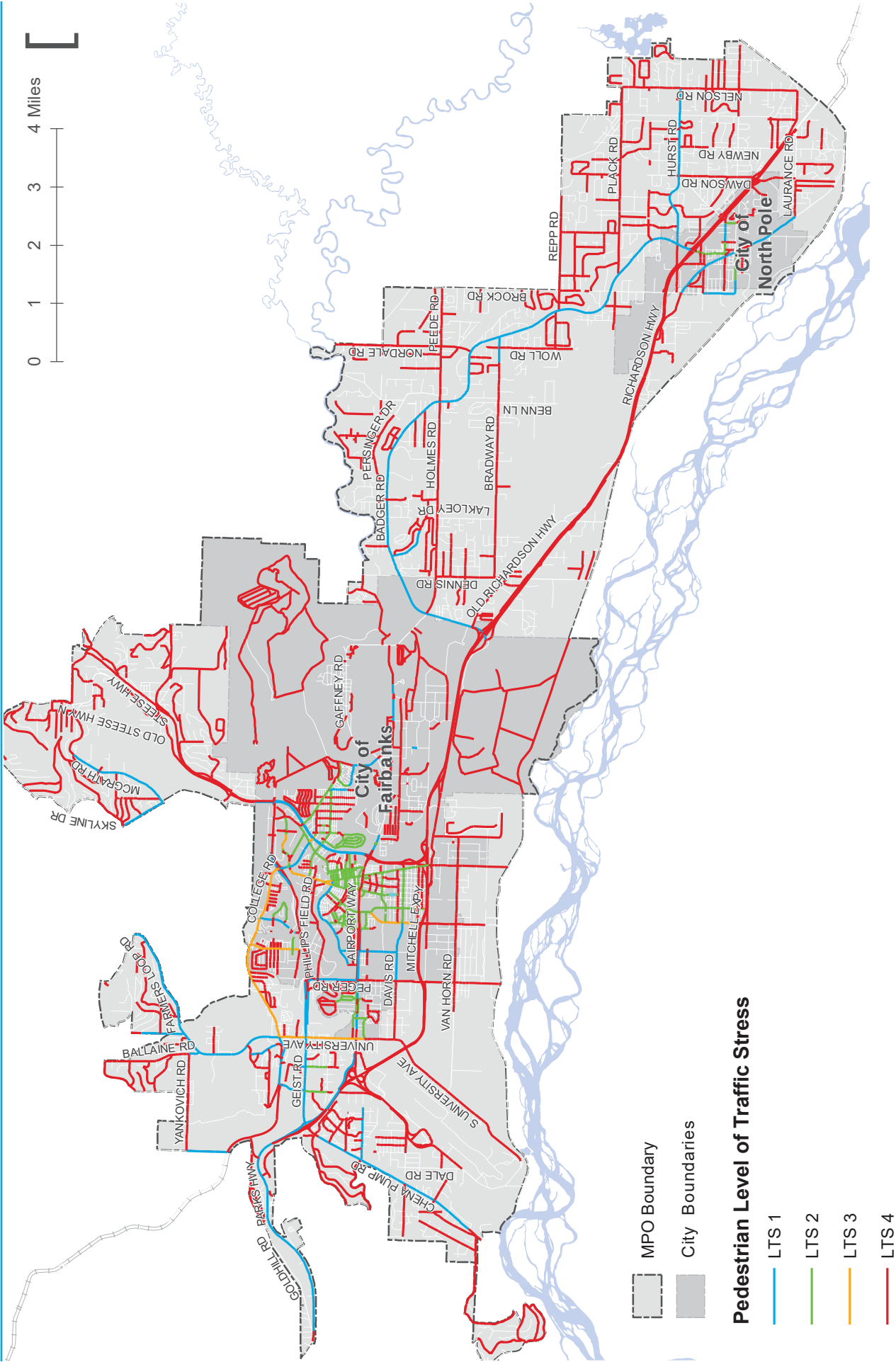
Higher-stress roadways can be a barrier to walking, and a gap in the low-stress walking system can be enough to discourage a person from walking. In some cases, LTS may also be a proxy for understanding the safety of the pedestrian system. Generally, people feel more comfortable walking in an area because 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



EC&N-Figure 9: Pedestrian Level of Traffic Stress



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:

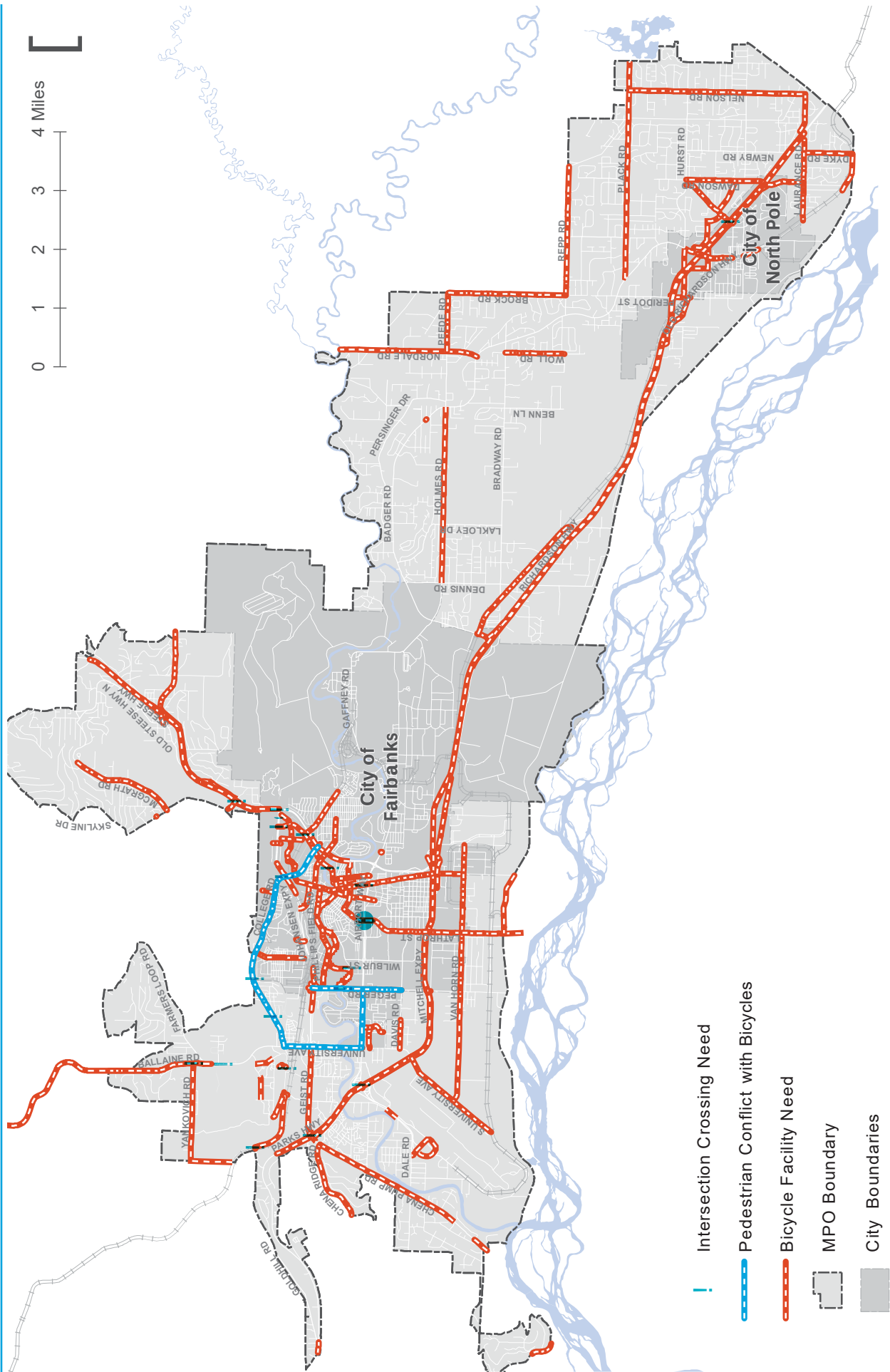
- Public online interactive map
- Discussions with the Bicycle and Pedestrian Advisory Committee (BPAC)
- Crash data review
- LTS analysis
- Public survey

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.

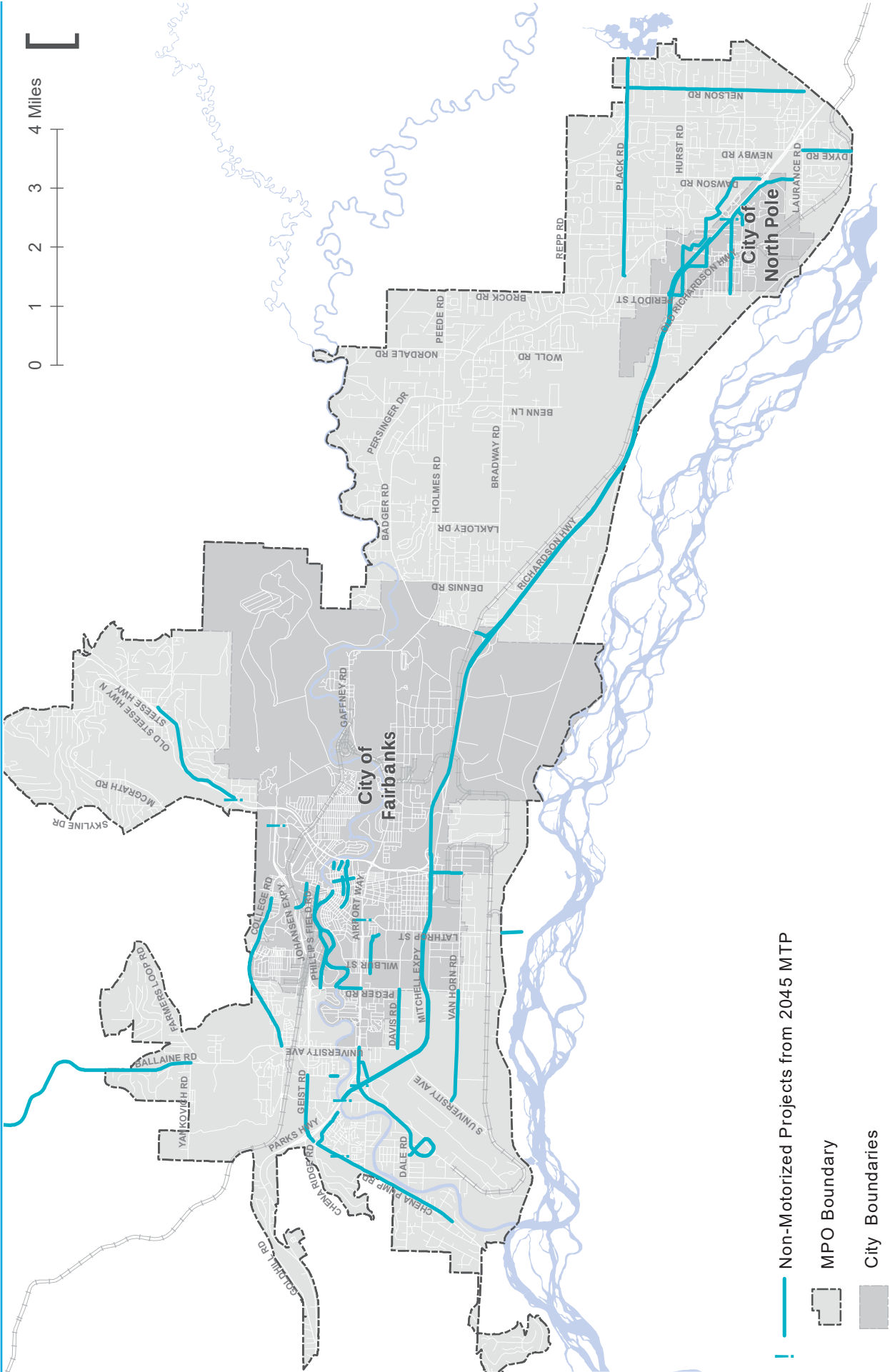
EC&N-Figure 10: Bicycle Facility Needs



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

¹ 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 at 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
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① 5 7 9	① 5 7 9	① 3 4 5 7 9	① 5 7 9	① 5 7 9	① 3 4 5 7 9	① 5 7 9	① 5 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① 5 6 7 9	① 5 6 9	① 3 4 5 6 7 9	① 5 6 7 9	① 5 6 9	① 3 4 5 6 7 9	① 5 6 9	① 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	① 5 7 8 9	① 5 7 8 9	① 5 8 9	① 5 7 8 9	① 5 7 8 9	① 5 8 9	① 5 7 8 9	① 5 8 9	① 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① 5 6 7 8 9	① 5 6 7 8 9	① 5 6 8 9	① 5 6 7 8 9	① 5 6 7 8 9	① 5 6 8 9	① 5 6 7 8 9	① 5 6 8 9	① 5 6 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

*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*.

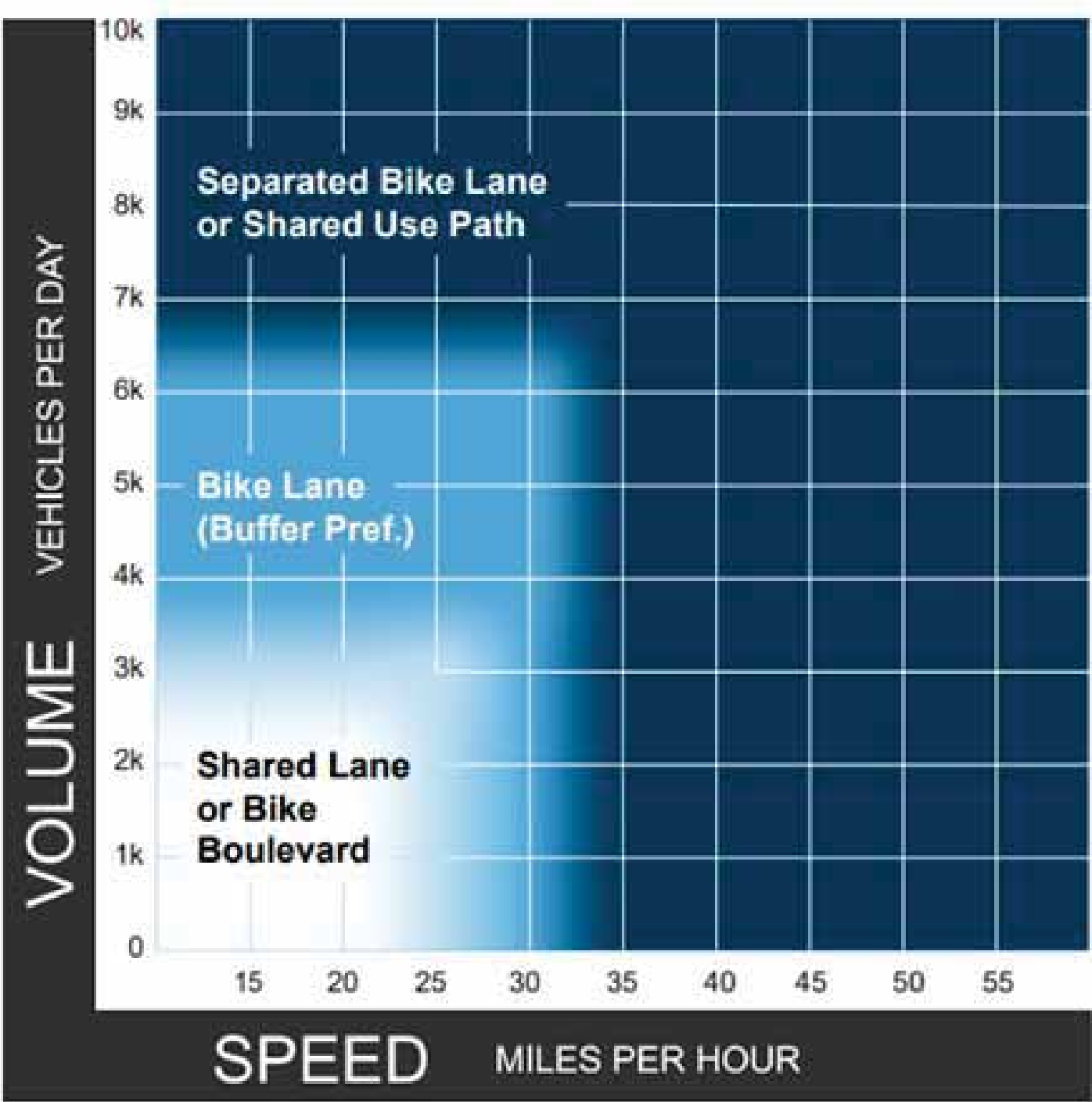
The recommendations provided in **R&IP-Exhibit 2** are for urban, suburban, and rural town contexts. The guide also specifies that rural roadways may include a wide shoulder instead of a bike lane. Roadways with 2,000 or more vehicles per day should include an 8-ft shoulder, while roadways with greater 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 strips¹. 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 ft¹.

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.

¹ 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.

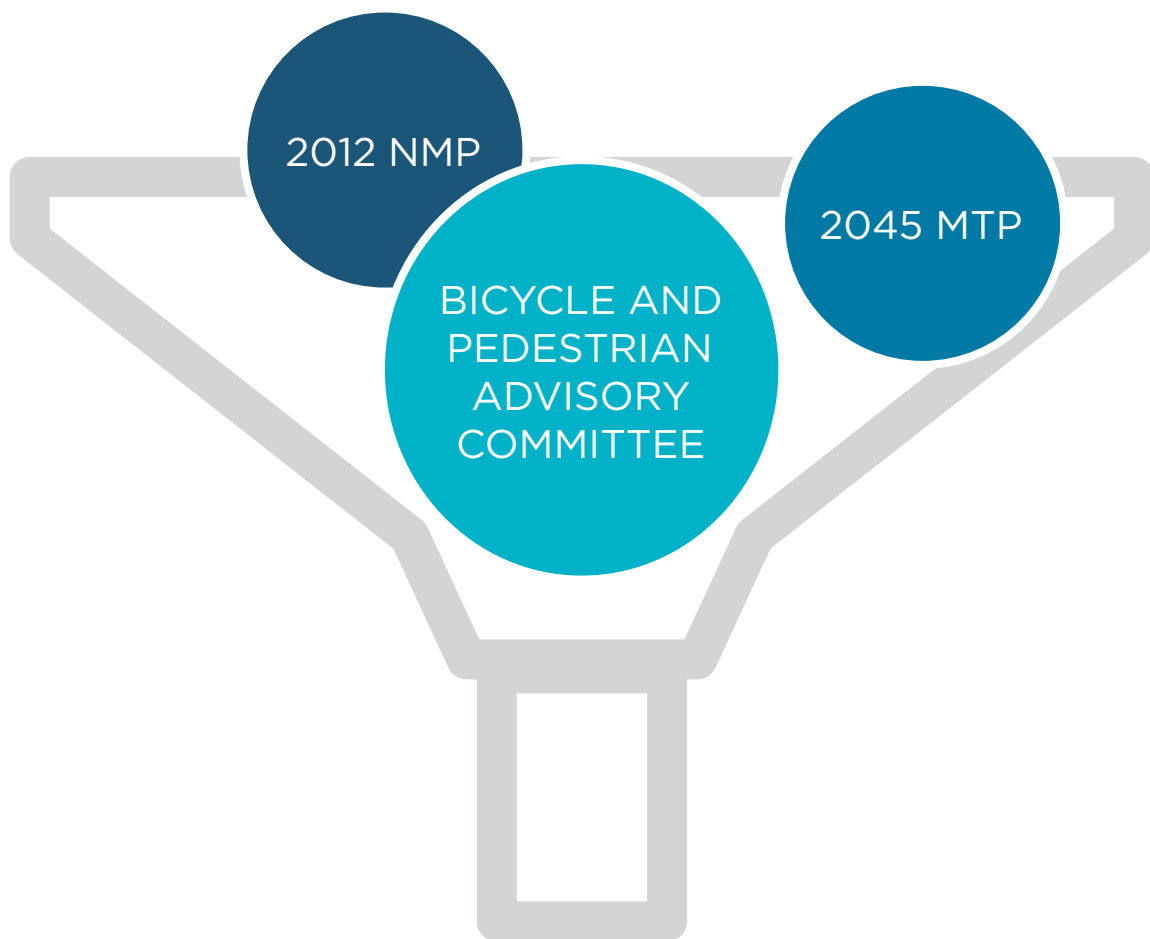
Additionally, in downtowns and near destinations like schools, where pedestrian activity is expected to be high, pedestrian facilities should be wider to accommodate comfortable spacing between pedestrians. Sidewalk and path design should also consider ease of winter maintenance without compromising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

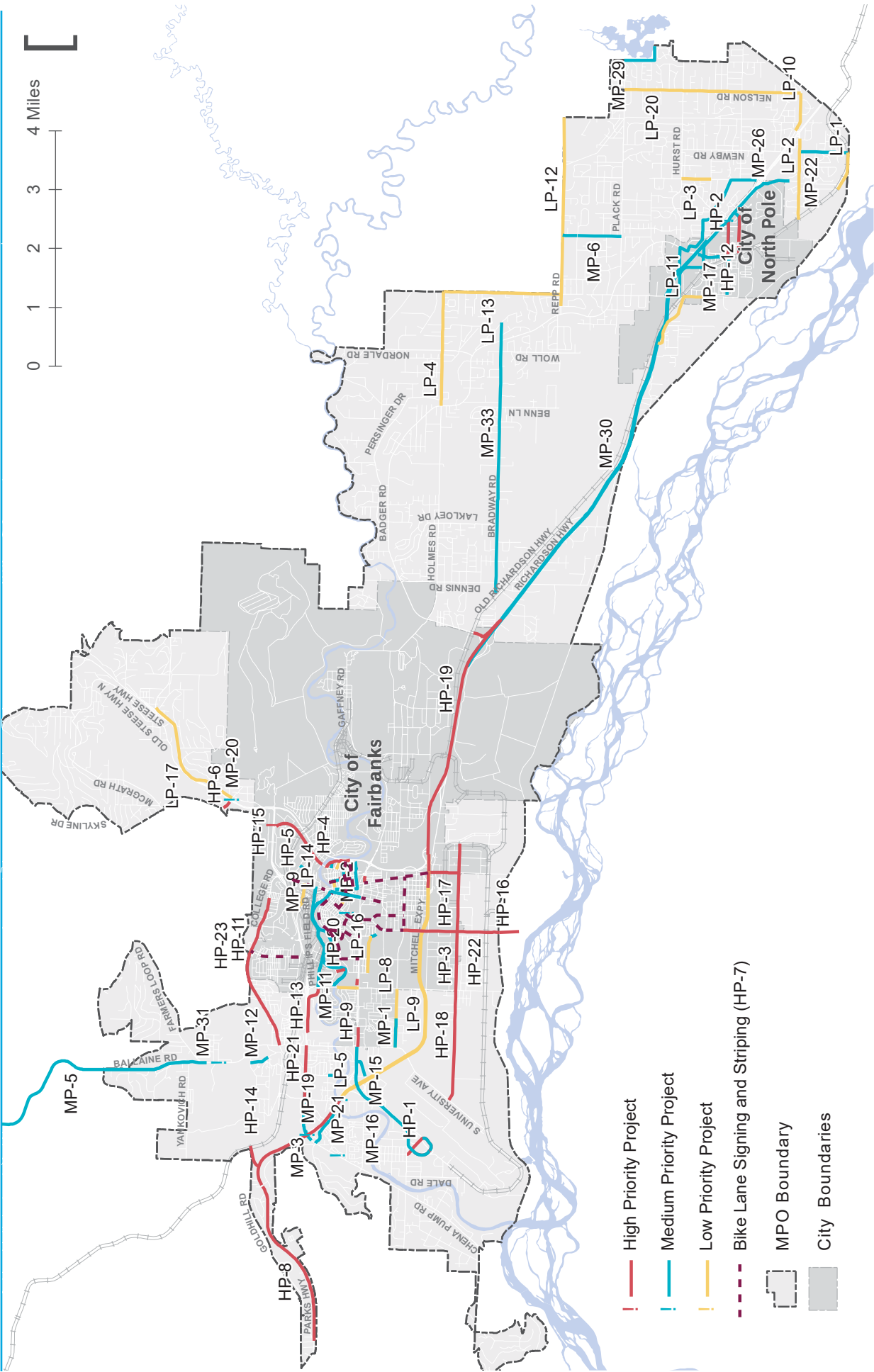
The projects listed in **R&IP-Table 1** and **R&IP-Figure 3** through **5** below are labeled by priority. Those with “HP” in their project number are high priority projects, those with “MP” are medium priority, and those with “LP” are lower priority projects. For projects also included in the MTP, the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

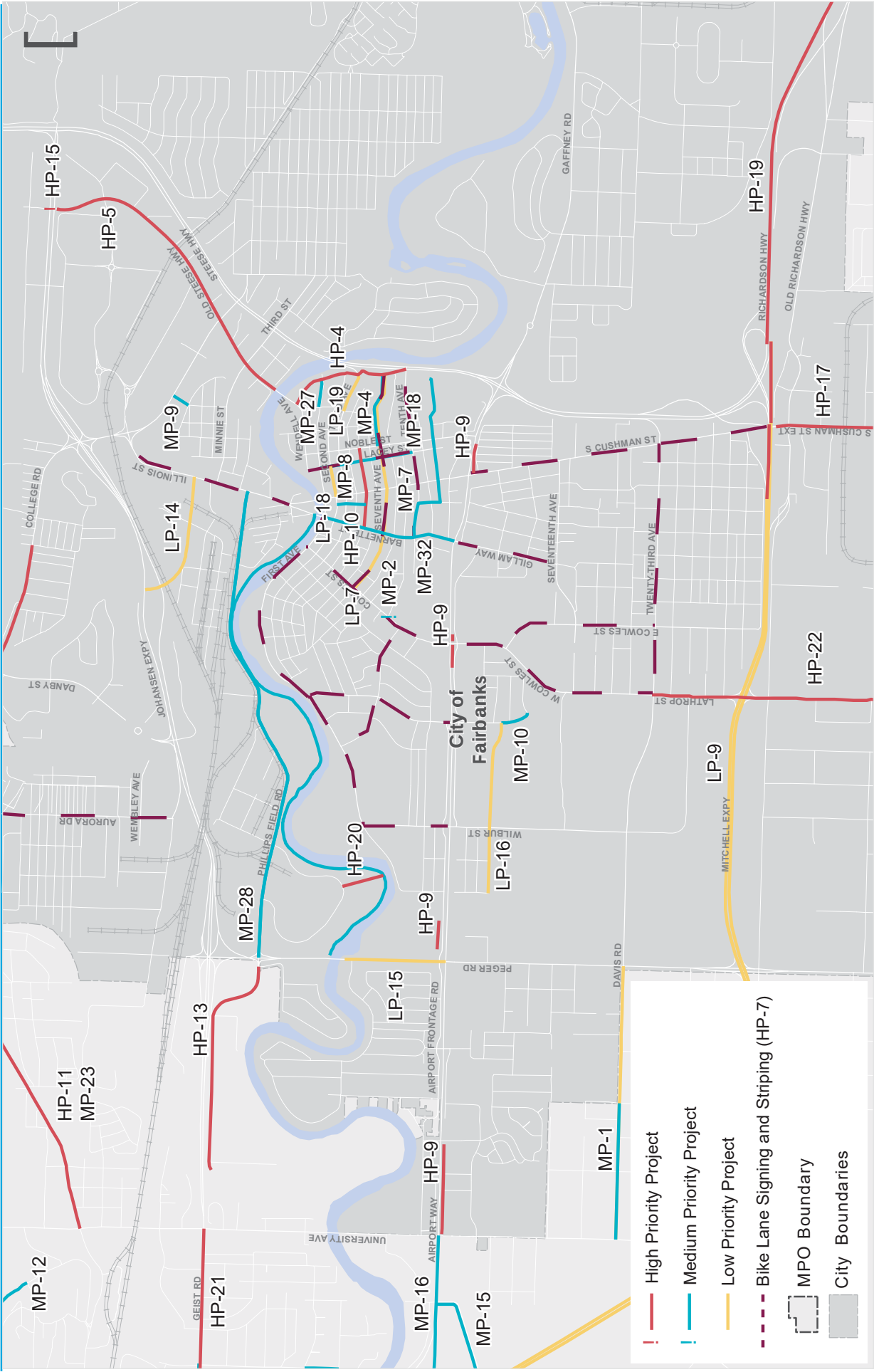


RECOMMENDED PROJECTS

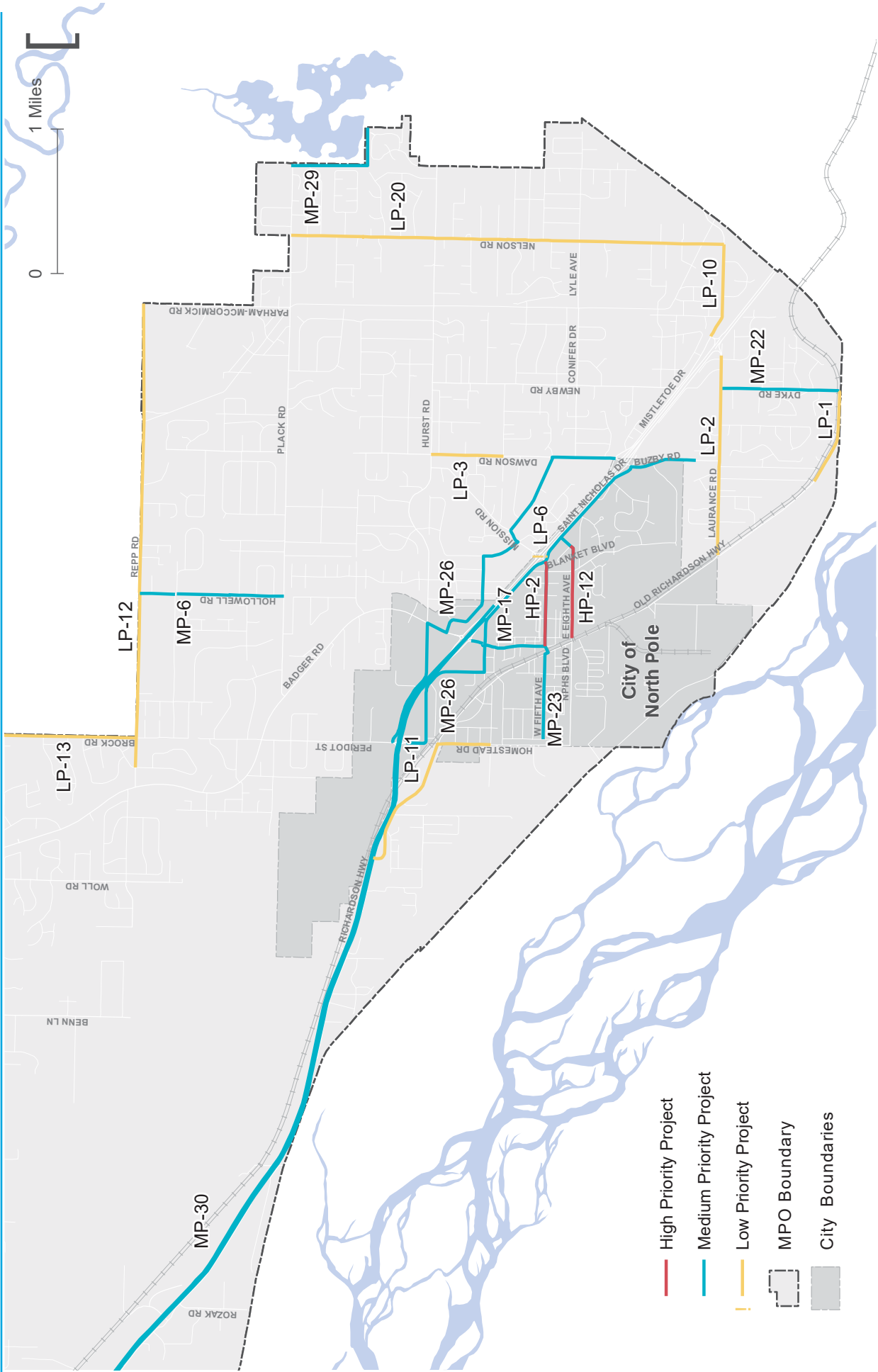
R&IP-Figure 3: Non-Motorized Plan Projects in the Fairbanks Region



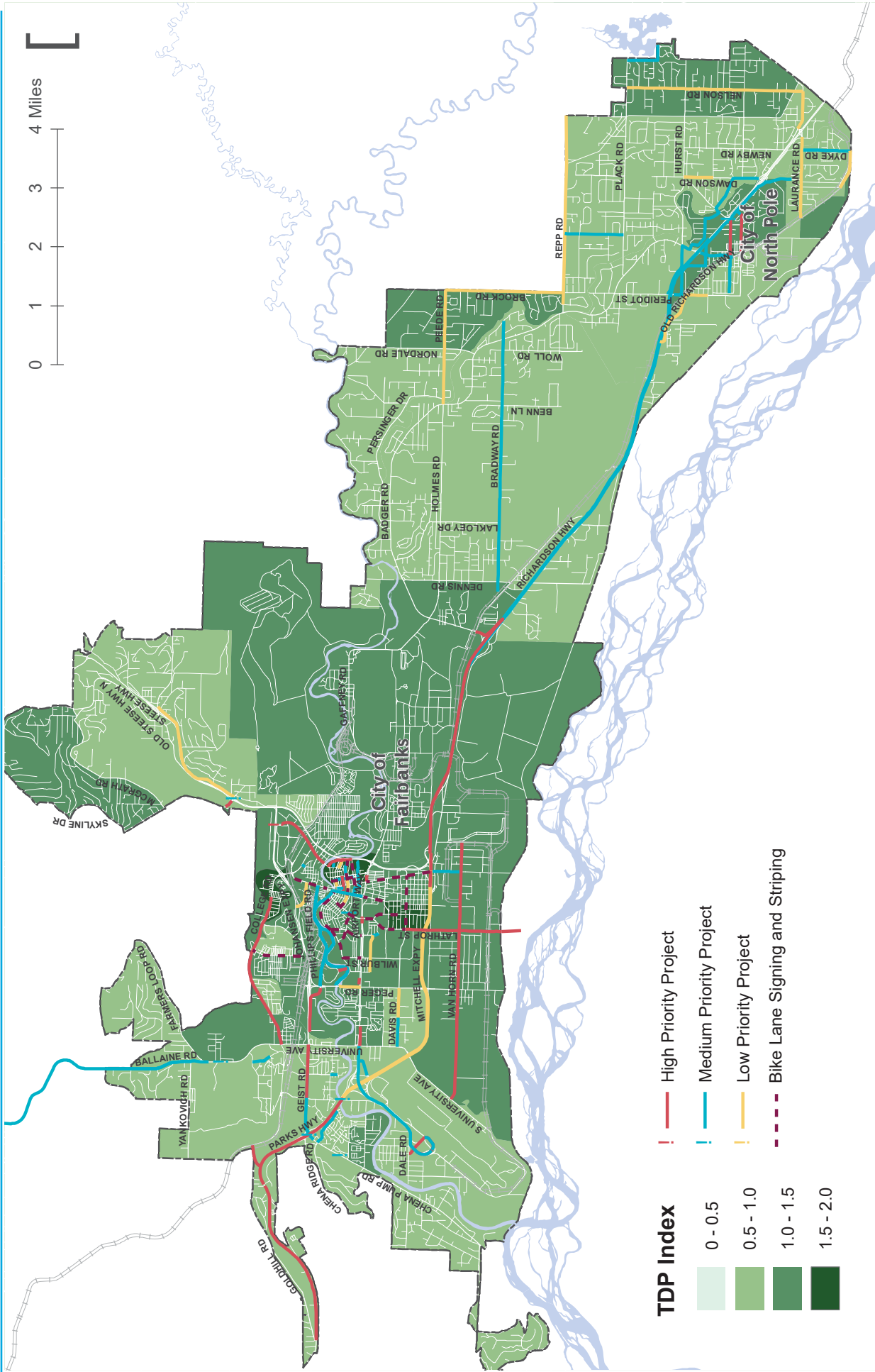
R&IP-Figure 4: Non-Motorized Plan Projects in Central Fairbanks



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)
HIGH PRIORITY PROJECTS				
HP-1	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
HP-2	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
HP-3	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
HP-4	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
HP-5	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
HP-6	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
HP-7	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
HP-8	N/A	Parks Highway Path Rehabilitation	Repave and rehabilitate the path along Parks Highway between the Chena River and Goldhill Road.	\$2.5
HP-9	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
HP-10	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
HP-11	MR-30	College Road Pedestrian Crossings	Install pedestrian crossings ¹ on College Road.	\$0.5
HP-12	N/A	8th Avenue Resurfacing	Resurface the path on 8th Avenue in North Pole	\$0.8

¹ 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
MEDIUM PRIORITY PROJECTS				
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)
MP-12	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
MP-13	MR-28	Fairbanks Street: Birch Lane–Teal Avenue	Construct sidewalk on west side of Fairbanks Street.	\$0.6
MP-14	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
MP-15	SR-18	Old Airport Way: Mitchell Expressway–Airport Way	Construct sidewalk along Old Airport Way.	\$0.8
MP-16	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
MP-17	N/A	Santa Claus Lane Bicycle Facilities	Add buffered bicycle lanes on Santa Claus Lane between Richardson Highway and E 5th Avenue.	\$0.3
MP-18	MR-11	Lacey Street Reconstruction	Reconstruct Lacey Street from 12th to 1st Avenue and provide improved facilities for all users.	\$12.0
MP-19	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
MP-20	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
MP-21	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
MP-22	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)
MP-23	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
MP-24	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
MP-25	MR-27	Dartmouth Drive: Chena Pump Road–Stanford Drive	Construct sidewalk along Dartmouth Drive.	\$1.2
MP-26	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
MP-27	MR-32	2nd Avenue (Fbks): Hall St – Clay St	Construct sidewalk along the north side of 2nd Avenue.	\$0.6
MP-28	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
MP-29	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
MP-30	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
MP-31	N/A	West Fairbanks Intersection Improvements	Address non-motorized crossing at Farmers Loop Road and Army Road.	\$0.4
MP-32	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. Description: "Make College Road a Complete Street with three vehicle lanes, bike lanes, bus pullouts, and pedestrian crossings." 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. 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” 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 ¹	
<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

¹ 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
 Impaired Driving /Riding Campaigns 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	 Driver's Education Training 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.
 Share the Road / Trail Marketing Walking and bicycling safety campaigns that specifically target sharing the road or trail with different types of users	 Three-foot Buffer for Bicyclists Support Supporting education of motorists maintaining a three-foot buffer when passing bicyclists
 Be Seen Campaigns Campaigns highlighting and promoting pedestrian and bicyclist reflective wear	 Safety Policy Support Encouraging community-led policies and approaches that promote active transportation initiatives
 Vulnerable User Awareness Increasing awareness and understanding of safety issues related to vulnerable road users	 School Education Programs School-based education programs to promote active transportation safety through partnerships, materials, curricula, and technical assistance
 Safety Media / Campaigns Encouraging and developing active transportation safety campaigns such as radio, posters, billboards, and commercials	
 Senior Safety Campaigns Increasing awareness of the safety, accessibility, and mobility needs of aging pedestrians and bicyclists	
 Participation Campaigns 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
The Alaska Legislature	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.
Better Utilizing Investments to Leverage Development Grant Program (BUILD)	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.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	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.
Highway Safety Improvement Program (HSIP)	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.
Federal Lands Transportation Program (FLTP)	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
Federal Lands Access Program (FLAP)	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.
Federal Transit Administration Capital Funds Multiple Federal Transit Administration (FTA)	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.
Fixing Americas Surface Transportation (FAST) Act Funding	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.
National Highway Performance Program (NHPP)	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.
State of Alaska Department of Commerce, Community, and Economic Development (DCCED)	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.
Surface Transportation Block Grant (STBG)	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.
Transportation Alternatives Set-Aside and Associated Programs (TA)	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
Transportation Infrastructure Finance and Innovation Act (TIFIA)	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.





FAIRBANKS ROAD/RAIL CROSSING REDUCTION/REALIGNMENT PLAN



PRESENTATION TO
TECHNICAL COMMITTEE

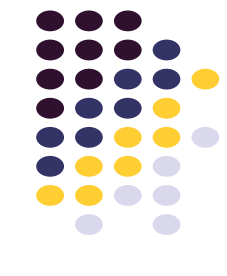
Wednesday, May 5, 2021



Agenda

1. Who developed this plan?
2. Why this plan and why now?
3. What road/rail crossings were included and how were they chosen?
4. What types of improvements were considered?
5. What are the recommendations of the plan?
6. What about the Fairbanks Area Railroad Relocation Plan?
7. Next Steps





WHO DEVELOPED THIS PLAN?

Project Team



Contracting Agency



MPO/Project Manager



Alaska Department of Transportation & Public Facilities

Consultant Team



Steering Committee



Jackson Fox
Olivia Lunsford



Pam Golden, PE
Randi Bailey



Don Galligan



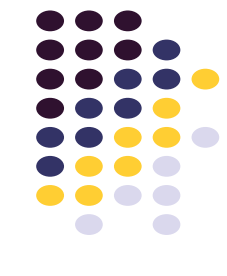
Kate Dueber



Bob Pristash



Bill Butler



WHY THIS PLAN AND WHY NOW?



History

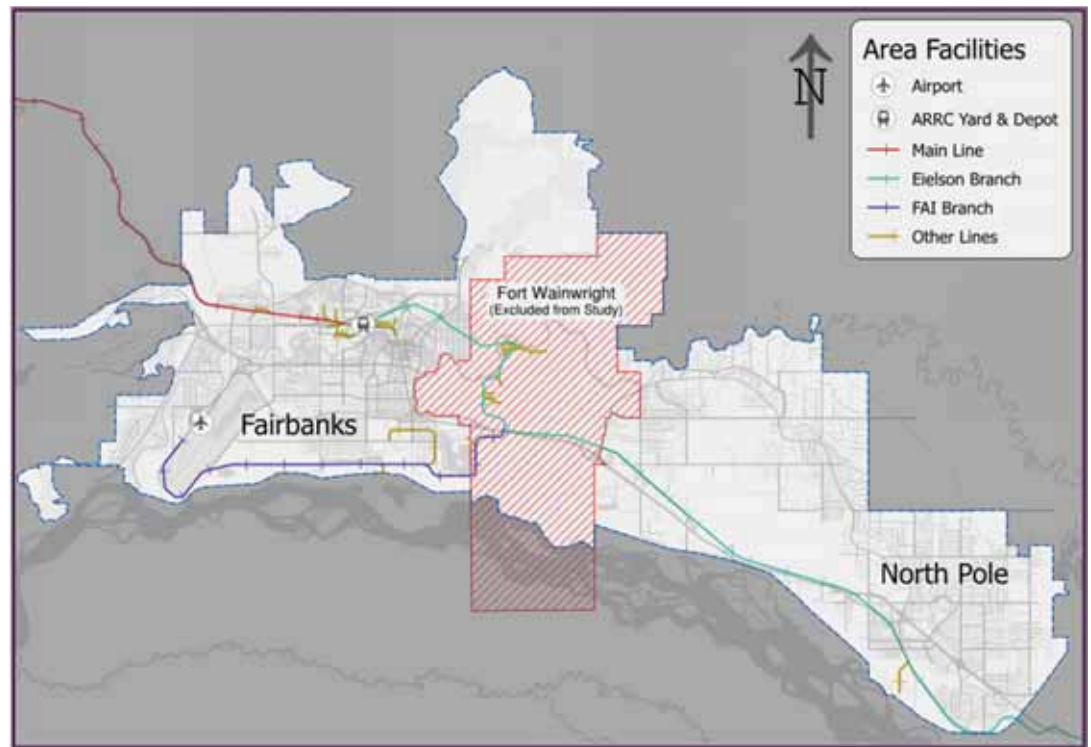
- 1987: Title 23 of the United States Code, Section 130 provides funds for “elimination of hazards” at public railway-highway crossings
- Funding was continued through subsequent transportation appropriations bills
- 2015: Congress’s FAST Act promoted a program for states to develop State Grade Crossing Action Plans
- 2016: Alaska State Rail Plan indicated a need to prepare a Fairbanks Area Rail Plan
- 2019: FAST planning received funding and put out an RFP for preparing a Fairbanks Area Grade Crossing Plan



Plan Purpose

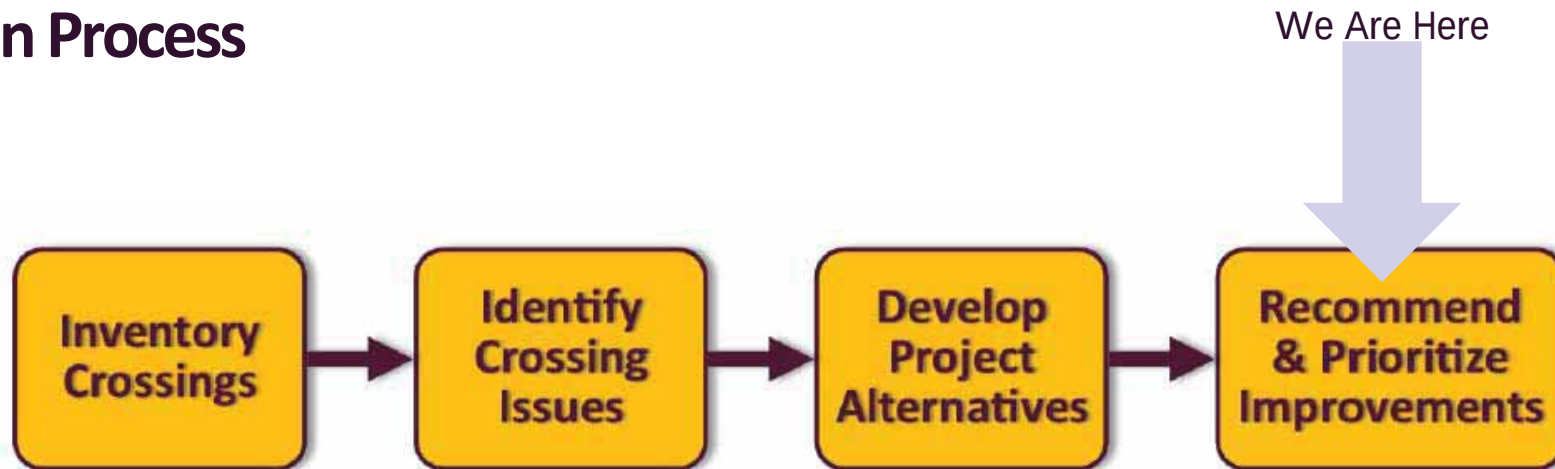
The Plan will enable FAST Planning and partnering agencies to:

- Implement a more efficient and effective approach to incorporate crossing elements into the larger multi-modal and intermodal transportation framework
- Address at-grade crossing issues to relieve congestions on the roadways
- Improve network safety and efficiency





Plan Process



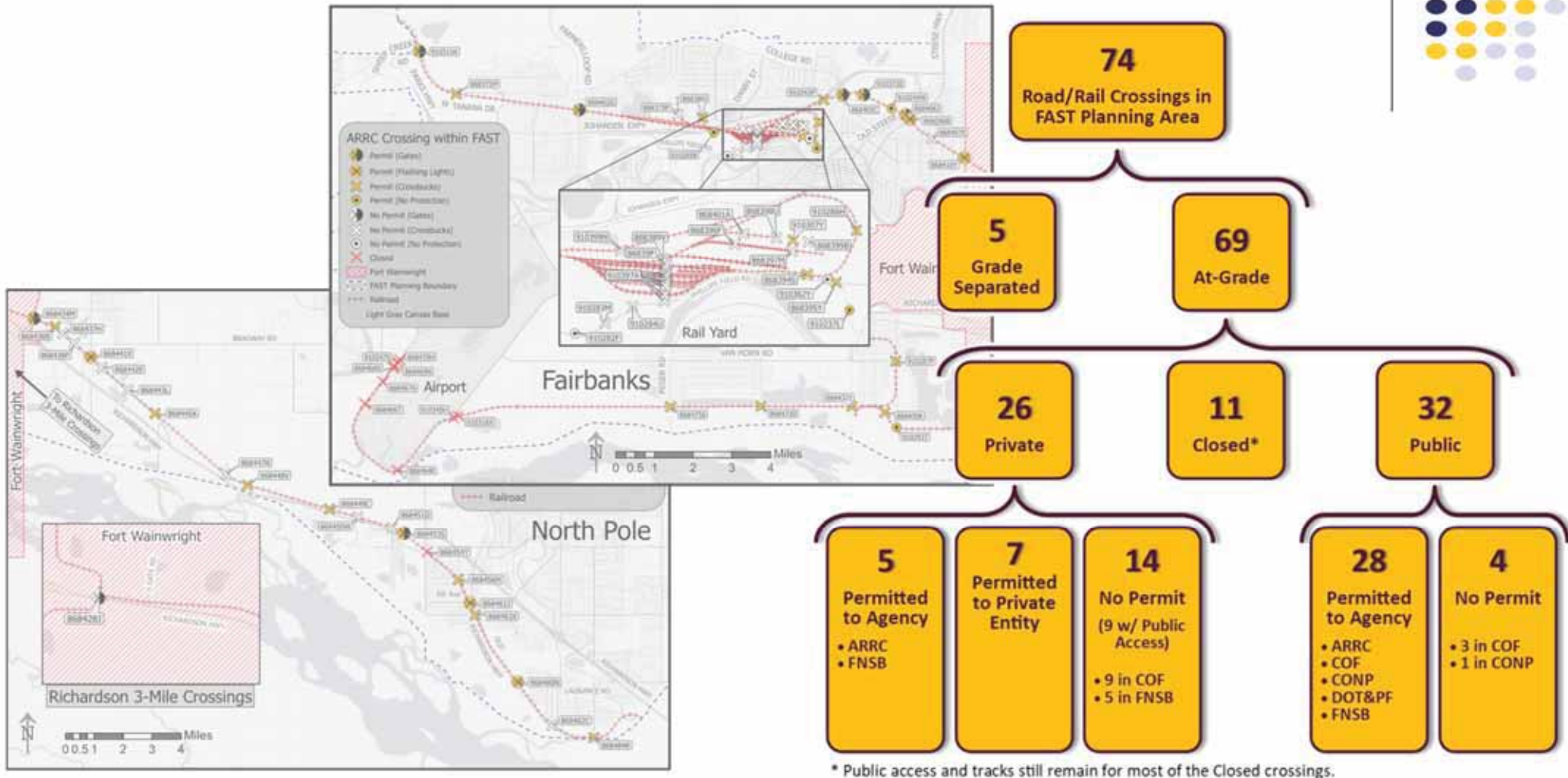
Actions that led us to where we are today:

- Steering Committee meetings
- Field Review
- Existing Conditions Report
- Initial Public Survey with Interactive Map
- Level 1 & 2 Screenings
- Alternatives Development and Analysis
- Past Presentations to Technical, Policy Board, & other groups, etc.



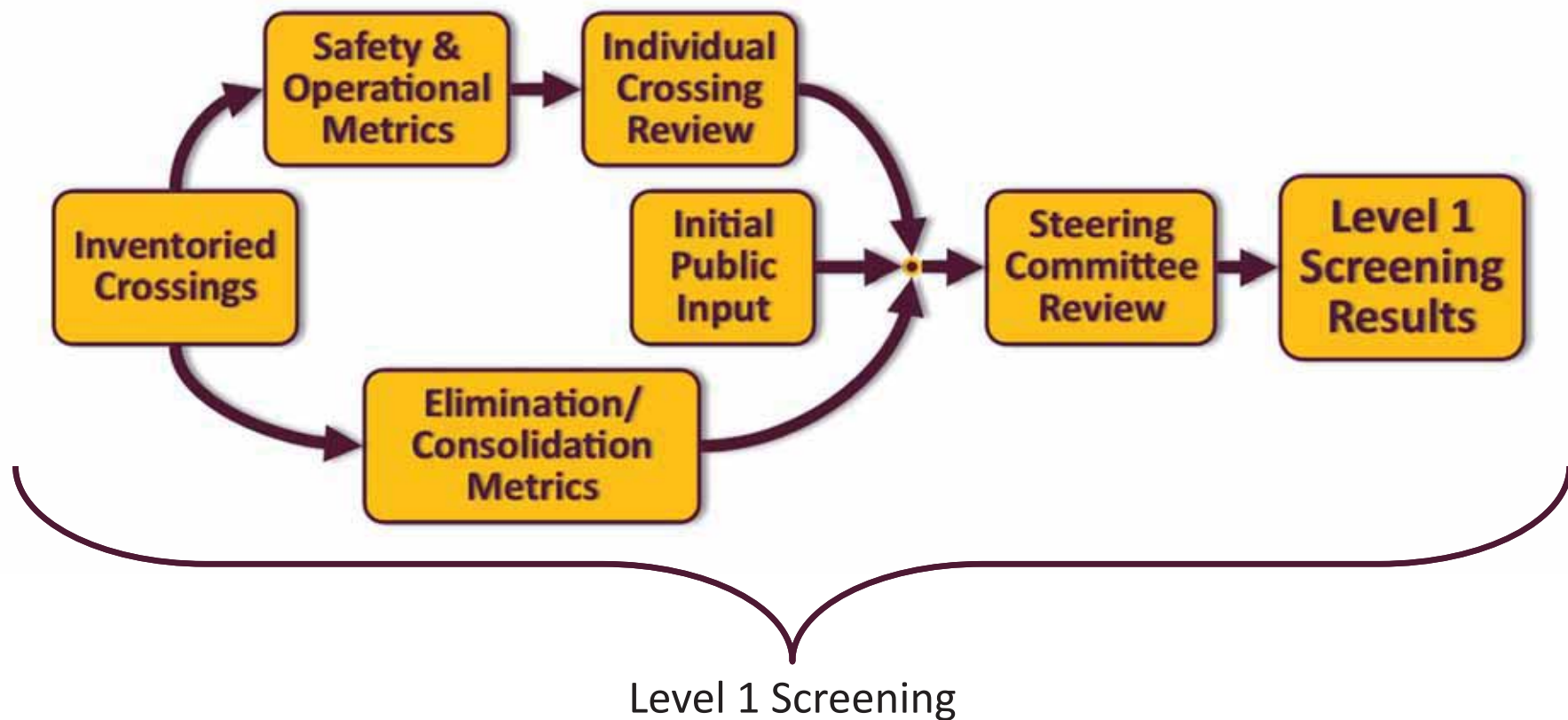
WHAT CROSSINGS WERE INCLUDED AND HOW WERE THEY CHOSEN?

Methodology – Inventory Crossings





Methodology – Identify Crossing Issues



Summary of Public Involvement Effort



Activity	Purpose	Description	Dates
Stakeholder List	To identify prospective key members/demographics of the community to solicit input regarding elements of the project	Stakeholder group was identified by the Steering Committee at the Kickoff Meeting	12/04/2019
Project Website	Provide project information to the public in an easily accessible format.	Developed a project website including: • Purpose and description of project • Project schedule • Link for comments • Open House information • Contact information	4/9/2020 FBXings.com
Online Survey	Maximize public participation and collect input from the public	The survey was provided on the MetroQuest Platform	5/22/2020 – 6/29/2020 https://fbxings-old-demo.metroquest.com
Stakeholder Interviews	Gather information from stakeholders to identify available resources and needs for coordination of information.	Olivia with FAST Planning invited stakeholders to participate in a doodle poll to schedule their interview time and date.	Thirteen interviews were conducted by phone or electronic platform between 4/10/2020 – 4/30/2020 Summary: Appendix A
Public Draft of Existing Conditions Report	To be available during the first public comment period	Reviewed by Steering Committee before released online	Posted PDF on website

FMATS Technical and Policy Presentations	Inform FMATS committees of the study and progress being made.	Introduced the study and project team to FMATS' Technical committee and Policy Board	2/5/2020 TC Presentation: Appendix B 2/12/2020 PB Summary: Appendix C
Summary of Public Input on the map	Online map to replace community open houses	ONLINE MAP: https://kellc.maps.arcgis.com/apps/webappviewer/index.html?id=8971713a2f484310881671c2482a9e31	5/4/2020
Final Existing Conditions Report	Along with Stakeholder input, identify the top 8 - 12 critical sites	(Task 2 - Deliverable C)	6/2/2020
Community Presentations	Inform the community about the study, encourage them to provide input.	Presented to the Fairbanks Chamber - Transportation Committee	5/7/2020 Presentation Appendix D
Newspaper Ad	To promote participation	Was originally to advertise COVID canceled open houses, used instead to promote the online survey	Color advertisement Saturday & Sunday 6/20/2020 + 6/21/2020

Summary of Public Involvement Outcome



Priority Ranking

Priority	Average Ranking
Increased Safety	4.307692
Reduced Delay	4.669231
Fewer Crossings	4.738462
Fewer Stops at Crossings	5.046154
Reduced Noise	5.430769
Reduced Air Pollution	5.453846
Safety Education	5.561538

Standard Survey

- Congestion
- Safety
- Delay Impacts
- Eliminate Crossings
- Noise

Interactive Map

- Train Delay
- Stopped Vehicles
- Safety
- Crossing Use
- Noise



I currently live near the crossing of Trainer Gate/Steese Hwy. The horn blows at all hours of the night (12am-4am) and is disruptive to any type of nighttime sleep schedule. This is an area where a quiet zone should be implemented.



As it stands, the train parallels Trainor Gate Road at all hours of the night and wakes people up with their whistle/horn. This is extremely disruptive to a good night's sleep which is essential to good health. Being healthy in this Covid-19 climate is very important and the train is directly contributing to Fairbanks residents' poor health.



The train should not come through the neighborhood at night when people are sleeping.

Comments

- By Concern (e.g., safety, delay, air pollution, etc.)
- By Crossing (e.g., University Ave, Trainor Gate, etc.)



Summary of Stakeholder Outcome

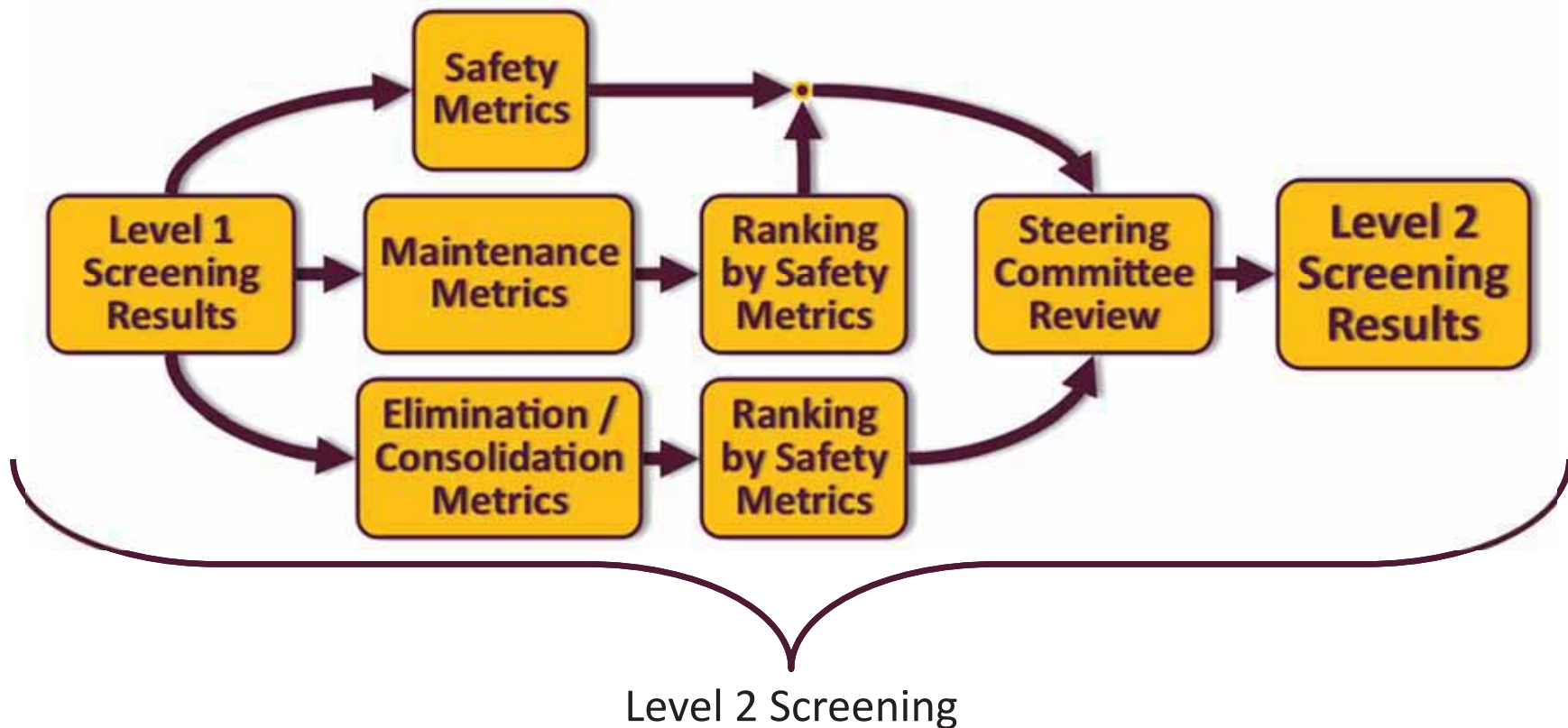
- Congestion Mitigation
- Safety
- Traffic Operations
- Trade and Economic Development
- Noise
- Land Use
- Energy Use
- Community Impacts
- Operations (Improvements, Safety)

General Things to Consider

1. The North Pole realignment has partial funding (FHW), IDEA has the route chosen @ Paradot
2. Maintenance agreements are a sticky point, claims of railroad raising costs and shifting the burden to the communities
3. FTWW redirect is ½ designed @ 60% (check with Mike Meeks re: 50% funded), where is the Gafney Gate reconstruction project at?
4. Quiet Zones came up from multiple interviewees as an excellent option for FAI
5. Because of Kellen's concerns expressed at TC, maybe this plan is referred to as the short term and refer to the full realignment as "long-term" to defuse tensions - which Xings are eliminated in the realignment plan - someone mentioned 24 would be abandoned?
6. Realignment point of contention is a new "railyard" near eielson would make trucking a problem
7. The railroad protects alaska roads, millions of tons of goods are not on asphalt



Methodology – Identify Crossing Issues





Methodology – Develop Project Alternatives

- Field Review (July 2020)
 - Concept Designs
 - Feedback from Steering Committee
 - Evaluation





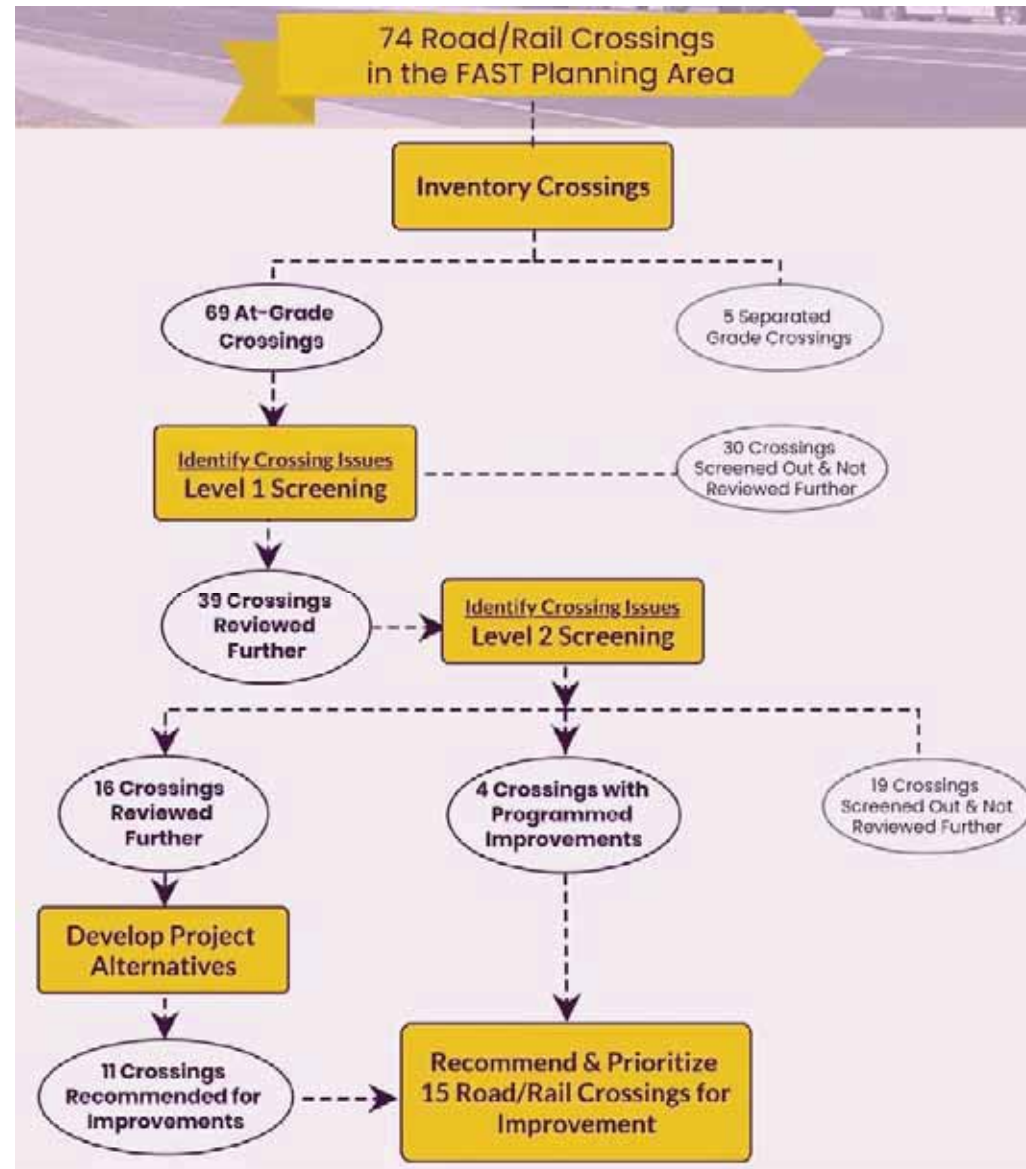
WHAT TYPES OF IMPROVEMENTS WERE CONSIDERED?



Improvements Considered

- Meeting Current Standards
 - Improving Pedestrian Controls
 - Clearing Sight Distance
 - Regrading and, or Paving Approaches
- Closure of Crossing (Elimination or Consolidation)
- Improvements to Railroad Signal Equipment
- Reconstruction of Roadway to Eliminate Skew
- Construction of Turn Lanes to Accommodate Queues When Train Occupies Crossing
- Grade Separation

Summary of Results from the Planning Process





WHAT ARE THE RECOMMENDATIONS OF THE PLAN?

University Avenue Crossing

ARRC ID 868402G; Mainline; MP 467.52 [Permitee: DOT&PF]

University Avenue Crossing looking North, July 2020



4-lane principal arterial
15,200 vehicles per day
40 mph



Single Track
14 trains per day
20 mph

Quick Reference to Other Plans

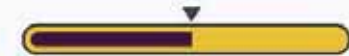


FMATS MTP, FMATS FMP



Safety and Operational Metrics

Hazard Index



Accident
Prediction
Value (APV)
Capacity



Collision
History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

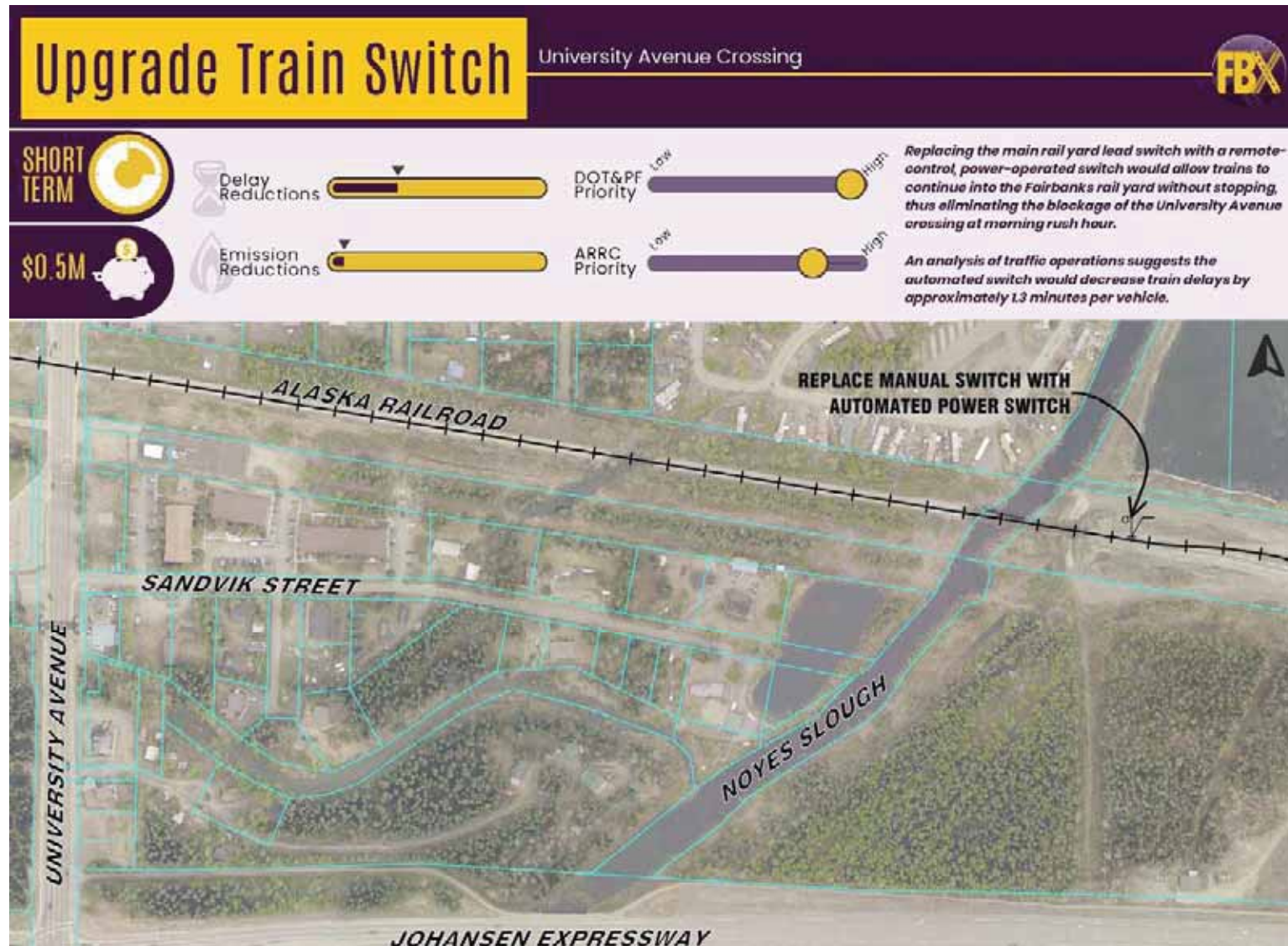
Non-Motorized
Path



School Bus
Route



Transit Bus
Route



College Road Crossing

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

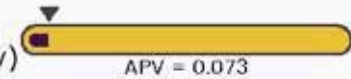


Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



APV = 0.073

Collision History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

Transit Bus Route



School Bus Route

Emergency Response Route



HazMat Route

Non-Motorized Path



Pedestrian Crossing Improvements

College Road Crossing



MID
TERM



\$1.2M

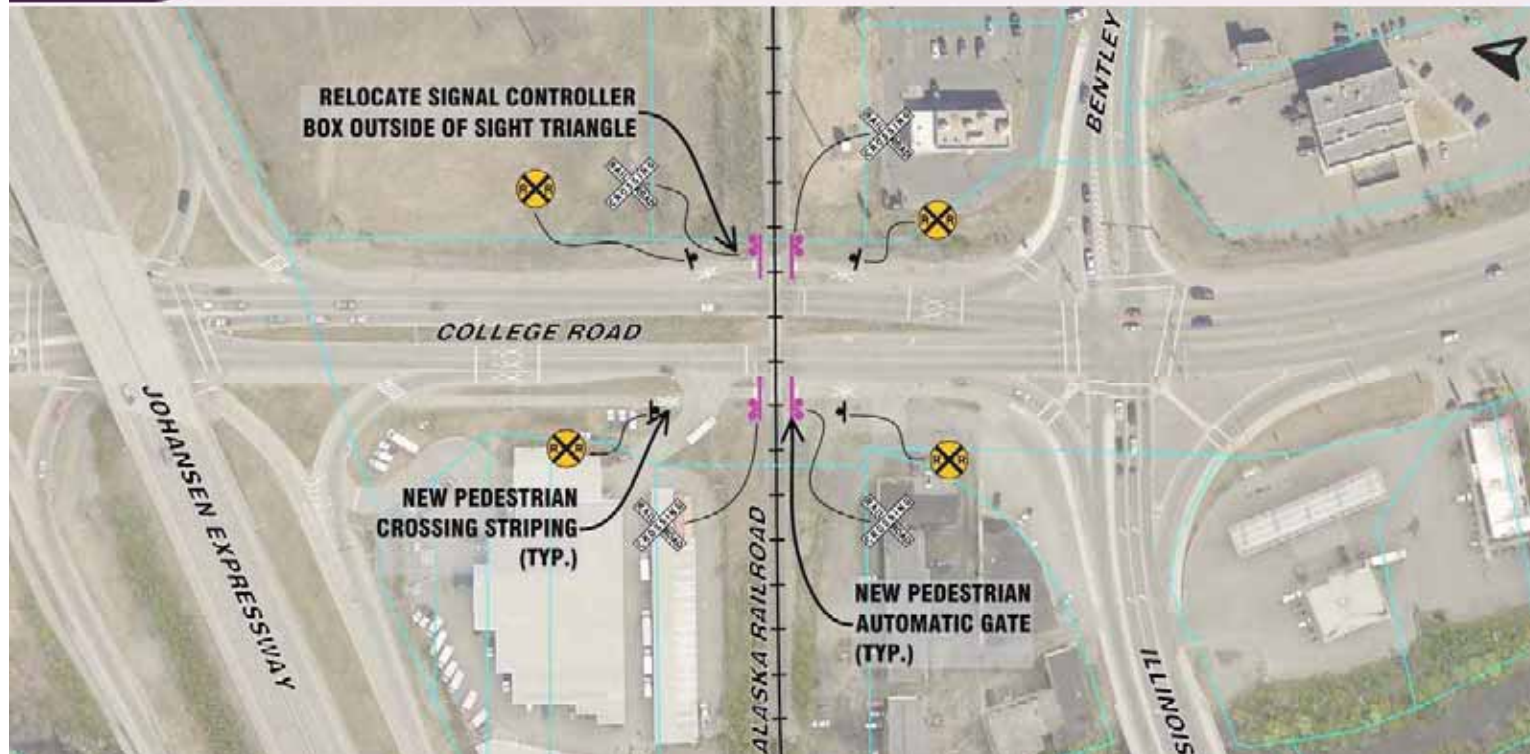


DOT&PF
Priority



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.



Helmericks Avenue Crossing

ARRC ID 910372E; Eielson Branch; MP G01.35 [Permitee: DOT&PF]

Helmericks Avenue Crossing looking North, June 2018



2-lane local road
5,900 vehicles per day
25 mph



Single Track
4 trains per day
15 mph



Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



Collision History



Exposure



Crossing Geometrics & Other Considerations



School Bus Route

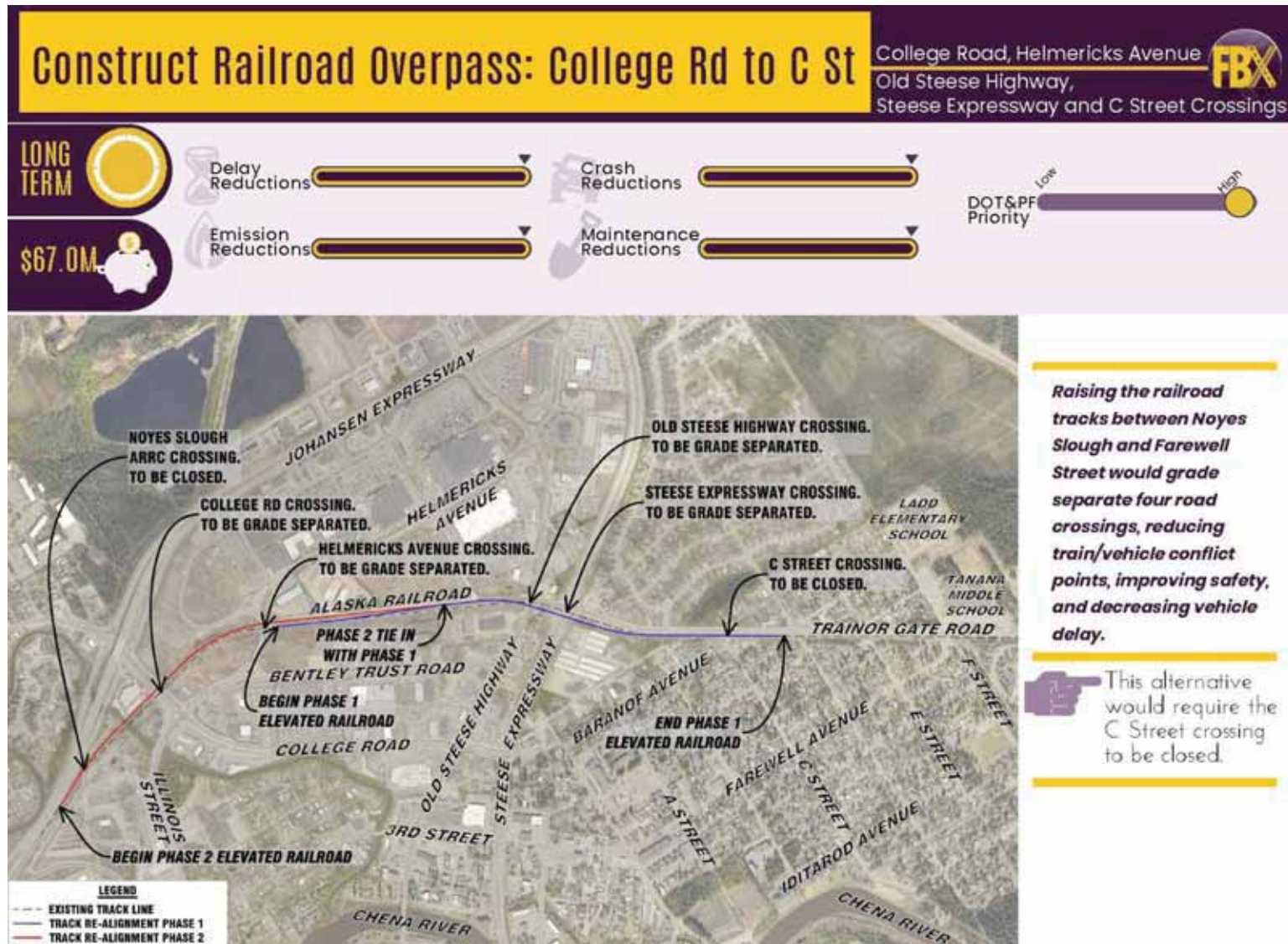
Non-Motorized Path



Transit Bus Route



Emergency Response Route



Old Steese Highway Crossing

ARRC ID 868406J; Eielson Branch; MP G01.88 [Permitee: DOT&PF]

Old Steese Highway Crossing looking Northeast, July 2020



3-lane minor arterial
11,000 vehicles per day
35 mph



Single Track
4 trains per day
15 mph

Quick Reference to Other Plans



Rich/Steese PEL,
FAST NMTP (Draft)

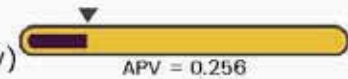


Safety and Operational Metrics

Hazard Index



Accident
Prediction
Value (APV)
Capacity



Collision
History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

Transit
Bus Route



Vehicle
Storage

Emergency
Response
Route



School Bus
Route

Non-Motorized
Path



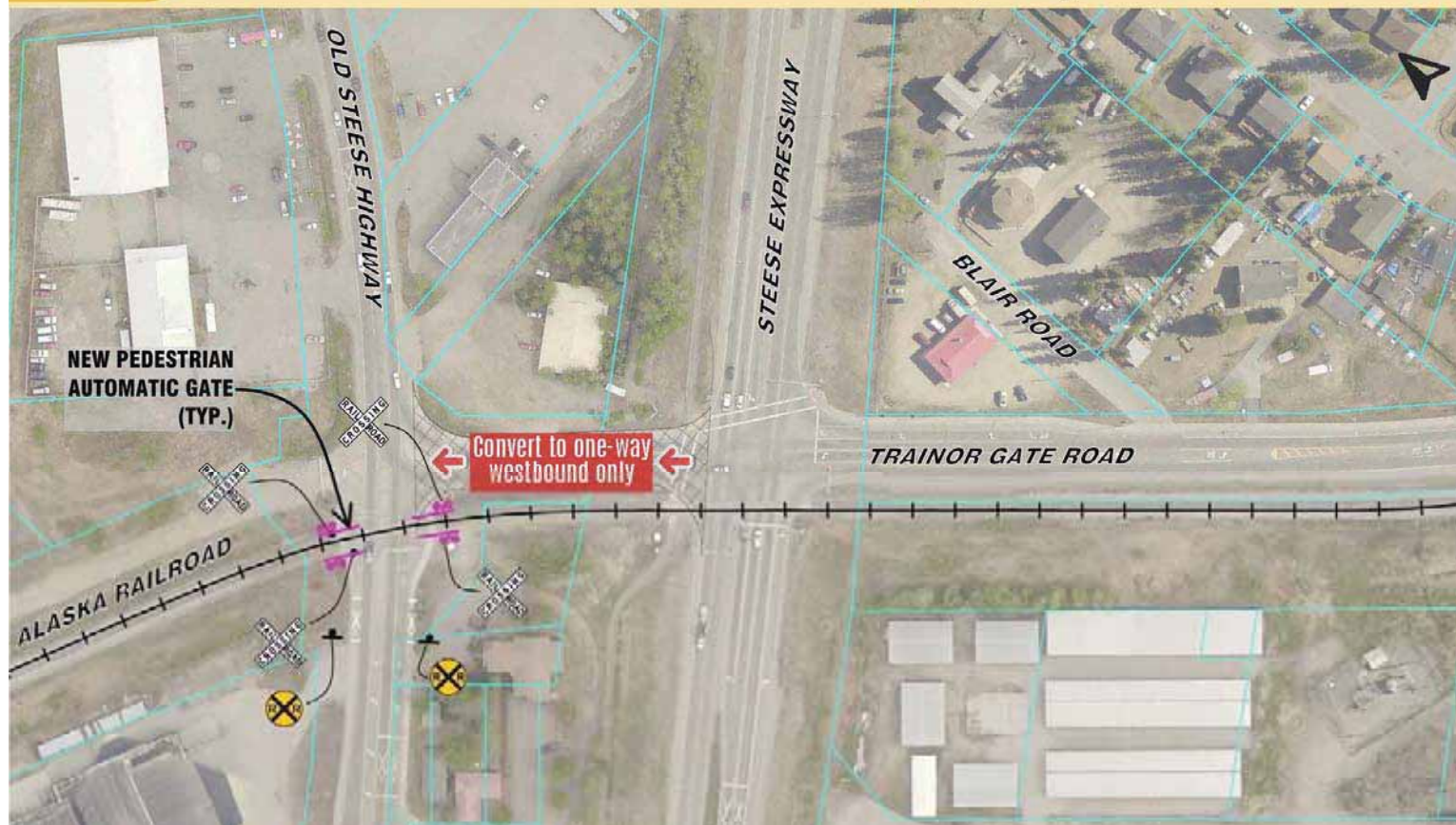
Reconfigure Trainor Gate Road

Old Steese Highway Crossing



PROGRAMMED PROJECT

As part of the Old Steese Highway Reconstruction project (Z624870000), DOT&PF is evaluating the conversion of Trainor Gate Road between Old Steese Highway and Steese Expressway to be one-way, westbound only. This conversion would address the concerns identified at the Old Steese Highway crossing.



Steese Expressway & Ped/Bike Pathway Crossings

ARRC IDs 868296B & 910244W; Eielson Branch; MP G01.94 & G01.93 [Permitee: DOT&PF]

Steese Expressway & Ped/Bike Pathway Crossings looking Northeast, July 2020



6-lane divided principal arterial
17,200 vehicles per day
45 mph



Single Track
4 trains per day
15 mph

Quick Reference to Other Plans



Alaska State Rail Plan,
FMATS MTP, FMATS FMP,
Rich/Steese PEL



Safety and Operational Metrics

Hazard Index



Accident
Prediction
Value (APV)
Capacity



APV = 0.123

Collision
History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

Emergency
Response
Route



Vehicle
Storage

Non-Motorized
Path



School Bus
Route

Pedestrian Crossing Improvements

Steesse Expressway Crossing



MID
TERM



\$1.2M



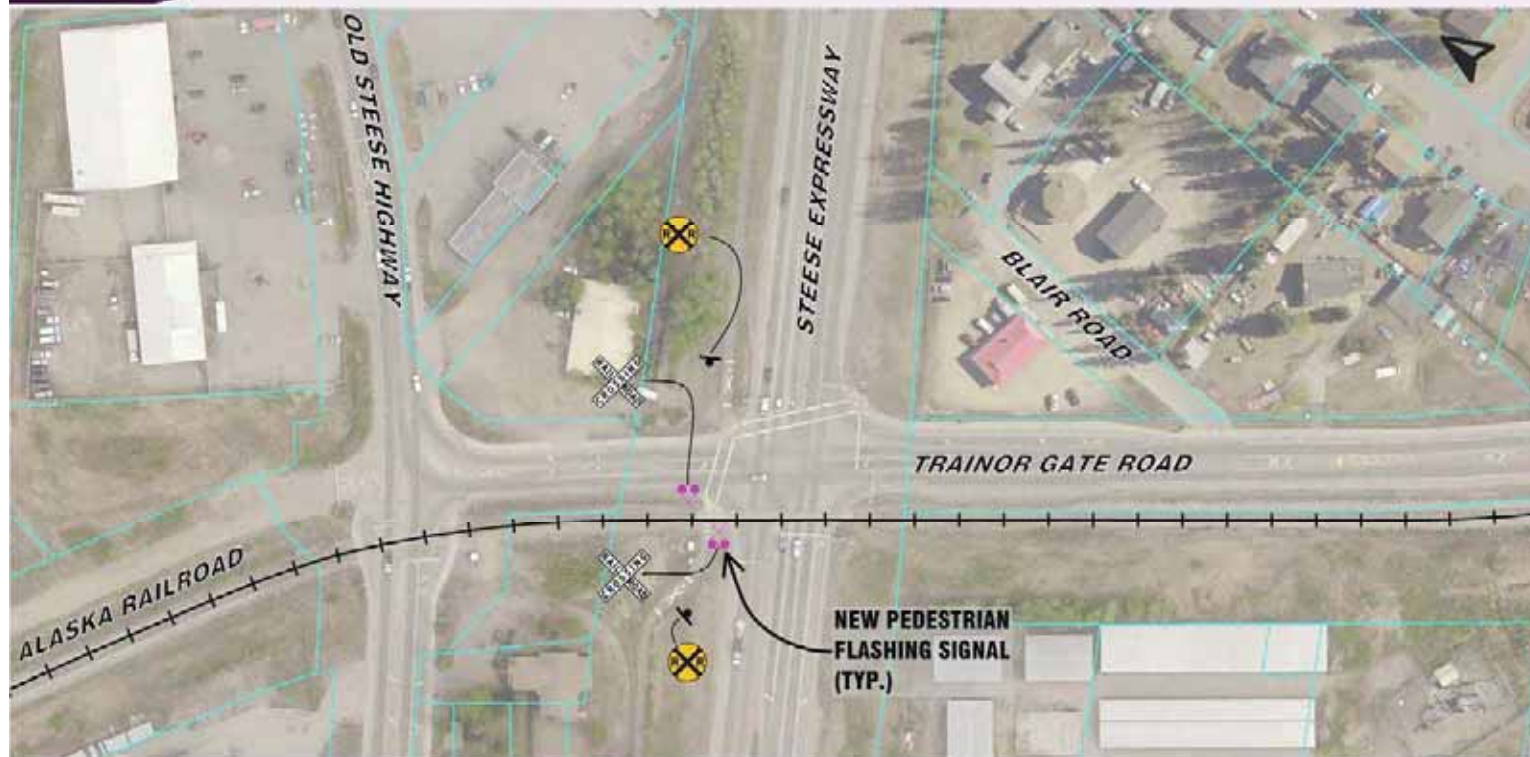
DOT&PF
Priority



Installing pedestrian traffic control to existing pedestrian crossings would bring this crossing up to current ARRC standards.



Consider this alternative in conjunction with the Old Steese Highway Reconstruction project.



C Street Crossing

ARRC ID 868470R; Eielson Branch; MP G02.26 [Permitee: City of Fairbanks]

C Street Crossing looking South, July 2020



2-lane minor collector
1,200 vehicles per day
25 mph



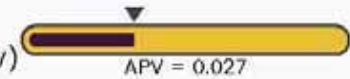
Single Track
4 trains per day
15 mph

Safety and Operational Metrics

Hazard Index



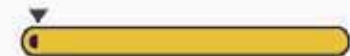
Accident Prediction Value (APV) Capacity



Collision History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

School Bus Route



Vehicle Storage

Emergency Response Route



Approach Grade



Reconstruct C Street Crossing

C Street Crossing

MID
TERMARRC
Priority

\$1.0M

CHALLENGES
Right-of-Way

Flattening the approach grade at the C Street crossing would reduce the possibility for long, low trailers getting stuck on the tracks and would enhance safety by improving sight distance for all vehicles. The existing vegetation should be removed from the sight triangles, further improving sight distance.

Consider combining these improvements with any recommendations from the Trainor Gate Quiet Zone Study.



Farewell Avenue Crossing

ARRC ID 868410Y; Eielson Branch; MP G02.68 [Permitee: DOT&PF]



Farewell Avenue looking North, July 2020

3-lane major collector
1,000 vehicles per day
30 mph



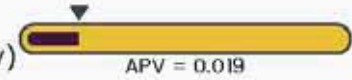
Single Track
4 trains per day
15 mph

Safety and Operational Metrics

Hazard Index

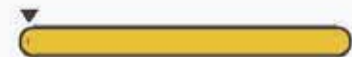


Accident Prediction Value (APV) Capacity

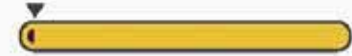


APV = 0.019

Collision History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

Emergency Response Route



Vehicle Storage

Non-Motorized Path



School Bus Route

Reconfigure Trainor Gate Road at Farewell Avenue

Farewell Avenue Crossing



MID
TERM



Delay
Reductions



Emission
Reductions



\$4.1M



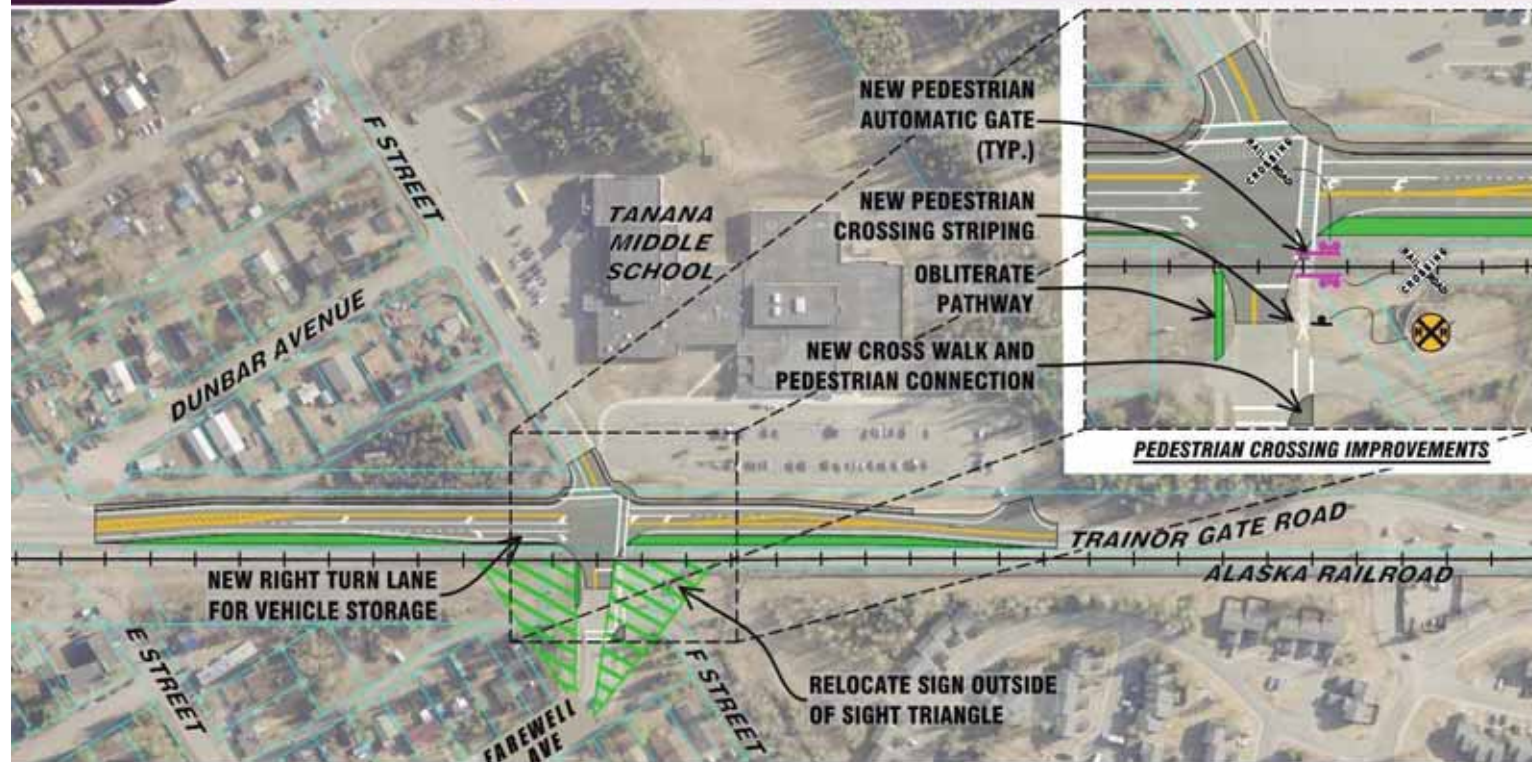
ARRC Priority



The proposed improvements provide a lane that will store right turn vehicles when there is a train, allowing eastbound through traffic to continue to flow. Changes to the pedestrian crossings encourage pedestrians to cross Farewell Avenue further from the tracks, heightening drivers' awareness of pedestrians. The pedestrian track crossing lines up with the school crossing on Trainor Gate Road. Improvements to the school crossing of Trainor Gate Rd should be included, if possible.



Consider combining these improvements with any recommendations from the Trainor Gate Quiet Zone Study.



Trainor Gate Quiet Zone Study

C Street and Farewell Avenue Crossings



SHORT
TERM



\$6.8M



This recommendation results from a large volume of public comment.

Designating a quiet zone along Trainor Gate Road between the Steese Expressway and Fort Wainwright Military Base would reduce noise from train horns within the surrounding residential neighborhoods.



An engineering study is needed to determine what improvements are necessary to install a quiet zone. Quiet zone designations are not directly pursued by the ARRC. A third party requests and seeks approval from FRA.



Richardson Hwy (3 Mile) Crossing

ARRC ID 868428J; FAI Branch; MP H0.20 [Permitee: ARRC]

Richardson Highway (3 Mile) Crossing looking Southeast, Google Earth



6-lane divided interstate
25,800 vehicles per day
55 mph



Single Track
2 trains per day
10 mph

Quick Reference to Other Plans



Alaska State Rail Plan,
Rich/Steese PEL,
FMATS MTP, FAST NMTP (Draft)

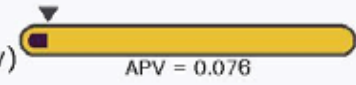


Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



APV = 0.076

Collision History



Exposure



Crossing Geometrics & Other Considerations



School Bus Route

Emergency Response Route



HazMat Route



Transit Bus Route

Richardson Highway MP 359 Interchange and Grade Separated Facility

Richardson Hwy (3 Mile) Crossing



PROGRAMMED PROJECT

DOT&PF's Richardson Highway MP 359 Interchange and Grade Separated Facility project (Z607340000/0A24033) will grade separate this crossing and the Richardson Highway. This will improve safety and operations at the crossing by removing the train/vehicle conflict points. In addition, the presence of a train would not cause vehicle delay at this crossing.



Richardson Hwy (12 Mile/Peridot) Crossing

ARRC ID 868453S; Eielson Branch; MP G14.73 [Permitee: DOT&PF]

Richardson Highway (12 Mile) Crossing looking Northwest, Google Earth



6-lane divided interstate
13,800 vehicles per day
55 mph



Single Track
4 trains per day
15 mph

Quick Reference to Other Plans



FAST NMTP (Draft)

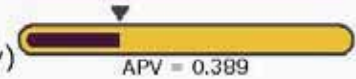


Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



APV = 0.389

Collision History



Exposure



Crossing Geometrics & Other Considerations



Approach Skew

Emergency Response Route



School Bus Route

Transit Bus Route



HazMat Route

Flashing Advance Warning Signs

Richardson Hwy (12 Mile/Peridot) Crossing



SHORT
TERM



\$1.1M

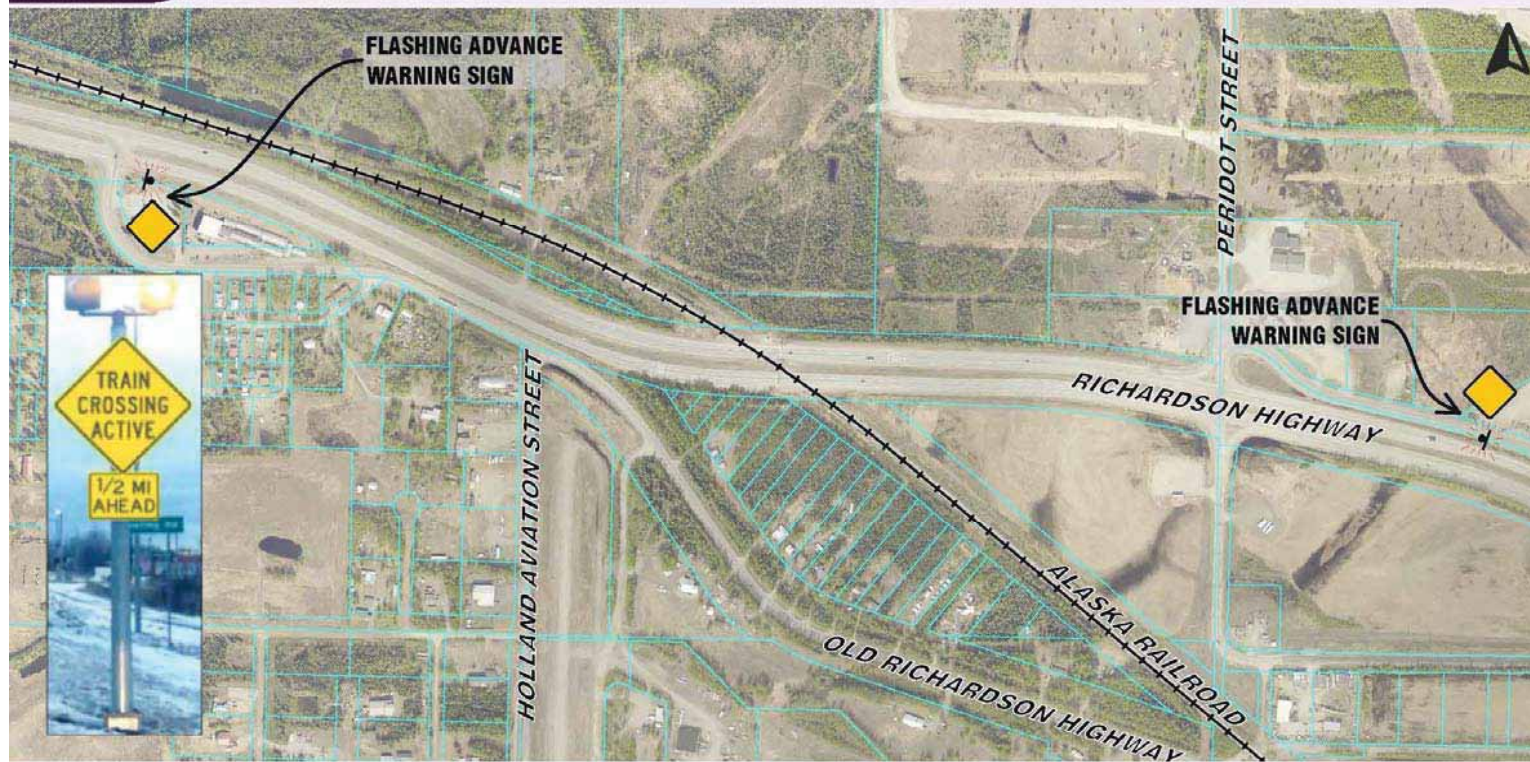


DOT&PF
Priority

Low High

Adding flashing advance warning signs on the Richardson Highway (like the one shown in the inset photo), interconnected with the rail crossing, will increase safety.

The signs will provide additional warning to vehicles nearing the crossing, reducing the potential for train/vehicle conflicts.



5th Avenue Crossing

ARRC ID 868461J; Eielson Branch; MP G16.18 [Permitee: DOT&PF]



5th Avenue Crossing looking Southwest, May 2017

2-lane minor collector
2,200 vehicles per day
25 mph



Single Track
4 trains per day
15 mph

Quick Reference to Other Plans



FMATS MTP, FMATS FMP,
FAST NMTP (Draft)

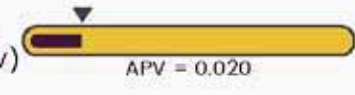


Safety and Operational Metrics

Hazard Index



Accident
Prediction
Value (APV)
Capacity



APV = 0.020

Collision
History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

Emergency
Response
Route



Vehicle Storage

Transit
Bus Route



School Bus
Route

Old Richardson Highway Intersection Improvements (5th Avenue)

5th Avenue Crossing



PROGRAMMED PROJECT

DOT&PF's Old Richardson Highway Intersection Improvements project (NFHWY00158/0820010) includes improvements at the 5th Avenue crossing that will mitigate the sight distance and pedestrian traffic control issues.



The project will:

- provide continuity of pedestrian pathways.
- increase space between stopped vehicles and tracks.
- increase sight of approaching trains.
- increase visibility of stop control at Santa Claus Lane and 5th Avenue.

Construction is anticipated in 2022.



8th Avenue Crossing

ARRC ID 868463X; Eielson Branch; MP G16.37 [Permitee: City of North Pole]

8th Avenue Crossing looking Northeast, August 2018



2-lane minor collector
700 vehicles per day
25 mph

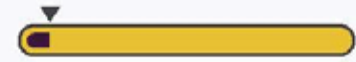


Single Track
4 trains per day
15 mph

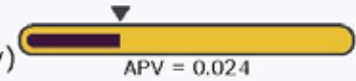


Safety and Operational Metrics

Hazard Index



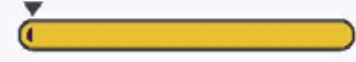
Accident Prediction Value (APV) Capacity



Collision History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

School Bus Route



Vehicle Storage

Emergency Response Route



Approach Skew

Transit Bus Route



Non-Motorized Path



Old Richardson Highway Intersection Improvements (8th Avenue)

8th Avenue Crossing



PROGRAMMED PROJECT

DOT&PF's Old Richardson Highway Intersection Improvements project (NFHWY00158/0620010) includes improvements at the 8th Avenue crossing that will mitigate the sight distance and pedestrian traffic control issues.



The project will:

- provide continuity of pedestrian pathways.
- slightly reduce pedestrian delay.
- increase space between stopped vehicles at crosswalk and tracks.

Construction is anticipated in 2022.



Laurance Road Crossing

ARRC ID 868480N; Eielson Branch; MP G17.55 [Permitee: DOT&PF]



Laurance Road Crossing looking East, July 2020

2-lane major collector
750 vehicles per day
40 mph



Single Track
4 trains per day
15 mph

Quick Reference to Other Plans



FAST NMTP (Draft)

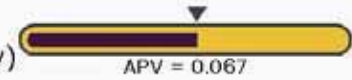


Safety and Operational Metrics

Hazard Index



Accident
Prediction
Value (APV)
Capacity



Collision
History



Exposure



Crossing Geometrics & Other Considerations



Vehicle Storage

HazMat Route

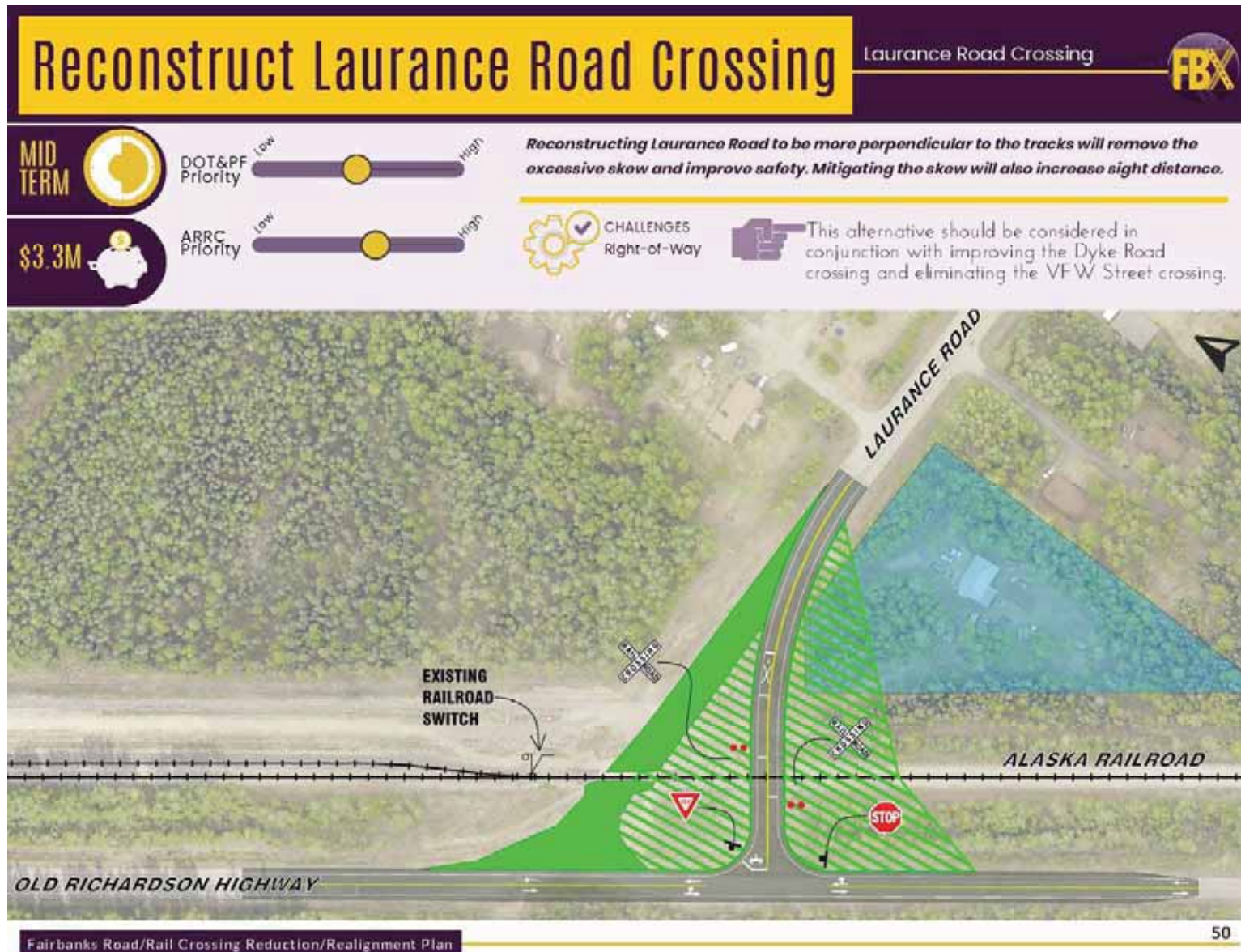


Approach Skew

Emergency
Response
Route



School Bus
Route



VFW Street Crossing

ARRC ID 868482C; Eielson Branch; MP G18.36 [Permitee: None. Orphan Crossing.]



VFW Street Crossing looking North, July 2020

2-lane local road
100 vehicles per day
25 mph



Single Track
4 trains per day
10 mph

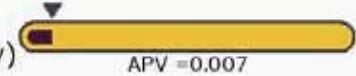


Safety and Operational Metrics

Hazard Index



Accident
Prediction
Value (APV)
Capacity

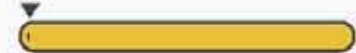


APV = 0.007

Collision
History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

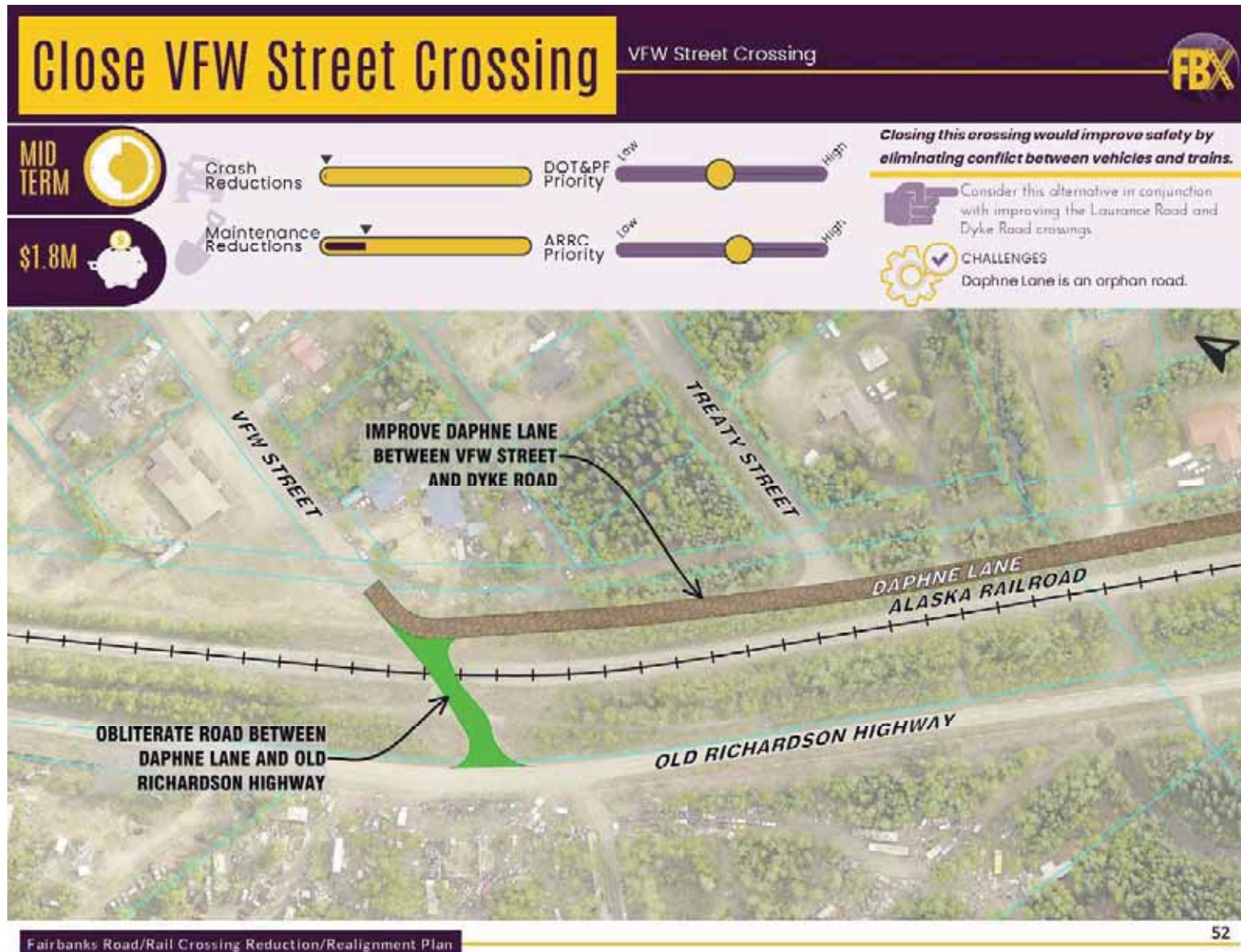
Approach
Grade



Vehicle Storage



Approach Skew



Dyke Road Crossing

ARRC ID 868484R; Eielson Branch; MP G19.03 [Permitee: DOT&PF]

Dyke Road Crossing looking South, July 2020



2-lane minor collector
665 vehicles per day
25 mph



Single Track
4 trains per day
10 mph

Quick Reference to Other Plans



FAST NMTP (Draft)



Safety and Operational Metrics

Hazard Index



Accident
Prediction
Value (APV)
Capacity



Collision
History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance



Vehicle Storage



Approach Grade

Reconstruct Dyke Road Crossing

Dyke Road Crossing



MID
TERM



DOT&PF
Priority



\$0.4M



ARRC
Priority



Flattening the approach grade of Dyke Road to the crossing will improve safety by enhancing sight distance. In addition, removing vegetation from the sight triangles will further increase sight distance.

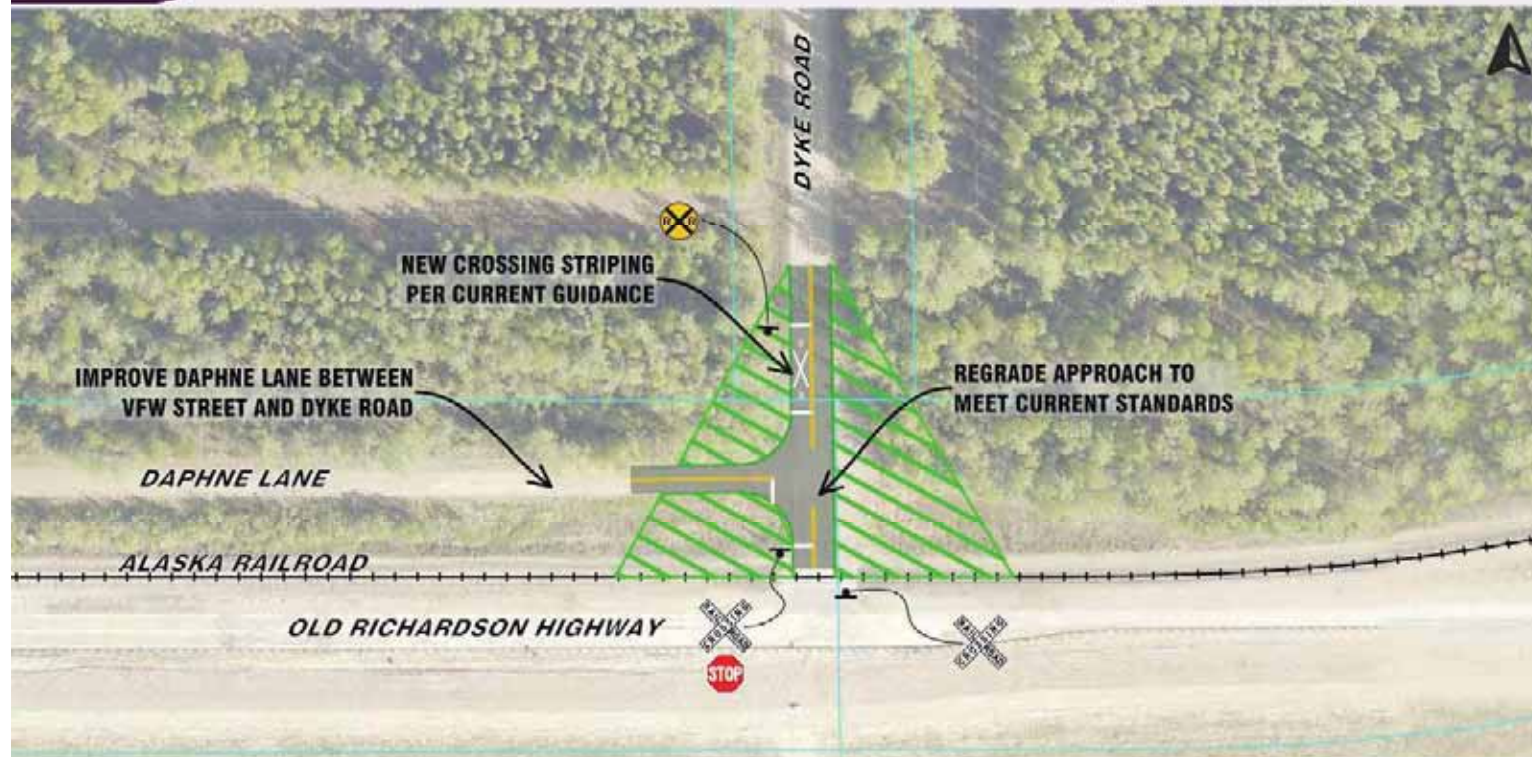


CHALLENGES

Daphne Lane is an orphan road.



This alternative should be considered in conjunction with improving the Laurance Road crossing and eliminating the VFW Street crossing.



Area Wide Improvement



Crossing Signal Control Cabinet Replacements



High Priority *outside of FAST Planning Area

- Sheep Creek Road (Goldstream)*
- Sheep Creek Road (Ester)
- College Road
- Old Steese Highway
- Steese Expressway
- Neely Road (Ft. Wainwright)*
- Badger Road
- Dennis Road
- 5th Avenue (North Pole)
- Laurance Road (North Pole)

SHORT
TERM



\$5.5M



Low Priority

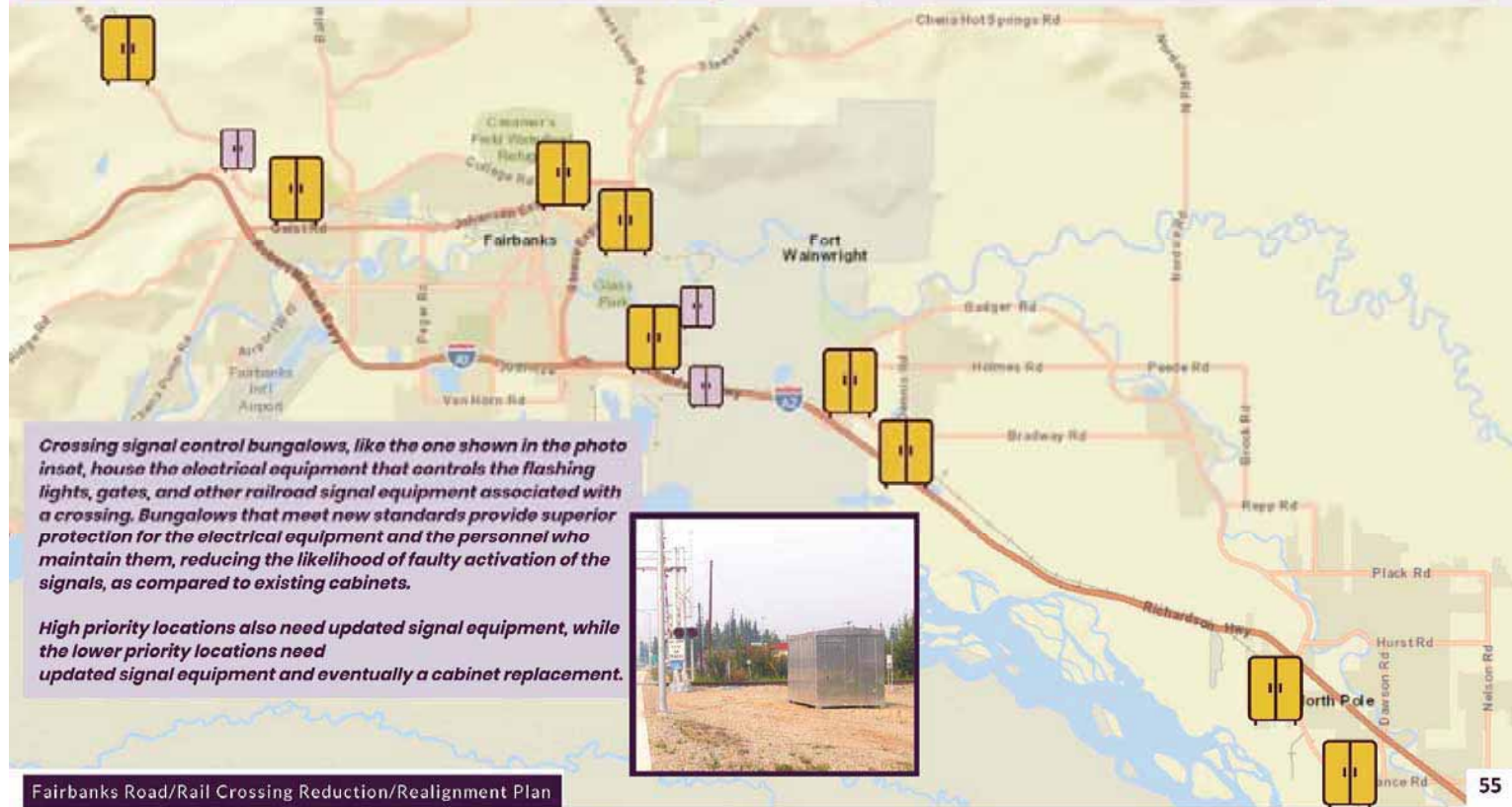
- Sheep Creek Road (N. Happy)*
- Gaffney Road (Ft. Wainwright)*
- Richardson Highway (3 Mile)

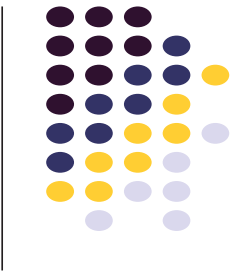
*outside of FAST Planning Area

MID
TERM



\$1.5M





WHAT ABOUT THE FAIRBANKS AREA RAILROAD RELOCATION PLAN?

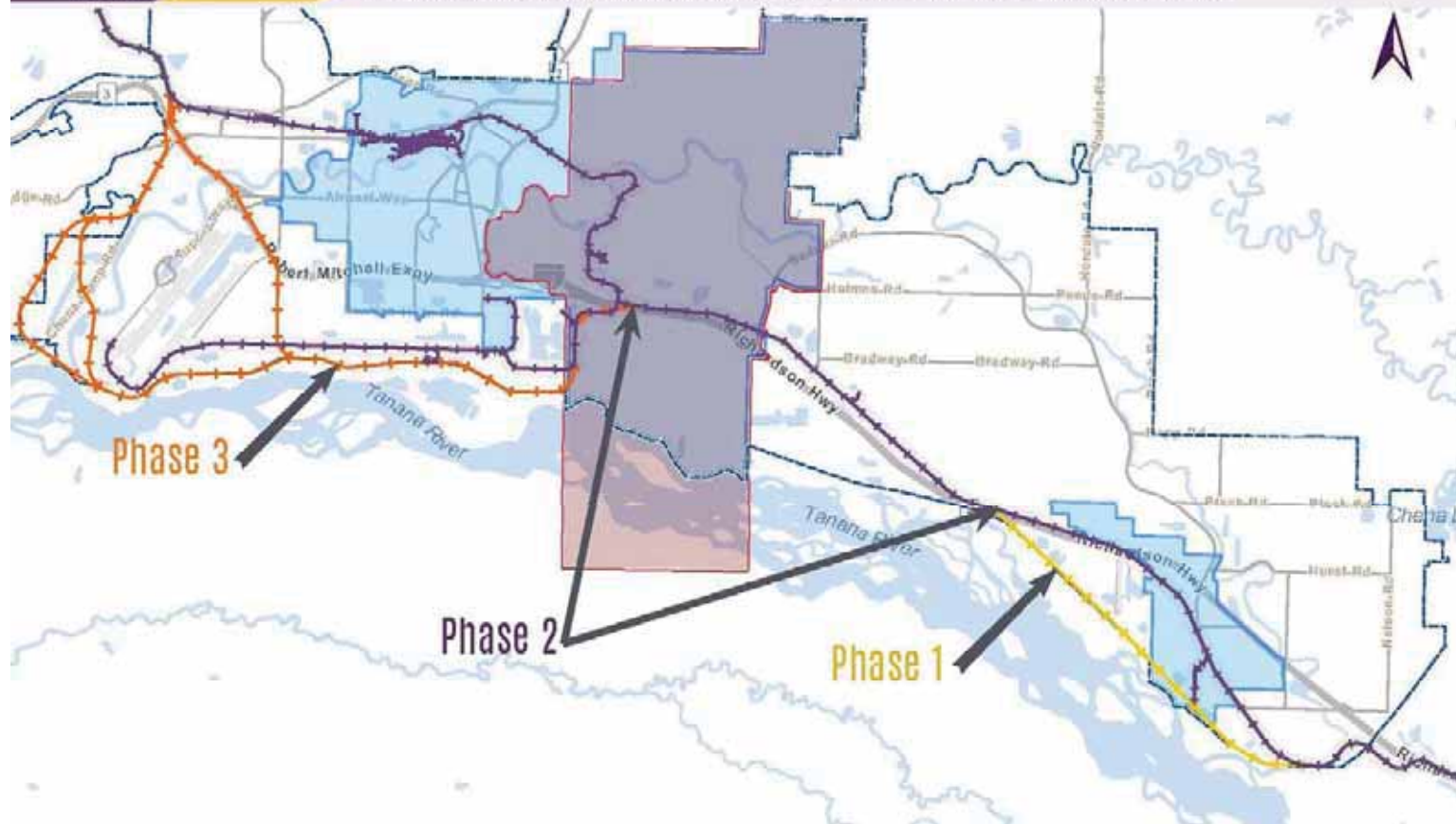
Fairbanks-North Pole Rail Realignment

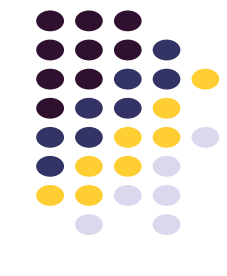


VERY LONG
TERM

> \$500M

The Fairbanks-North Pole Rail Realignment proposes to realign the railroad tracks in the FAST Planning area, removing them from the urban core. By eliminating many at-grade crossings, this would improve safety and reduce delay for all users. The new alignment would locate the tracks farther away from four schools. Furthermore, the new track would have higher speed curves, reducing the likelihood for derailments and allowing faster train speeds (increasing from the current 20- and 25-mph maximum speeds up to 50 mph).





NEXT STEPS



What happens after this meeting?

- May 19: Present to Policy Board
- May 20: Update Website
- May 21 – June 17: Public Review and Comment
- July – Present to Technical Committee and Policy Board
- August 1 – Final Plan



Fairbanks Road/Rail Crossing Reduction/Realignment Plan



Fairbanks Road/Rail Reduction/Realignment Plan

Prepared For:



Prepared By:



3909 Arctic Blvd, Ste 400
Anchorage, AK 99503
907-346-2373
AECL1102



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Fairbanks Road/Rail Reduction/Realignment Plan

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List of Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
APV	Accident Prediction Value
ARRC	Alaska Railroad Corporation
COF	City of Fairbanks
CONP	City of North Pole
DOT&PF	Alaska Department of Transportation and Public Facilities
DT	Diagnostic Team
EA	Environmental Assessment
EIS	Environmental Impact Statement
FAI	Fairbanks International Airport
FAST	Fairbanks Area Surface Transportation
FHWA	Federal Highway Administration
FNSB	Fairbanks North Star Borough
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FRIA	Fairbanks Railroad Industrial Area
HI	Hazard Index
KE	Kinney Engineering, LLC
MP	Mile Post
mph	miles per hour
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
USDOT	United State Department of Transportation

Definitions

Accident Prediction Value (APV): A calculated value intended to predict the likelihood of a crash occurring over a given period of time given conditions at a railroad crossing.

Accident Prediction Value (APV) Capacity: A percentage of the calculated APV to the threshold APV for a given railroad crossing. This is used to determine how close the crossing's calculated APV is to the value that would require consideration of the next level of protection.

Accident Prediction Value (APV) Threshold: The APV value that, given the existing protection at a railroad crossing, would indicate a need to increase the crossing protection to the next level of traffic control.

Active Traffic Control, or Active Crossing Protection: Traffic control devices at a railroad crossing that is activated by detection of an approaching train. These include flashing lights and/or automatic gates.

At-Grade Crossing: A railroad crossing where road and/or pathway facility intersect at the same elevation and user's travel paths are in direct conflict. Users must take turns to use the crossing, which may cause delay as one user waits for another. For example, a driver may have to stop and wait for a train to exit the crossing before proceeding.

Average Annual Daily Traffic (AADT): A measurement of the number of vehicles traveling on a segment of highway each day, averaged over the year.

Branch Line: A secondary railway track that diverges from a longer line to service local access or specific destinations off the main line.

Diagnostic Team (DT): A group of experienced individuals from parties of interest in a railroad-highway crossing organized to perform a study to evaluate conditions at railroad-highway crossings to make recommendations for safety improvements at the crossing(s).

Environmental Assessment (EA): A document that reviews project alternatives, considering the environmental impacts and the purpose and need of the project. An EA results in either a Finding of No Significant Impact (FONSI) or a determination that an Environmental Impact Statement (EIS) is needed. An EA is a requirement of the National Environmental Policy Act (NEPA) for actions using federal funds that result or may result in a significant effect on the human environment.

Exposure Factor: The product of vehicular AADT and train movements that may correlate to the probability of conflicts and vehicular delay and used as a qualitative measurement to compare the general difference between the separate crossings.

Hazard Index (HI): A qualitative rating of relative safety at rail crossings. The Hazard Index computes a rating based on vehicle traffic, train traffic, and a traffic control factor.

Passive Traffic Control, or Passive Crossing Protection: Traffic control at a railroad crossing involving only signs and pavement striping.



Fairbanks Road/Rail Reduction/Realignment Plan

Private Crossing: An at-grade crossing located where the tracks cross a travel way, but the road does not meet conditions for public crossing. Private crossings usually restrict public use by an agreement which the railroad has with the property owner, or by gates or similar barriers.

Public Crossing: An at-grade crossing located where the tracks cross a road which is under jurisdiction of and maintained by a public authority and which is open to public travel.

Rail Yard: A network of railroad tracks used in loading, unloading, switching, storage, and preparing railroad cars.

Rail Depot: The location and facilities where train engines and railroad cars are stored or maintained when not in active operation.

Rail Transit Station: A facility that serves the primary function of boarding and alighting passengers to and from trains.

Safety Stop: A full stop performed and required for buses and heavy trucks before entering any crossing, except those signed “Exempt”, regardless of visible conflicts at the crossing. During a safety stop, the approaching vehicle stops at the typical stopping location and observes in all directions to confirm that no train or other vehicle is entering the crossing.

Separated Grade Crossing: A railroad crossing where road and/or pathway facilities intersect but at different elevations, either due to bridges, tunnels, or other shifts in elevation. At separated grade crossings, the users’ paths are not in direct conflict and all users can use the crossing at once, with no delay caused by waiting for another user to exit the crossing.

Sight Distance: The length of unobstructed vision between the operator of a vehicle and the first instance of an approaching vehicle or train that is on an intersecting path.

Sight Triangle: An area free of obstructions, which allows a vehicle approaching a railroad-highway crossing to safely observe an approaching train.

Traffic Control Devices: Signs, road markings, traffic signals, or other similar devices that are used to communicate expected actions of users of a facility, such as motor vehicles, bicycles, pedestrians, or rail. Devices are used to warn, guide, or control the operation of users to improve safety or operations.

Skew: The smallest angle between the railroad tracks and vehicular or pedestrian travel way at a crossing.

Vehicle Storage: The distance before and after a railroad crossing that is required to safely contain vehicles stopped at the crossing.



1 Plan Background and Purpose

1.1 Background

The Alaska Railroad, now known as Alaska Railroad Corporation (ARRC), began in 1903 as a 50-mile stretch from Seward heading north, and by 1930, extended between Seward, Anchorage, and Fairbanks. The Alaska Railroad has since provided for the transport of goods to support military and civilian operations, including the construction of the Trans-Alaskan Pipeline System, and passenger service. Over time, business and land development has continued to expand and transportation routes, such as roadways, trails, and pathways, have been constructed across the railroad, increasing conflicts between trains and vehicles or non-motorized modes of transportation and also creating congestion on the roadways when a train is using the crossing. Today, the 656 miles of the Alaska Railroad corridor encompasses over 470 rail/road and rail/non-motorized facility crossings, most of which are at-grade crossings.

Approximately 16% of the rail/road crossings along the Alaska Railroad are located within the urbanized area of the Fairbanks North Star Borough (FNSB), including the cities of Fairbanks and North Pole. In 1985, the FNSB prepared the Fairbanks Railroad Industrial Area (FRIA) Relocation Report, which advocated for the relocation of the railroad track, rail yard, and industrial customers outside of the Fairbanks urban core area. Several subsequent studies have looked at the relocation of the railroad track in more detail, and an environmental assessment has been prepared for Phase 1, which would relocate the railroad track outside of the core area of North Pole. While the relocation project would decrease congestion and improve safety, the project would be very costly (at least \$0.5 billion) and is expected to take many years to complete.

1.2 Purpose

Fairbanks Area Surface Transportation (FAST) Planning, the Metropolitan Planning Organization (MPO) for the urbanized area of the FNSB, including the city of Fairbanks (COF) and the city of North Pole (CONP), was founded in 2003 and their efforts focus on creating plans for multi-modal transportation system investments that better the local community. This Fairbanks Road/Rail Crossing Reduction/Realignment Plan (Plan) will enable FAST Planning and partnering agencies, including the Department of Transportation and Public Facilities (DOT&PF), to:

- implement a more efficient and effective approach to integrate road/rail crossing elements into the larger multi-modal and intermodal transportation framework
- address at-grade rail/road crossings to relieve congestions on the roadways
- improve network safety and efficiency

FAST Planning funded this study using Surface Transportation Program funding from the Federal Highway Administration (FHWA). Fort Wainwright was excluded from the study because FHWA funding is not eligible for use on planning efforts or projects on military bases. Figure 1 shows the FAST Planning boundary and the rail lines and branches included in the study.

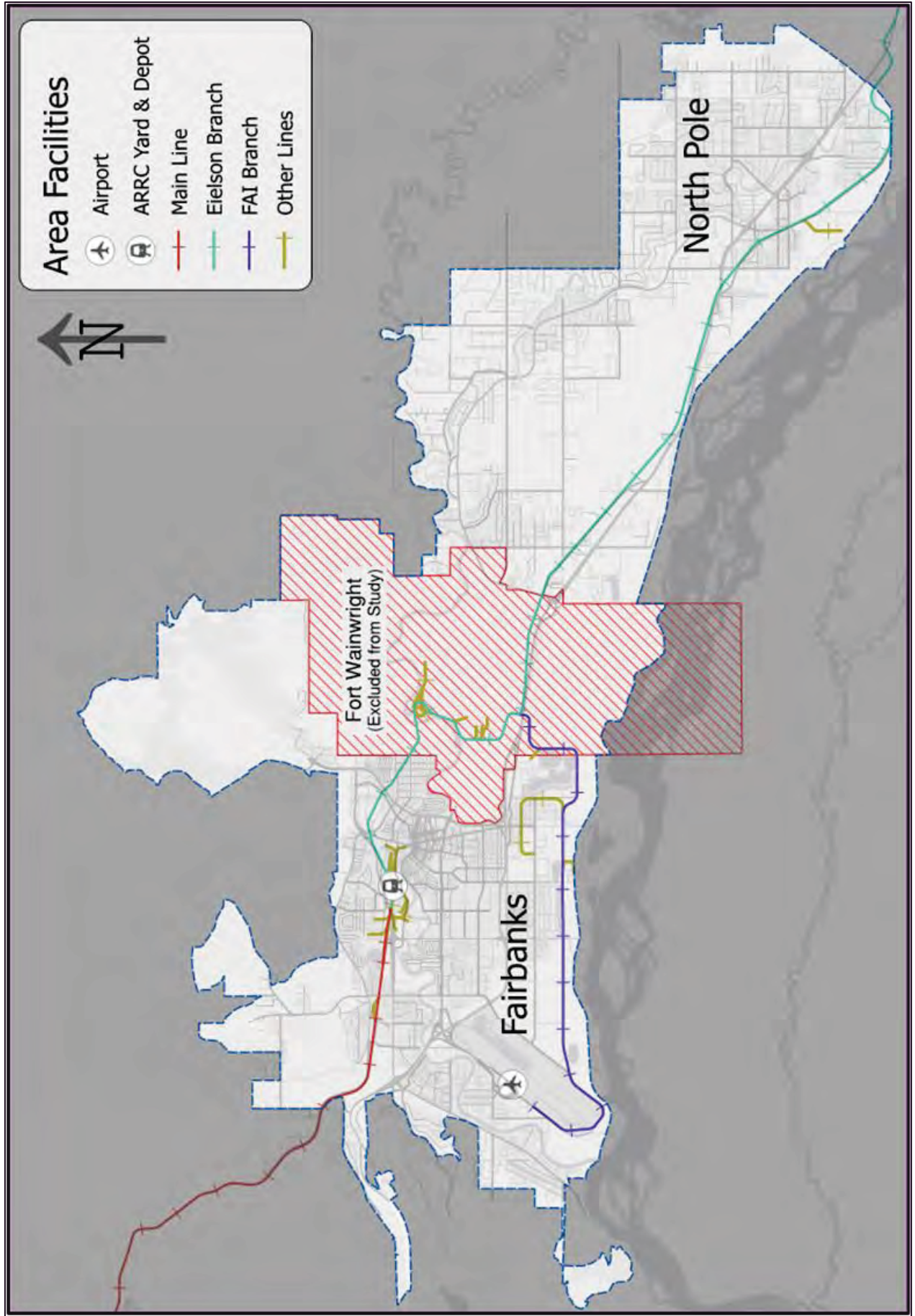
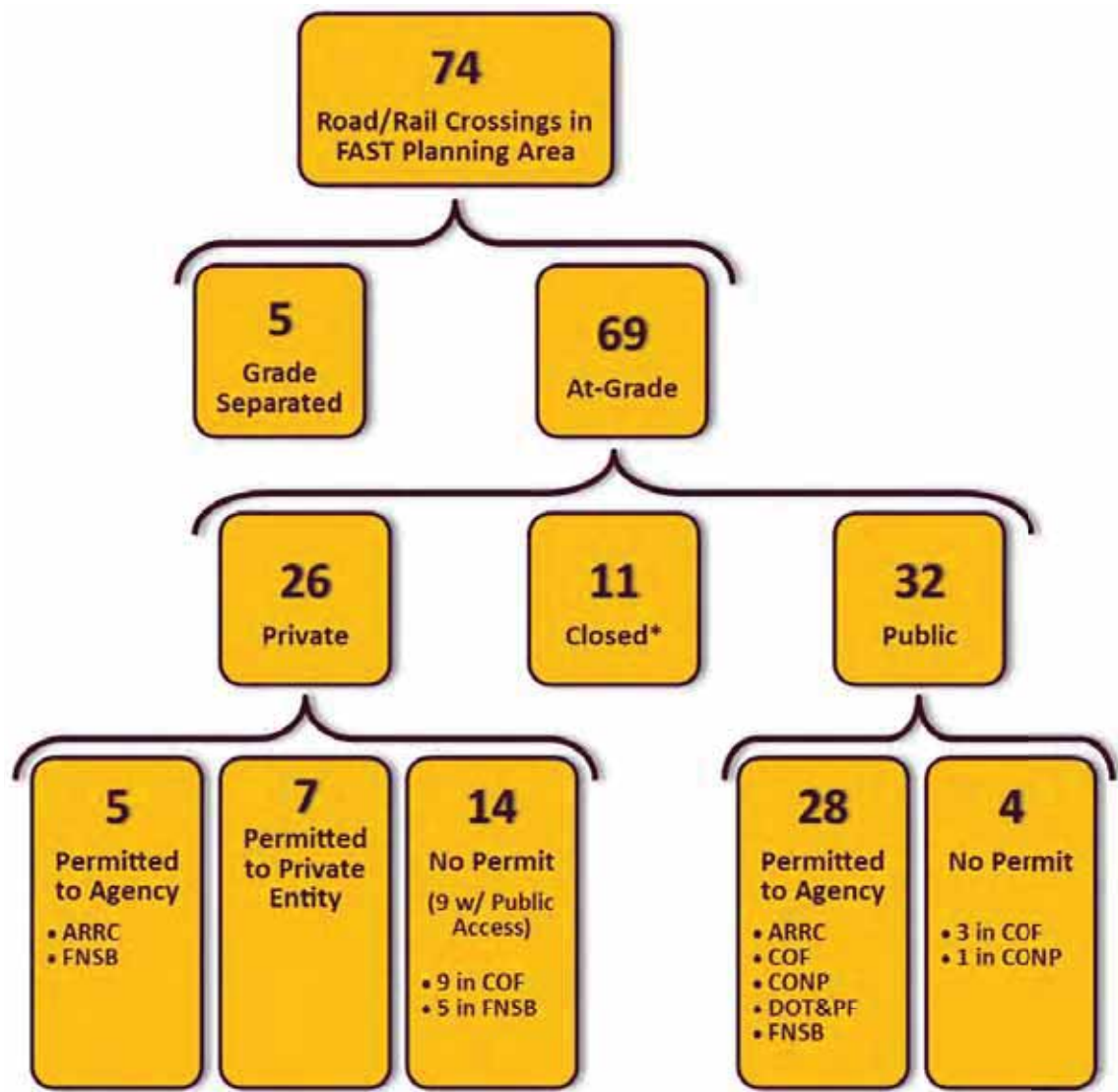


Figure 1: Map of FAST Planning Area

1.3 Crossings Included in the Plan

Of the 74 crossings in the FAST Planning area, 69 are at-grade, and many reside in industrial and commercial areas of Fairbanks, including the downtown urban core, and North Pole. Figure 2 depicts the breakdown of the crossings. In total, the 69 existing at-grade crossings were evaluated for safety and operational performance.



*Public access and tracks remain for most of the closed crossings.

**Crossings that are not permitted are very rarely maintained, resulting in poor crossing conditions.

Closed Crossings typically require a physical barrier to prevent roadway access (e.g. ditch and concrete barriers) or train access (tracks removed).

Public Crossings are located on a platted road and have public roadway access. Government agencies with construction and maintenance authority for the road should be the permittee of the crossing.

Private Crossings are located where a private entity owns the land on both sides of the crossing. Public access should be restricted for private crossings.

Figure 2: Overview of Crossings within the FAST Planning Area

1.4 Public Outreach

Public involvement for this plan engaged agencies, stakeholders, and the general public. In addition, the study was presented to FAST Planning Policy Board, FAST Planning Technical Committee, and the Fairbanks Chamber of Commerce Transportation Committee.

Development of this Plan was advised by a Road/Rail Steering Committee, who provided local and technical perspective on recommendations and planning efforts. Table 1 presents the Road/Rail Steering Committee members.

Table 1: Steering Committee Members

Agency	Member
State of Alaska Department of Transportation and Public Facilities (DOT&PF) (Contract Manager)	Randi Bailey
FAST Planning (Project Manager)	Jackson Fox
FAST Planning	Olivia Lunsford
Alaska Railroad Corporation (ARRC)	Kate Dueber Rachel Maddy ¹
Fairbanks North Star Borough (FNSB)	Don Galligan
City of Fairbanks (COF)	Bob Pristash
City of North Pole (CONP)	Bill Butler
DOT&PF Traffic and Safety	Pam Golden

¹ Attended first Steering Committee meeting only.

In addition to the Steering Committee meetings, one-on-one stakeholder interviews were held to gather overall institutional knowledge and to learn their cares and concerns regarding local at-grade crossings. Stakeholders included local business and industry representatives, roadway maintenance personnel, public planners and managers, emergency response personnel, and school bus operators.

Public comments were solicited for concerns at crossings in the FAST Planning boundary. Feedback was gained through interactive surveys, social media, and a project website. Comments collected indicate that increasing safety at crossings, reducing delay, and reducing the number of crossings are the public's top priorities.

2 Plan Development

This Plan was developed through the following process depicted in Figure 3:



Figure 3: Plan Development Process

2.1 Inventory Crossings

An inventory of all the crossings within the FAST Planning area was completed. ARRC, the Federal Railroad Administration (FRA) online database, and the FNSB GIS mapping were consulted to ensure all applicable crossings were captured and to gather existing condition information. Elements of the existing conditions include roadway and rail traffic data and physical characteristics, crossing permittee, public facilities that may be impacted by the crossings, and the crossing’s impact on the surface transportation system. From these resources, a GIS database of the at-grade crossings within the study area was created specifically for this plan.

2.2 Identify Crossing Issues

Under the direction of the Steering Committee, the study team screened the crossings to identify those where improvements could have the most impact by implementing a two-level screening process. Level 1 screening rated crossings based on desktop evaluations. From this, crossings recommended for further evaluation were presented to the Steering Committee, who advised additional criteria to be considered for the Level 2 screening process. Level 2 screening including more refined desktop evaluations, including vehicle delay analysis, public comment considerations, and a field review of selected crossings.

2.2.1 Level 1 Screening

Figure 4 illustrates the Level 1 screening process. The study team prepared a desktop evaluation of all 69 crossings in the FAST Planning boundary and ranked them using safety assessment and operational metrics. The crossings ranking the highest in the safety and operational metrics were scrutinized for geometric issues and other factors that would indicate a need for further evaluation. The team additionally identified those that were potential candidates for elimination (closure of the crossing) or consolidation (closing one or more crossings and improving a nearby crossing that serves the same business or community). Public comment was also incorporated during the Level 1 screening process.

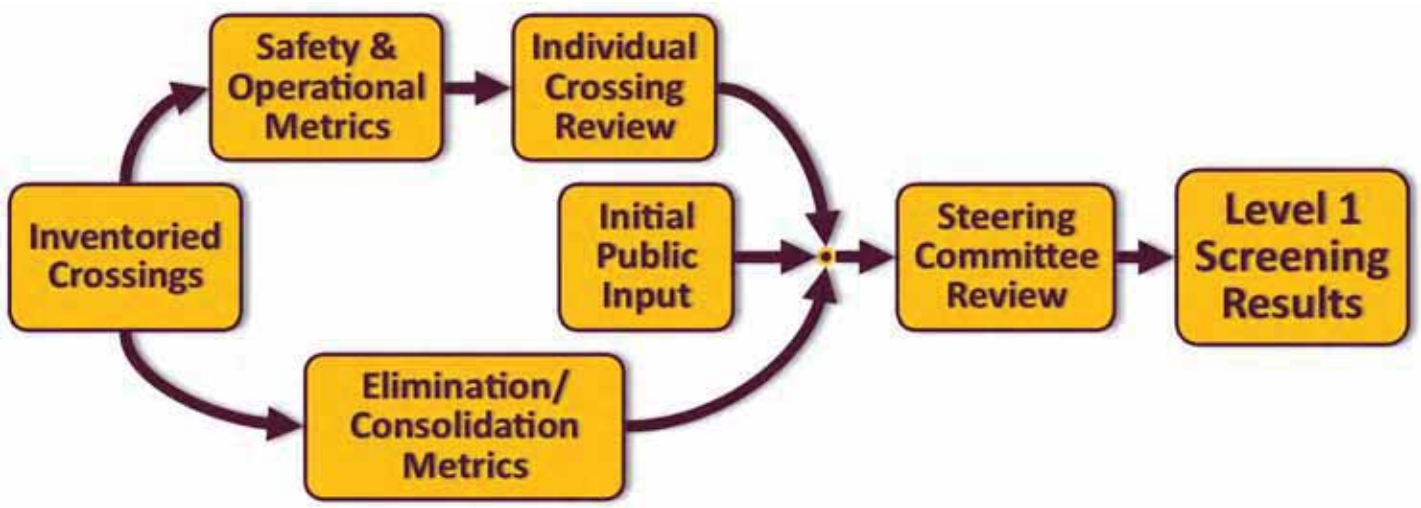


Figure 4: Level 1 Screening Process

2.2.1.1 Level 1 - Safety and Operational Metrics

Safety and operational metrics incorporated roadway average annual daily traffic, daily train movements, exposure factor, Hazard Index, Accident Prediction Value, and crash history.

Roadway Average Annual Daily Traffic

Average Annual Daily Traffic (AADT) was assessed for existing (2018) and estimated for future (2045) years. Crossings with higher AADTs have more likelihood of conflicts between vehicles and trains at the crossing, are more likely to have unfamiliar drivers using the crossing, and are more likely to experience other operational issues, such as adjacent intersection delay and queuing.

AADT is the number of vehicles crossing the tracks each day, averaged over a year.

Daily Train Movements

Average daily train movements were reported by AARC in January 2021. A high daily train movement count may indicate more frequent conflicts between vehicles and trains at the crossing, resulting in increased likelihood of congestion.

Exposure

Exposure combines the AADT and daily train movement metrics, providing a surrogate measure of the probability of conflicts and vehicle delay at a crossing. It is calculated as the AADT multiplied by the daily train movements. Exposure does not measure actual conflicts or congestion since it does not take into account the changes in vehicle volume by time of day. Thus, where train movements occur outside of vehicle peak hours, there are fewer actual conflicts; whereas where train movements occur during vehicle peak hours, there are more actual conflicts.

Hazard Index

The Hazard Index (HI) is a comparative measure of the relative safety of at-grade crossings, used to compare crossings and aid in prioritization of improvements. It considers number of vehicles and trains using the crossing, as well as the type of traffic control at the crossing. The most widely used HI rating formula is the New Hampshire Hazard Index.

Accident Prediction Value

The Accident Prediction Value (APV) estimates the likelihood of a crash occurring during a period of time at a specific crossing. The most commonly used crash prediction formula is the United States Department of Transportation (USDOT) Accident Prediction Model. This model incorporates multiple physical elements of the crossing, traffic data, and past crash history. The calculated APV of a crossing can be compared to threshold values to determine if additional crossing protection or traffic control is required at a crossing. Crossing protection is classified as passive (signs and markings only) or active (automatic gates and/or flashing signals). The study team also used APV capacity (a percentage calculated by dividing the calculated APV by the threshold APV for each crossing) to measure the likelihood that a crossing would need the next level of traffic control (moving from passive to active or from active to separated grade) based on safety.

FACTORS AFFECTING APV

- Vehicle and train traffic
- Number of tracks at crossing
- Number of road lanes
- Road surface at crossing
- Train speeds
- Roadway functional classification
- History of crashes at crossing
- Traffic Control Devices

Crash History

This study reviewed crashes that occurred at each crossing within the five-year period of 2013 to 2019. In general, Alaska has a low rate of crossing-related crashes; therefore, any crossing with a recent crash history was included for further evaluation.

Fairbanks Road/Rail Reduction/Realignment Plan

2.2.1.2 Level 1 – Crossing Geometrics

Level 1 screening of crossing geometrics were completed using aerial photos. Metrics evaluated included sight distance, approach skew, and vehicle storage.

Sight Distance

Sight distance triangles, as illustrated in Figure 5, refer to the unobstructed sight lines that drivers on a road or pathway need in order to see an approaching train and safely either stop or continue through the crossing. Sight distance is measured both for drivers stopped and for those approaching the crossing at speed. The required sight distance depends on the maximum train speed and on the posted roadway speed limit. Crossings that appeared to have an obstruction within the desired sight distance were flagged for further review.

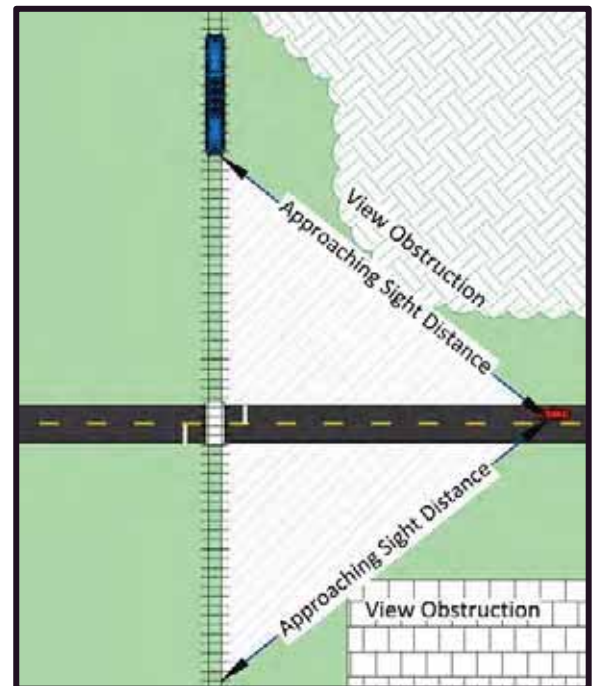


Figure 5: Sight Distance

Approach Skew

Approach skew, as shown in Figure 6, refers to the smallest angle between the roadway and the railroad track at an at-grade crossing. The 1988 Alaska Policy on Railroad/Highway Crossings (the Alaska Policy) states “Roadway approaches to the crossing should be at or nearly 90 degrees. Short radius curves or skew angle approaches below 75 degrees will not be permitted.” Sharp skews at a crossing require drivers to twist their head and body uncomfortably, making it difficult for a driver to see an oncoming train and assess whether or not it is safe to cross the tracks. Crossings that appeared to have a skew beyond 75 degrees were flagged for further review.



Figure 6: Approach Skew

Vehicle Storage

Vehicle storage refers to the distance between the tracks and a nearby roadway intersection (see Figure 7). When there is not enough room for vehicles to queue between the tracks and the intersection, drivers may stop on the tracks, which could contribute to crashes between trains and stopped vehicles and/or between vehicles. The minimum vehicle storage length should be at least equal to the length of the longest vehicle expected to frequently use the crossing; however, it is desirable to be able to store the entire vehicle queue.

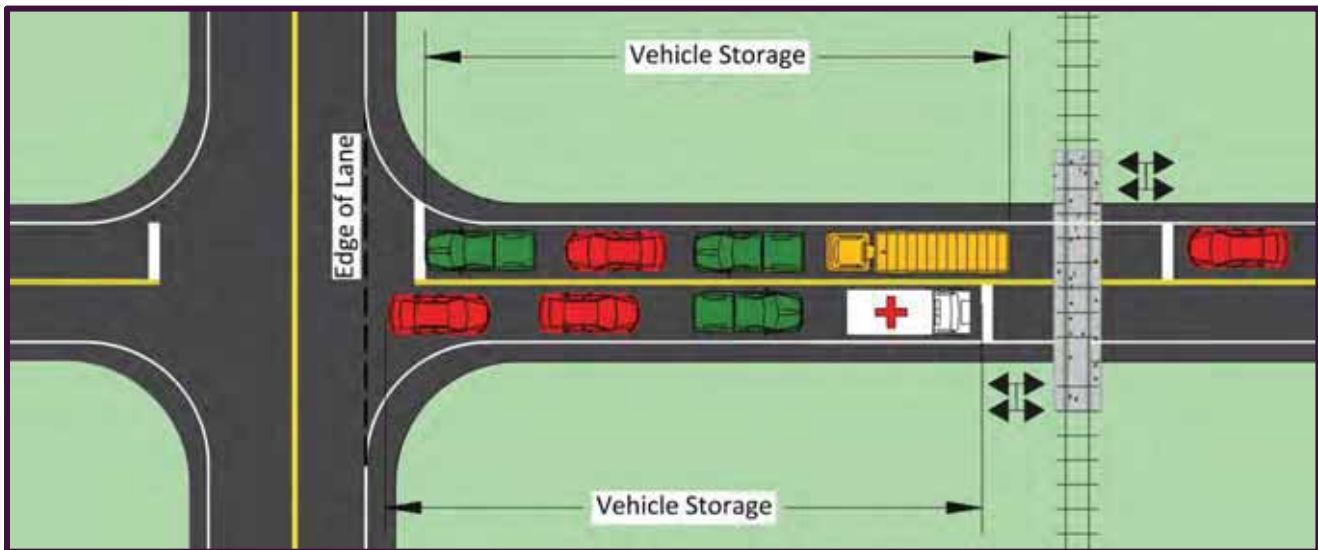


Figure 7: Vehicle Storage

2.2.1.3 Level 1 – Elimination/Consolidation Metric

During the Level 1 screening process, the existing crossings were reviewed for elimination or consolidation candidates. The Alaska Policy encourages minimizing the density of crossings by restricting proximity of a crossing to another crossing. This metric was the base for evaluating crossing candidates for elimination or consolidation.

Proximity to Other Crossings

Ideally at-grade crossings would be a minimum of two miles apart. The Alaska Policy prohibits construction of new at-grade crossings if there is another crossing within two miles or if there is a reasonable alternative to a crossing, such as a feeder road. Given the urban setting for many of the crossings within the study area, the two-mile separation is unachievable at most locations. However, consolidating or eliminating crossings where multiple access points are available in order to reduce the density of train-vehicle conflict points should be investigated. In general, at a crossing to be closed, the existing tracks would remain and methods such as installing concrete barriers and ditching would be deployed to prohibit vehicles from crossing the tracks at these locations.



2.2.1.4 Level 1 – Public Comment

During the Level 1 screening process, the public had an opportunity to comment on issues and concerns for specific crossings. Any crossing that received a public comment that was applicable to the Plan was identified for further review.

2.2.1.5 Level 1 Screening Results

From the Level 1 screening, 39 of the 69 existing at-grade crossings were advanced to Level 2 screening. These crossings are presented in Table 2. Of these, 27 crossings were selected based on the safety, operational, or geometric assessments. Two additional crossings were added based on public comments only. Additionally, 13 crossings were identified as possible candidates for elimination or consolidation because there were multiple access points to a facility or neighborhood; 3 of these crossings are also identified for further evaluation. An “X” indicates screening metrics for which each crossing ranked in the top 30 crossings.

Table 2: Level 1 Screening Results

DOT Crossing Inventory Number	Street/Road Name	Safety Metrics			Operational Metrics		Crossing Geometric Metrics		
		Combined % APV, Crash Sensitivity, HI	Crash History	Road AADT	High Train Movement	Exposure Factor	Vehicle Storage Issue	Possible Skew Issue	Possible Sight Distance Issue
910315R	Sheep Creek Road (Extension) [Mainline; MP 465.46]		X	X	X	X	X		
868375M*	Noatak Drive @ Old Chena Pump Road						X		
868402G	University Avenue [Mainline; MP 467.52]		X	X	X	X	X		X
868395Y	Phillips Field Road [Other; MP G00.48]			X		X	X	X	X
868394S	Driveway Street [Other - FE Loop; MP G00.40]	X		X	X	X	X		X
910286H	Charles Street [Other - FE Loop; MP G00.68]			X	X	X	X		X
910345H	University Avenue/Perimeter Road [FAI Airport; MP H7.50]			X				X	
868475S	Peger Road [FAI Airport; MP H4.99]			X			X		X
868473D	South Lathrop Street [FAI Airport; MP H4.05]	X		X	X	X	X		
868432Y	South Cushman Street [FAI Airport; MP H3.05]	X		X		X	X		
910287P	East Van Horn Road [FAI Airport; MP H2.70]			X		X	X		
868405C	College Road [Eielson Branch; MP G01.11]		X	X		X	X		
910372E	Helmericks Avenue [Eielson Branch; MP G01.35]		X	X		X	X		
868406J	Old Steese Highway [Eielson Branch; MP G01.88]		X	X		X	X		X
910244W	Ped/Bike Pathway @ Steese Expressway [Eielson Branch; MP G01.93]						X		
868296B	Steese Expressway [Eielson Branch; MP G01.94]	X	X	X		X			
868407R●	C Street [Eielson Branch; MP G02.26]	X		X		X	X		
868410Y	Farewell Avenue [Eielson Branch; MP G02.68]			X		X	X		
868428J	Richardson Highway (3 Mile) [FAI Airport; MP H0.20]			X		X			
868434M	Badger Road [Eielson Branch; MP G08.28]		X	X		X	X		X
868441X	Dennis Road [Eielson Branch; MP G09.31]		X	X		X	X		
868442E*	Baptist Church Driveway @ Old Richardson Highway [Eielson Branch; MP G09.54]						X		
868453S	Richardson Highway (12 Mile) [Eielson Branch; MP G14.73]		X	X		X		X	
868456M	Cross Way [Eielson Branch; MP G15.79]	X	X	X		X	X		
868461J	5th Avenue - North Pole [Eielson Branch; MP G16.18]			X		X	X		X

● Crossing Candidates for Elimination/Consolidation

*Crossings with Public Comment Only

DOT Crossing Inventory Number	Street/Road Name	Safety Metrics			Operational Metrics		Crossing Geometric Metrics		
		Combined % APV, Crash Sensitivity, HI	Crash History	Road AADT	High Train Movement	Exposure Factor	Vehicle Storage Issue	Possible Skew Issue	Possible Sight Distance Issue
868463X	8th Avenue - North Pole [Eielson Branch; MP G16.37]			X		X	X	X	X
868480N	Laurance Road [Eielson Branch; MP G17.55]		X	X		X	X	X	
868482C●	VFW Street [Eielson Branch; MP G18.36]						X		X
868484R●	Dyke Road [Eielson Branch; MP G19.03]			X			X		X
910293T●	FNSB Landfill Access Road [FAI Branch; MP H2.45]						X		X
868430K●	FNSB Landfill Access Road [FAI Branch; MP H2.60]						X		X
868468G●	Industrial Avenue @ Everts Air [FAI Branch; MP H9.55]						X	X	
868469N●	Industrial Avenue @ Northern Air Cargo [FAI Branch; MP H9.80]						X		
910282F●	Flowline Driveway @ Phillips Field Road [Other; MP 469.11]						X		
910283M●	Livengood Avenue - Flowline Driveway @ Phillips Field Road						X		X
910284U●	Fox Avenue @ Phillips Field Road [Other; MP 469.16]						X		X
868397M●	Good Avenue [Other; MP 469.25]						X		
910237L●	News Miner Driveway - Old Depot Driveway @ Driveway Street [Other; MP G00.20]						X		
910362Y●	OK Lumber Driveway @ Phillips Field Road [Other; MP G00.47]						X		X

● Crossing Candidates for Elimination/Consolidation

✱ Crossings with Public Comment Only

2.2.2 Level 2 Screening

Based on the Steering Committee’s input, the 39 crossings advanced from Level 1 screening were ranked relative to each other based on three categories – safety, maintenance, and elimination/consolidation. The intent of the maintenance metric was to include lower volume crossings where a low-cost solution could provide a benefit. In addition, all crossings already included in an active project were omitted from the secondary screening criteria assessment. Figure 8 illustrates the Level 2 screening process.



Figure 8: Level 2 Screening Process

2.2.2.1 Level 2 – Safety Metric

Metrics reviewed for the safety category included HI, APV, crash assessment, geometric concerns, and safety related public comments. All the metrics were normalized based on the maximum values or maximum number of occurrences per individual crossing when computing the safety score. A summation of the metrics was taken for a total safety issue score per crossing.

2.2.2.2 Level 2 – Maintenance Metric

Crossings with possible maintenance issues included those with public comments noting poor crossing condition as well as any crossing identified during the preliminary screening as having possible sight distance issues due to overgrowth of vegetation (see Figure 9 and Figure 10 for examples). These crossings were then ranked relative to each other based on the safety category.



Figure 9: Vegetation within Sight Distance



Figure 10: Crossing in Poor Condition

2.2.2.3 Level 2- Elimination/Consolidation Metric

Crossings that were noted as elimination/consolidation candidates from the preliminary screening criteria were ranked relative to each other based on the safety issues category.

2.2.2.4 Field Review/ Level 2 Screening Results

For each of the three categories, a list of the top ten ranked crossings was compiled. These lists were further refined using engineering judgement and in consideration of public comments, such as noise complaints. The refined list of crossings was submitted to the Steering Committee for comment and concurrence.

In total, eleven crossings were selected for further evaluation due to safety or maintenance concerns. These crossings were reviewed in the field by the study team, accompanied by representatives of ARRC. The existing sight distance and vehicle storage were measured; the existing signage, striping, and signal controls, if applicable, were inventoried; and traffic operations were observed. Each crossing was discussed by the team and possible alternatives for improvement were identified.

The study team also visited four crossings identified as possible elimination/consolidation candidates. The team found limited benefit for eliminating or consolidating most of these crossings.



2.3 Develop Alternatives

Based on the field evaluations, a range of improvements to the selected crossings was developed. These alternatives were reviewed by the Steering Committee and adjustments were made in response to their comments, including the inclusion of some additional alternatives. These alternatives were then evaluated to determine the benefits provided. Benefits evaluated include:

- Reduction in vehicle delay
- Reduction in vehicle emissions
- Safety improvement (reduction in likelihood of crashes)
- Reduction in train noise where noise was identified as a concern
- Reduction in crossing maintenance efforts
- Meeting current standards

In addition, planning level costs for design and construction of the alternatives were developed.

Based on input from the Steering Committee, several alternatives have been recommended. These were assigned a time frame for implementation based on cost and prioritization by key stakeholder groups.

A flow chart summarizing the results throughout the various stages of the plan development process is presented in Figure 11.

Fairbanks Road/Rail Reduction/Realignment Plan

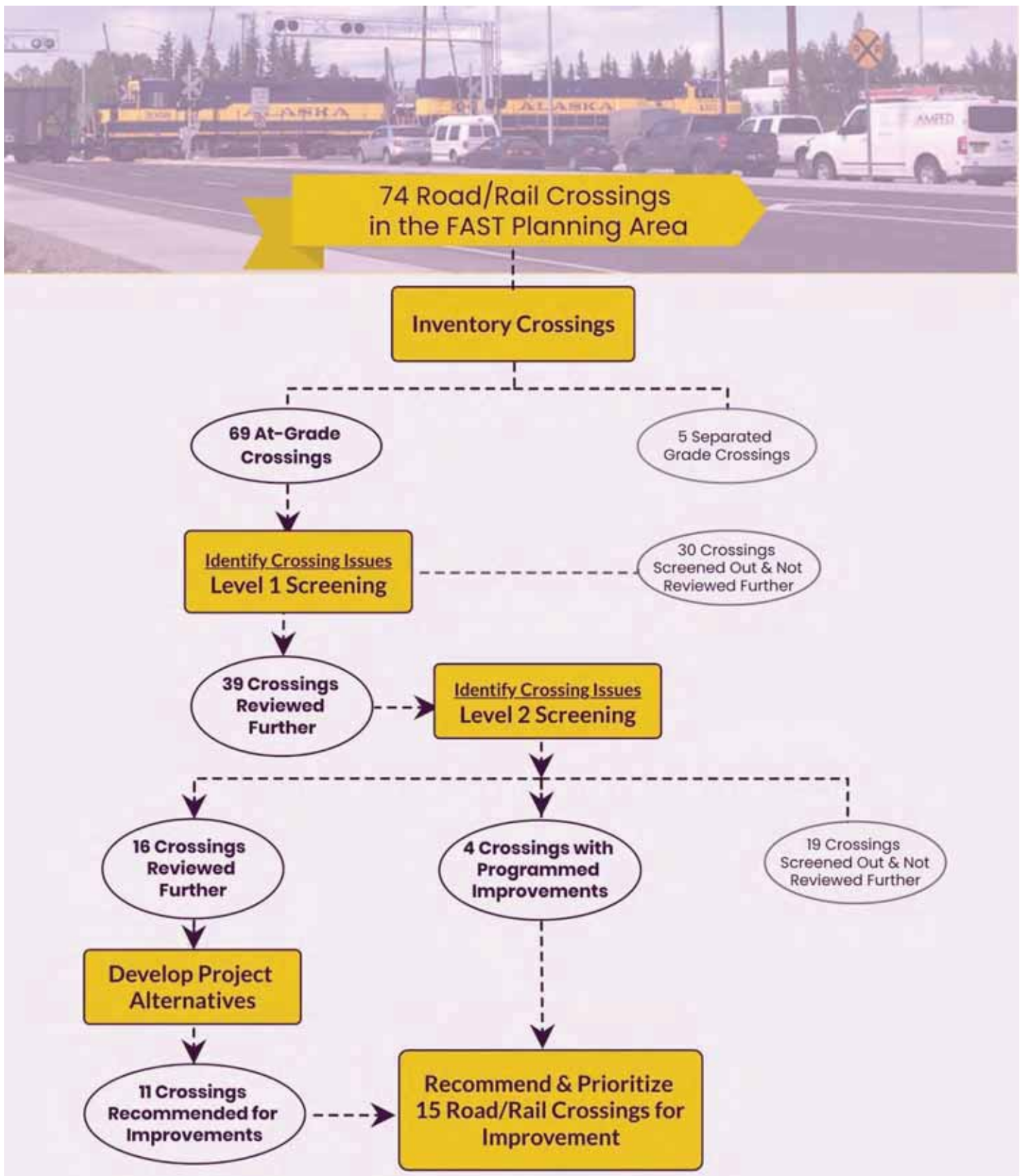


Figure 11: Results of the Plan Development Process



3 Plan Recommendations

Crossings for which improvements are recommended are presented in this section, along with performance metrics to describe the safety, operational, and other considerations for each crossing that was identified as part of this Plan. Where a recommendation was made in a previous planning document that includes the area of the selected crossing, those plans are listed on the crossing summary sheet. The recommended improvement(s) for each crossing are also presented.

This section also includes crossings with “Planned Projects” – those where project design was underway prior to the development of this Plan, but construction is expected after the Plan is approved. Including crossings with planned projects in this section allows readers to understand the full breadth of the near term improvements to crossings in the FAST Planning area.

A brief explanation of the Fairbanks-North Pole Rail Realignment project is also included.

Figure 12 shows an overview of all of the FAST Planning area crossings with those identified for recommended or programmed improvements emphasized. The recommended improvements and programmed projects are also summarized in Table 3.

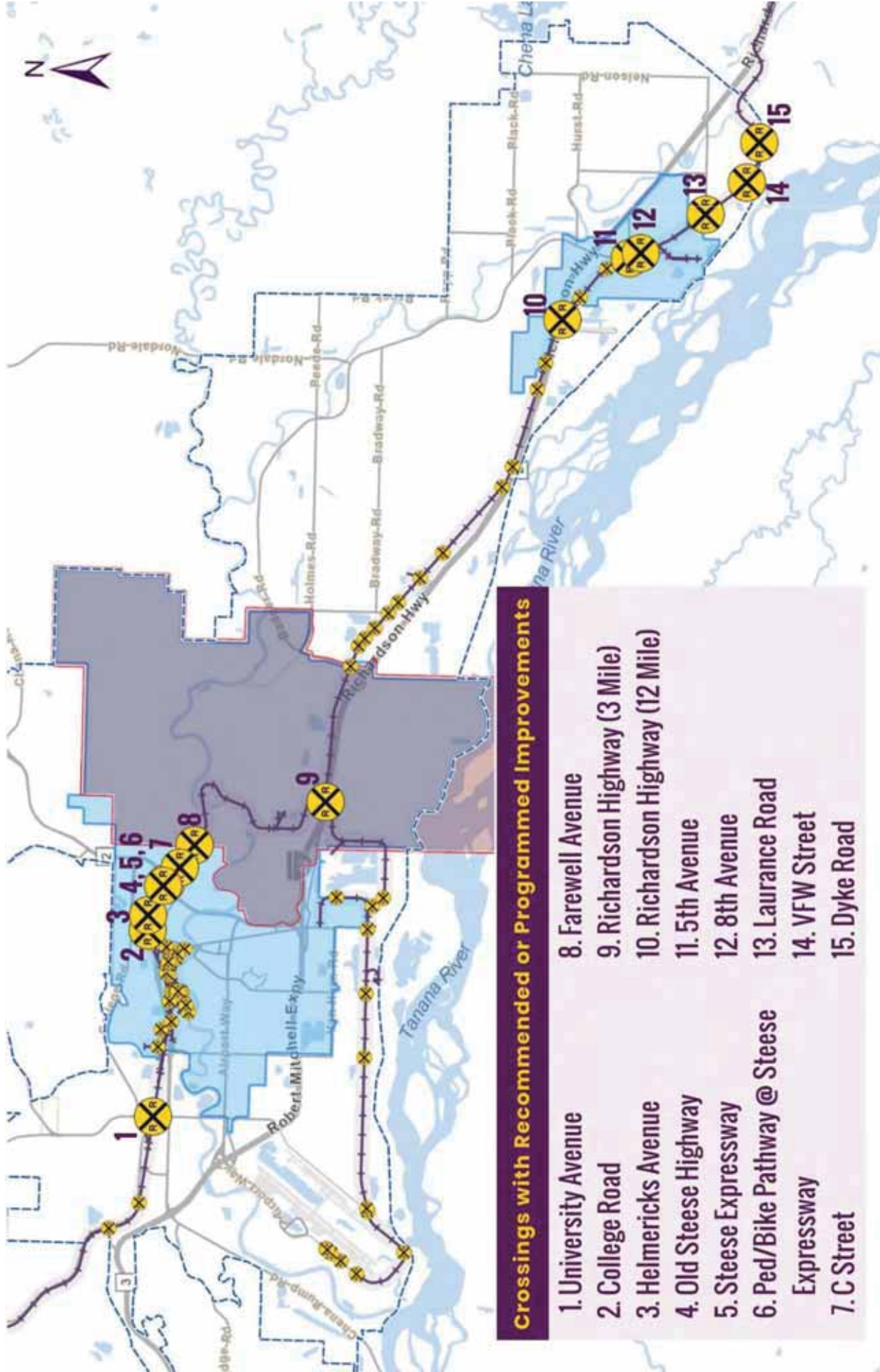


Figure 12: Key Map of Crossings with Recommended or Programmed Improvements

Fairbanks Road/Rail Reduction/Realignment Plan

Table 3: Summary of Recommended Improvements and Programmed Projects

RECOMMENDED IMPROVEMENTS			
Short Term			
Key Map ID	Crossing	Project Name	Est Cost (\$ Million)
1	868402G – University Avenue	Upgrade Train Switch	0.5
7	868470R – C Street	Trainor Gate Quiet Zone Study	6.8
8	868410Y – Farewell Avenue		
10	868453S – Richardson Hwy (12 Mile/Peridot)	Flashing Advance Warning Signs	1.1
Multiple	Multiple	Crossing Signal Control Cabinet Improvements (High Priority)	2.5
Mid-Term			
Key Map ID	Crossing	Project Name	Est Cost (\$ Million)
2	868405C – College Road	Pedestrian Crossing Improvements	1.2
5	910244W – Ped/Bike Pathway	Pedestrian Crossing Improvements	1.2
6	868296B – Steese Expressway		
7	868470R – C Street	Reconstruct C Street Crossing	1.0
8	868410Y – Farewell Avenue	Reconfigure Trainor Gate Road at Farewell Avenue	4.1
13	868480N – Laurance Road	Reconstruct Laurance Road Crossing	3.3
14	868482C – VFW Street	Close VFW Street Crossing	1.8
15	868484R – Dyke Road	Reconstruct Dyke Road Crossing	0.4
	various	Crossing Signal Control Cabinet Improvements (Low Priority)	4.5
Long Term			
Key Map ID	Crossing	Project Name	Est Cost (\$ Million)
2	868405C – College Road	Construct Railroad Overpass: College Rd to C Street	67.0
3	910372E – Helmericks Avenue		
4	868406J – Old Steese Highway		
5	910244W – Ped/Bike Pathway		
6	868296B – Steese Expressway		
7	868470R – C Street		
Very Long Term			
Key Map ID	Crossing	Project Name	Est Cost (\$ Million)
N/A	Multiple	Fairbanks-North Pole Rail Realignment	>500.0
PROGRAMMED PROJECTS			
Key Map ID	Crossing	Project Name	Anticipated Year of Construction
4	868406J – Old Steese Highway	Old Steese Highway Reconstruction	2024
9	868428J – Richardson Highway (3 Mile)	Richardson Highway MP 359 Interchange and Grade Separated Facility	2023
11	868461J – 5 th Avenue Crossing	Old Richardson Highway Intersection Improvements (5 th Avenue)	2022
12	868463X – 8 th Avenue Crossing	Old Richardson Highway Intersection Improvements (8 th Avenue)	2022

University Avenue Crossing

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ARRC ID 868402G; Mainline; MP 467.52 [Permitee: DOT&PF]

University Avenue Crossing looking North, July 2020



4-lane principal arterial
15,200 vehicles per day
40 mph



Single Track
14 trains per day
20 mph

Background

The University Avenue crossing was recently reconstructed as part of the University Avenue Rehabilitation and Widening project. Non-motorized facilities include concrete sidewalks with curb and gutter on both sides of the road. The existing pedestrian crossing traffic control includes pedestrian automatic gates with flashing signals and detectable warning tiles.

The University Avenue crossing is blocked when trains travel to and from Anchorage and other points to the south. Freight trains arriving in Fairbanks are of particular concern, since the rail yard is close enough to the crossing that the trains stop in the crossing while a crew member manually operates the yard lead switch. The train travels back and forth across University Avenue several times while coupling/decoupling cars and placing them in the appropriate yard tracks. Frequently, these movements occur during the morning traffic commute period. The crossing is also blocked when the train delivers coal to the University of Alaska-Fairbanks heating plant. The existing railroad turnout is very close to the at-grade University Avenue crossing, requiring the train to stop in the crossing while a crew member manually turns the switch to access the UAF plant. This happens twice a week, usually in the middle of the day, not during peak traffic periods.

Public comments received indicated delay and noise as concerns.

Quick Reference to Other Plans

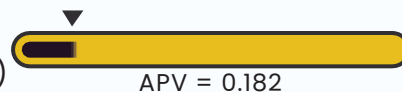
FMATS MTP, FMATS FMP

Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



APV = 0.182

Collision History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

Non-Motorized Path



School Bus Route



Transit Bus Route



Fairbanks Road/Rail Crossing
Reduction/Realignment Plan

Upgrade Train Switch

University Avenue Crossing



SHORT
TERM



\$0.5M



Delay
Reductions



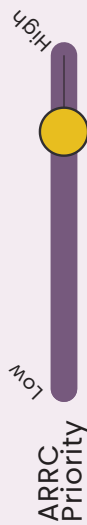
DOT&PF
Priority

High

Replacing the main rail yard lead switch with a remote-control, power-operated switch would allow trains to continue into the Fairbanks rail yard without stopping, thus eliminating the blockage of the University Avenue crossing at morning rush hour.



Emission
Reductions



ARRC
Priority

High

An analysis of traffic operations suggests the automated switch would decrease train delays by approximately 1.3 minutes per vehicle.



College Road Crossing

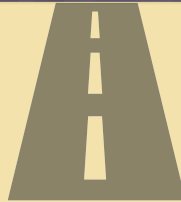
Page 248

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.

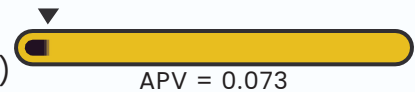
Public comments for this crossing mentioned minor delays and incidences of drivers racing through the crossing as to avoid being stopped for trains.

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



Pedestrian Crossing Improvements

College Road Crossing



MID
TERM

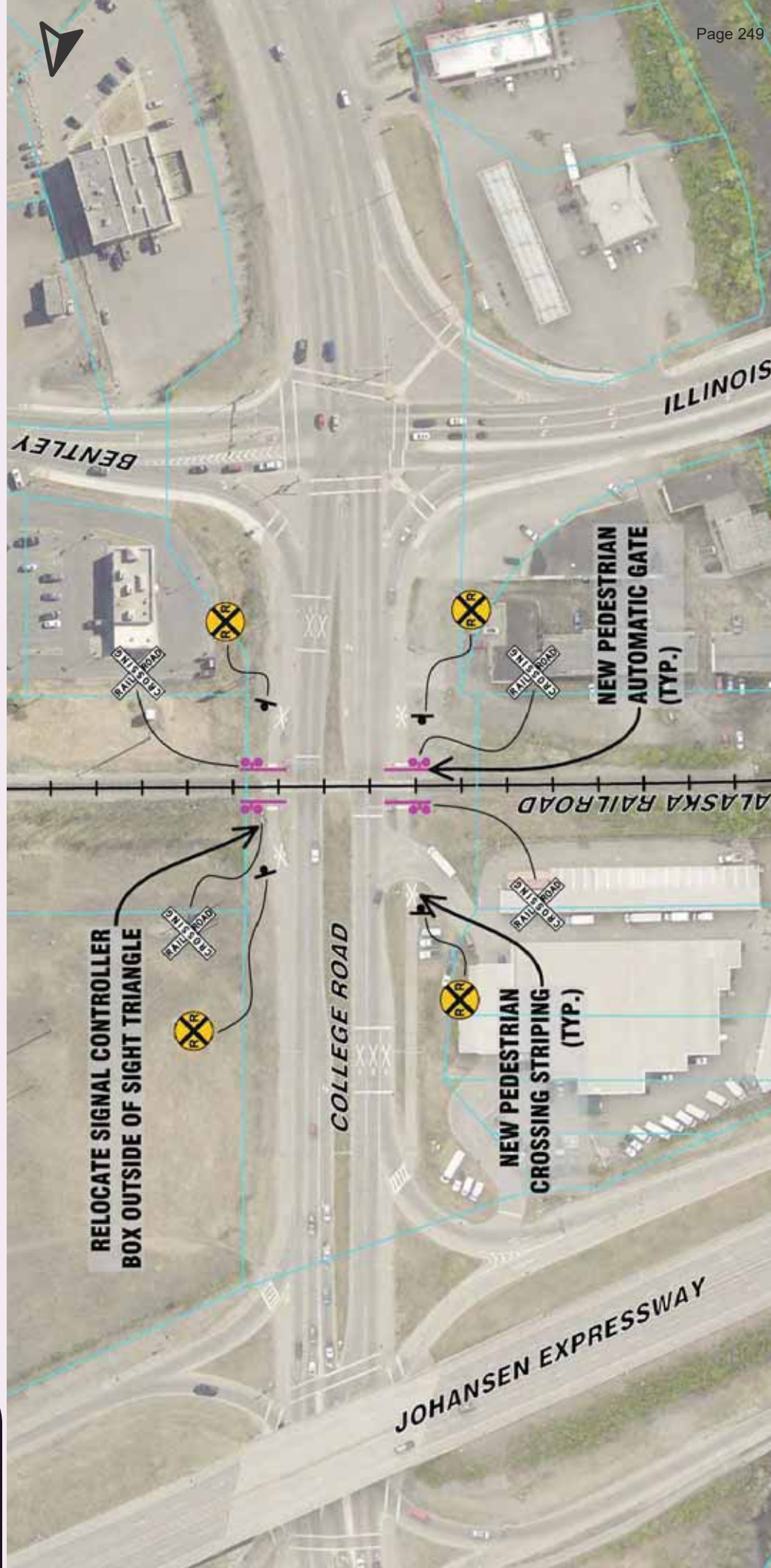


\$1.2M



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.



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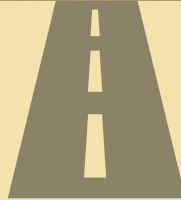
Helmericks Avenue Crossing

ARRC ID 910372E; Eielson Branch; MP G01.35 [Permitee: DOT&PF]

Helmericks Avenue Crossing looking North, June 2018



2-lane local road
5,900 vehicles per day
25 mph



Single Track
4 trains per day
15 mph

Background

The Helmericks Avenue crossing was constructed in 2013 as part of the Helmericks Avenue Extension project. In 2016, the pavement markings were redone as part of another statewide project.

This crossing is located on a roadway horizontal curve and between two close roundabout intersections. In addition, the crossing is near a railroad horizontal curve. The geometrics of the railroad and roadway makes vehicular movements through the crossing awkward. The crossing contains flashing signals and automatic gates.

At the crossing, non-motorized facilities include a concrete sidewalk with curb and gutter on one side of the road. The sidewalk shares crossing traffic control with the road, which includes automatic gates with flashing signals. The facility appears to be missing detectable warning tiles at the crossing approaches.

Public comments for this crossing mentioned minor delays, but overall, the crossing is in an acceptable condition.

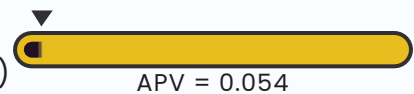
While this crossing did not rank high compared to other crossings for safety or operational improvements, it is being considered for system improvements that include the higher ranked crossings of College Road, Old Steese Highway, and Steese Expressway.

Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



Collision History



Exposure



Crossing Geometrics & Other Considerations



School Bus Route

Non-Motorized Path



Transit Bus Route



Emergency Response Route

Construct Railroad Overpass: College Rd to C St

College Road, Helmericks Avenue
Old Steese Highway,
Steese Expressway and C Street Crossings



Delay
Reductions



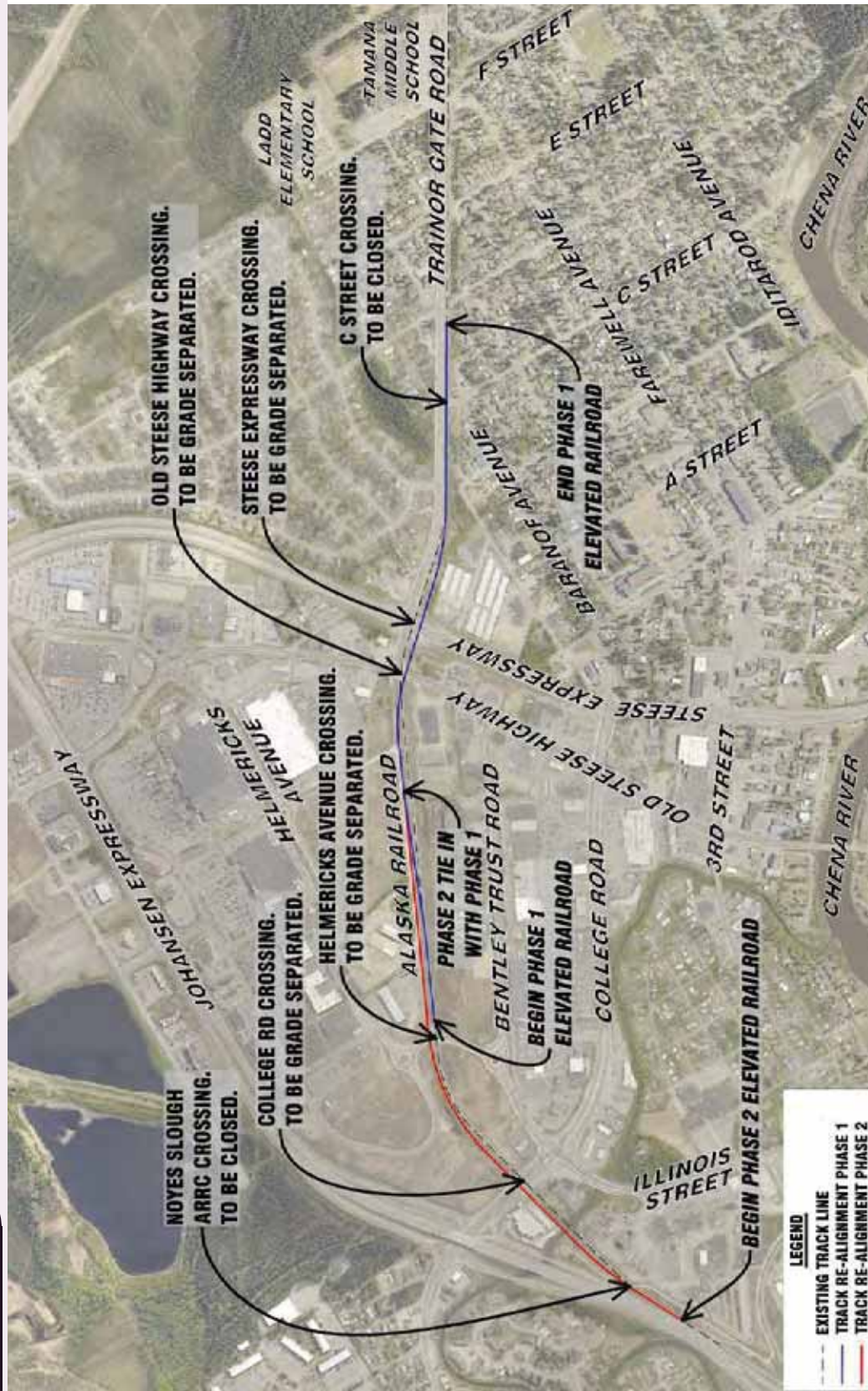
Crash
Reductions



Emission
Reductions



Maintenance
Reductions



Raising the railroad tracks between Noyes Slough and Farewell Street would grade separate four road crossings, reducing train/vehicle conflict points, improving safety, and decreasing vehicle delay.

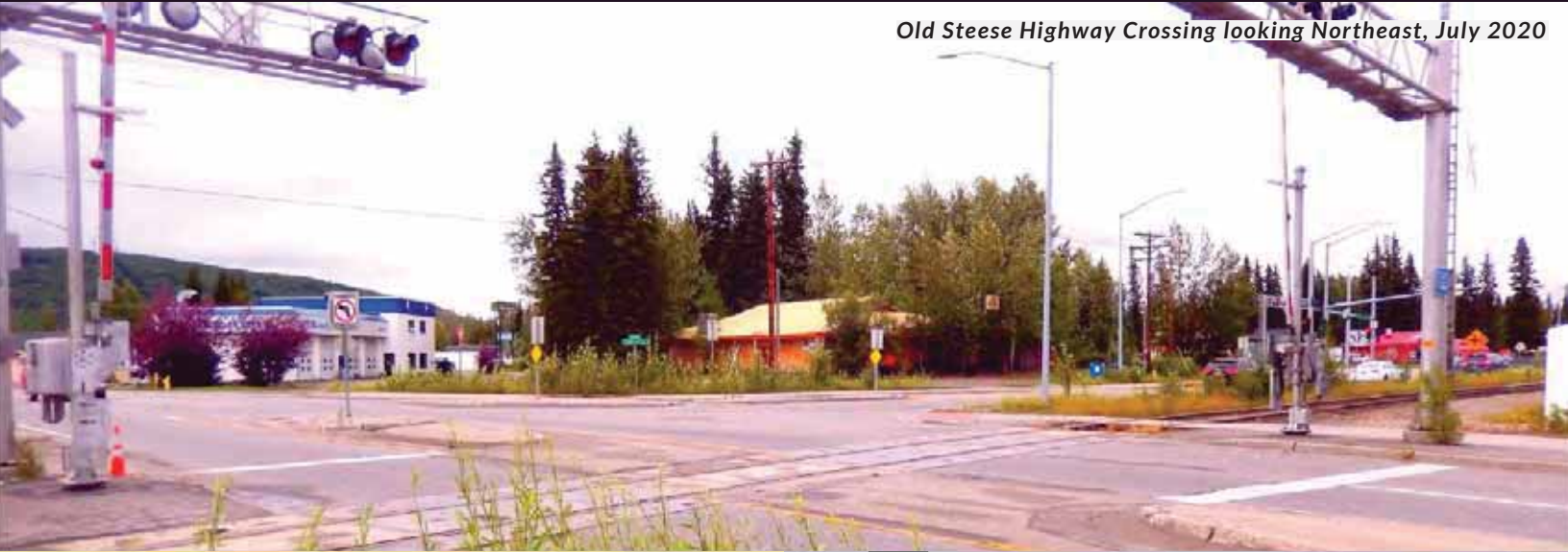


This alternative would require the C Street crossing to be closed.

Old Steese Highway Crossing

ARRC ID 868406J; Eielson Branch; MP G01.88 [Permitee: DOT&PF]

Old Steese Highway Crossing looking Northeast, July 2020



3-lane minor arterial
11,000 vehicles per day
35 mph



Single Track
4 trains per day
15 mph

Summary

This crossing was evaluated as a pair with the Steese Expressway crossing (868296B). At the crossing, non-motorized facilities include concrete sidewalks separated from the road by an asphalt buffer on both sides of the road. The field review indicated that the pedestrian traffic control devices at the Old Steese Highway crossing do not meet current standards. Additionally, the railroad tracks and Trainor Gate Road are in such close proximity that pedestrian staging space between the crossing and Trainor Gate Road is constricted. There have been numerous "stuck on track" incidents, where drivers mistakenly turn onto the tracks instead of onto the roadway.

Operationally, the project team observed that queues for eastbound traffic stopped at the Steese Expressway are occasionally long enough that the queue reaches across the railroad tracks on Old Steese Highway (for northbound traffic on Old Steese Highway turning right onto Trainor Gate Road).

Public comments for this crossing indicated delay and noise are a concern. Additionally, the public expressed concern for safety when the vehicles queue across the tracks.

There is a DOT&PF project to reconstruct the Old Steese Highway. Short term alternatives should be coordinated with that project.

Quick Reference to Other Plans

Rich/Steese PEL,
FAST NMTP (Draft)

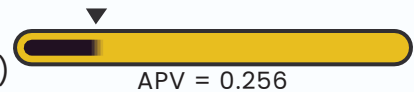
NMTP (Draft)

Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



Collision History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

Transit Bus Route



Vehicle Storage

Emergency Response Route



School Bus Route

Non-Motorized Path



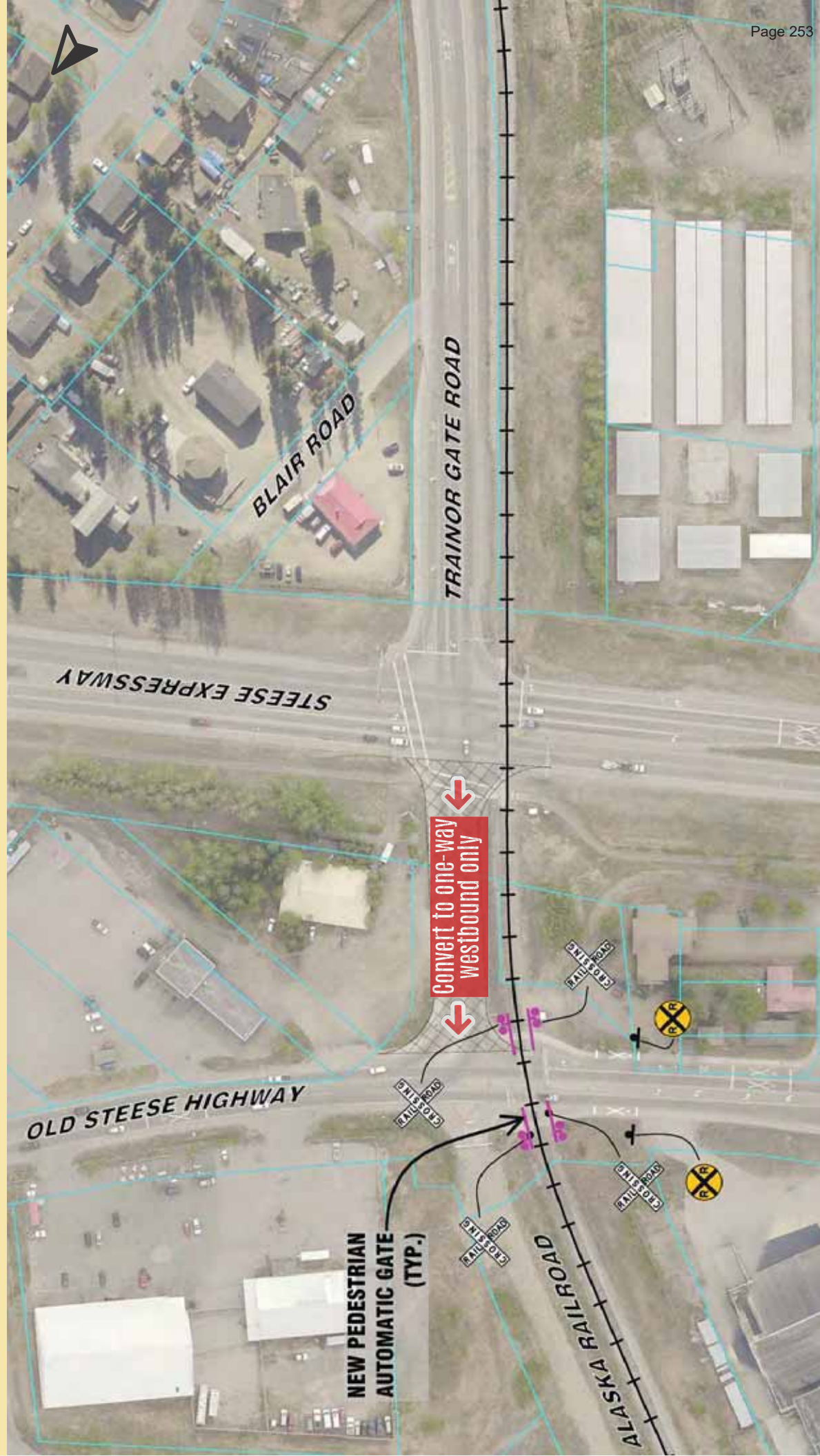
Reconfigure Trainor Gate Road

Old Steese Highway Crossing



PROGRAMMED
PROJECT

As part of the Old Steese Highway Reconstruction project (Z624870000), DOT&PF is evaluating the conversion of Trainor Gate Road between Old Steese Highway and Steese Expressway and Steese Expressway to be one-way, westbound only. This conversion would address the concerns identified at the Old Steese Highway crossing.



Steese Expressway & Ped/Bike Pathway Crossings

ARRC IDs 868296B & 910244W; Eielson Branch; MP G01.94 & G01.93 [Permitee: DOT&PF]

Steese Expressway & Ped/Bike Pathway Crossings looking Northeast, July 2020



6-lane divided principal arterial
17,200 vehicles per day
45 mph



Single Track
4 trains per day
15 mph

Summary

This crossing was evaluated as a pair with the Old Steese Highway crossing (868406J). At the crossing, non-motorized facilities include an asphalt pathway separated from the road by a vegetated buffer on one side of the road.

The field review indicated that the pedestrian traffic control devices at the Steese Expressway crossing do not meet current standards. Additionally, the railroad tracks and Trainor Gate Road are in such close proximity that pedestrian staging space between the crossing and Trainor Gate Road is constricted.

Quick Reference to Other Plans



Alaska State Rail Plan,
FMATS MTP, FMATS FMP,
Rich/Steese PEL

Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



APV = 0.123

Collision History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

Emergency Response Route



Vehicle Storage

Non-Motorized Path



School Bus Route

Pedestrian Crossing Improvements

Steese Expressway Crossing



MID
TERM



DOT&PF
Priority

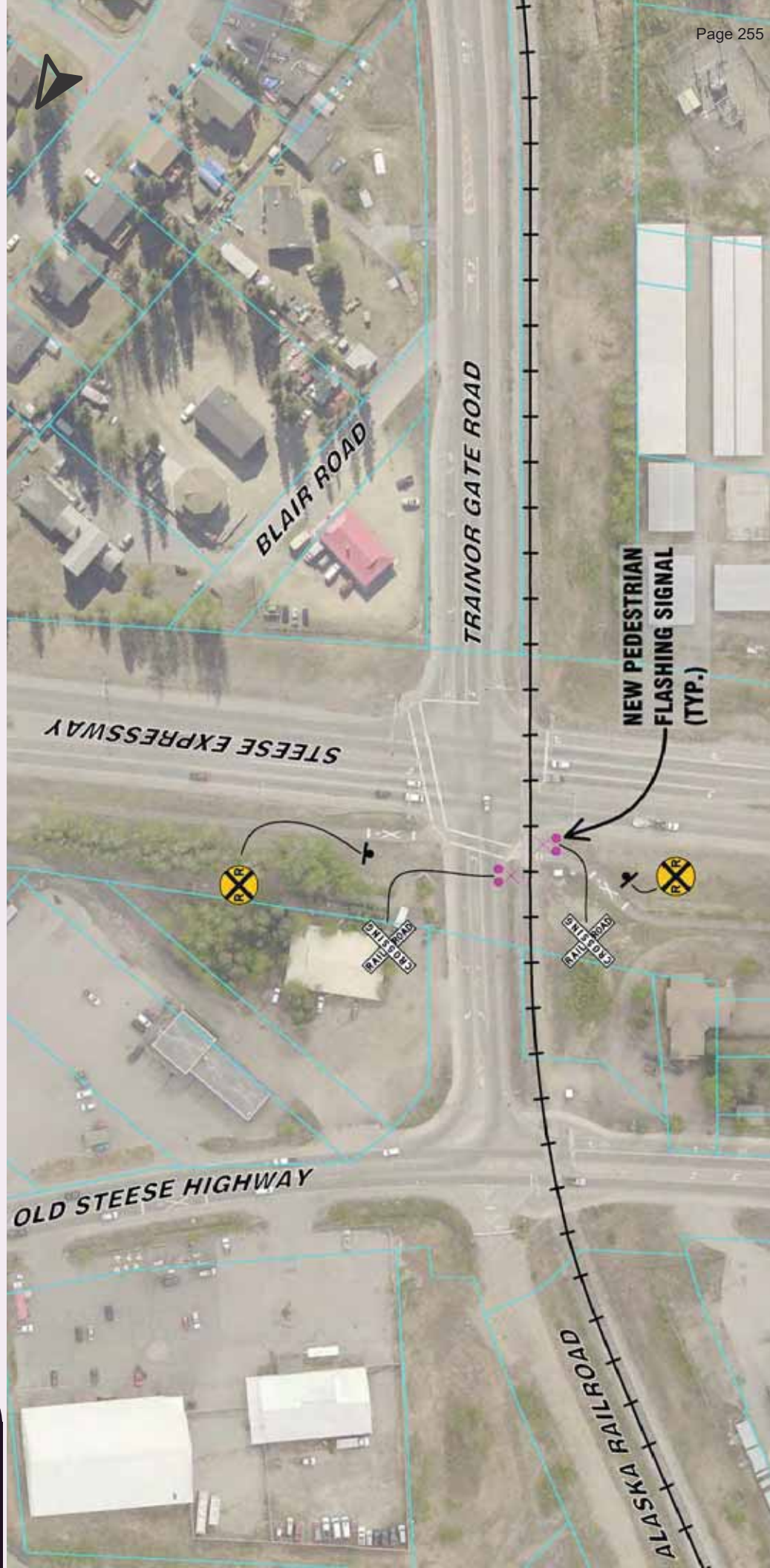


\$1.2M

Installing pedestrian traffic control to existing pedestrian crossings would bring this crossing up to current ARRC standards.



Consider this alternative in conjunction with the Old Steese Highway Reconstruction project.



C Street Crossing

Page 256

ARRC ID 868470R; Eielson Branch; MP G02.26 [Permitee: City of Fairbanks]

C Street Crossing looking South, July 2020



2-lane minor collector
1,200 vehicles per day
25 mph



Single Track
4 trains per day
15 mph

Summary

The C Street crossing and the Farewell Avenue crossing (868410Y) were two of four at-grade crossings along the south side of Trainor Gate Road that were consolidated in 2010, leaving these two crossings open.

Numerous public comments identified noise concerns for this crossing. In addition, the project team observed that the approach and departure slopes at the C Street crossing appear to be steeper than current standards.

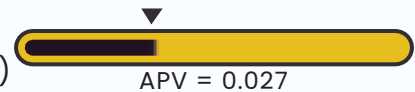
There are no non-motorized facilities present at this crossing.

Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



Collision History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

School Bus Route



Vehicle Storage

Emergency Response Route



Approach Grade



Reconstruct C Street Crossing

C Street Crossing



MID
TERM



\$1.0M



CHALLENGES
Right-of-Way

Flattening the approach grade at the C Street crossing would reduce the possibility for long, low trailers getting stuck on the tracks and would enhance safety by improving sight distance for all vehicles. The existing vegetation should be removed from the sight triangles, further improving sight distance.



Consider combining these improvements with any recommendations from the Trainor Gate Quiet Zone Study.



Farewell Avenue Crossing

ARRC ID 868410Y; Eielson Branch; MP G02.68 [Permitee: DOT&PF]

Farewell Avenue looking North, July 2020



3-lane major collector
1,000 vehicles per day
30 mph



Single Track
4 trains per day
15 mph

Summary

The Farewell Avenue crossing and the C Street crossing (868407R) were two of four at-grade crossings along the south side of Trainor Gate Road that were consolidated in 2010, leaving these two crossings open.

Operationally, when a train is present at the Farewell Avenue crossing, eastbound motorists on Trainor Gate wanting to turn right onto Farewell Avenue must queue in the through lane, blocking eastbound through vehicles. In this situation, it is estimated that only 35% of eastbound vehicles arriving at the intersection can continue without stopping. At the crossing, non-motorized facilities include concrete sidewalks separated from the road by a vegetated buffer on both sides of the road. The pedestrian facilities currently lack crossing traffic control devices.

Children attending Tanana Middle School cross the tracks and cross Trainor Gate Road to get to school. Any project for this area should consider improvements for school age pedestrians crossing the tracks and crossing Trainor Gate Road.

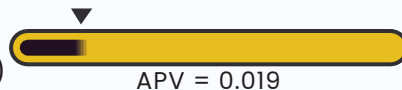
Numerous survey participants identified noise concerns for this crossing.

Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



Collision History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

Emergency Response Route



Vehicle Storage

Non-Motorized Path



School Bus Route

Reconfigure Trainor Gate Road at Farewell Avenue

Farewell Avenue Crossing



MID
TERM



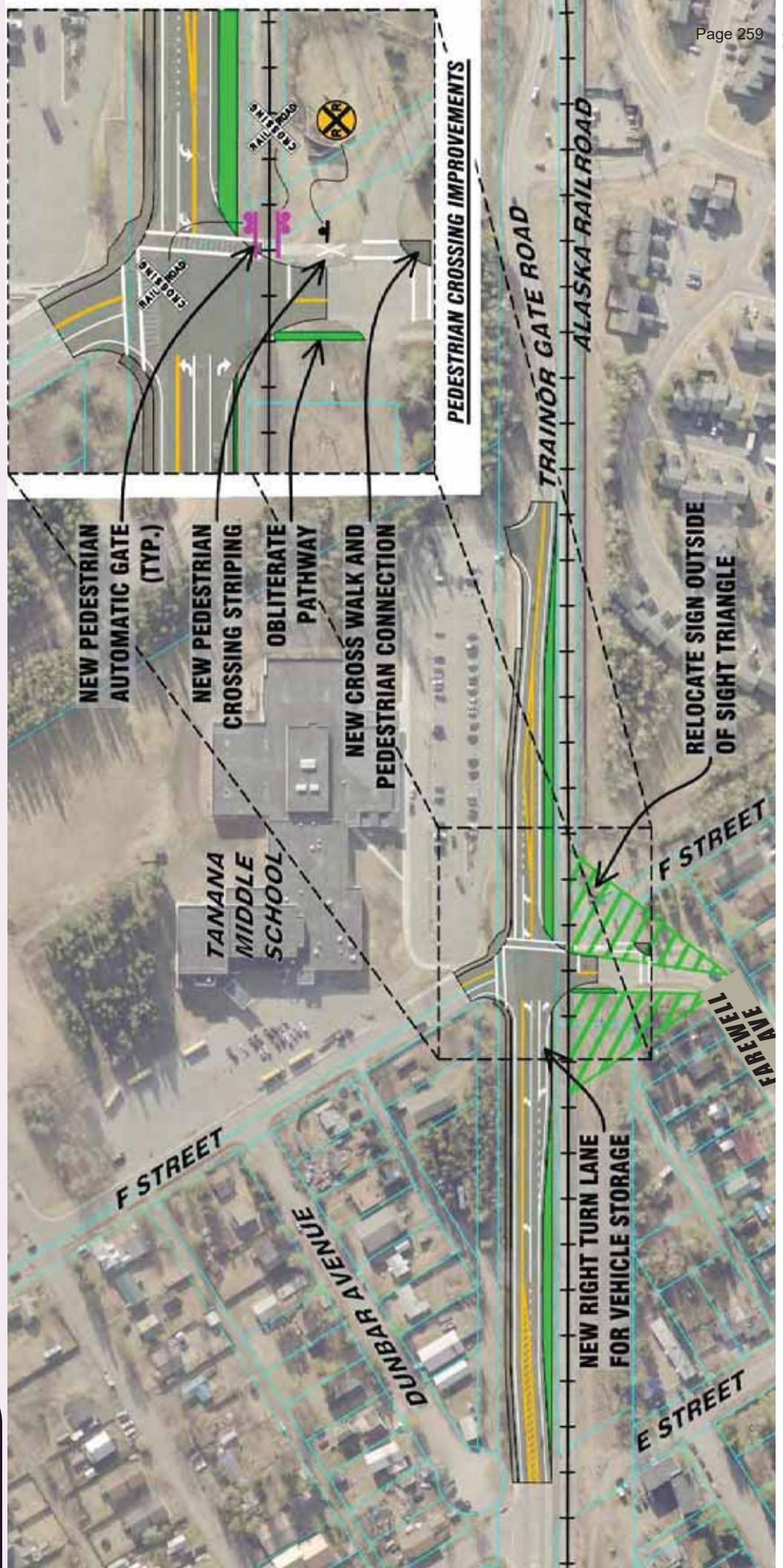
\$4.1M



The proposed improvements provide a lane that will store right turn vehicles when there is a train, allowing eastbound through traffic to continue to flow. Changes to the pedestrian crossings encourage pedestrians to cross Farewell Avenue further from the tracks, heightening drivers' awareness of pedestrians. The pedestrian track crossing lines up with the school crossing on Trainor Gate Road. Improvements to the school crossing of Trainor Gate Rd should be included, if possible.



Consider combining these improvements with any recommendations from the Trainor Gate Quiet Zone Study.



Trainer Gate Quiet Zone Study

C Street and Farewell Avenue Crossings

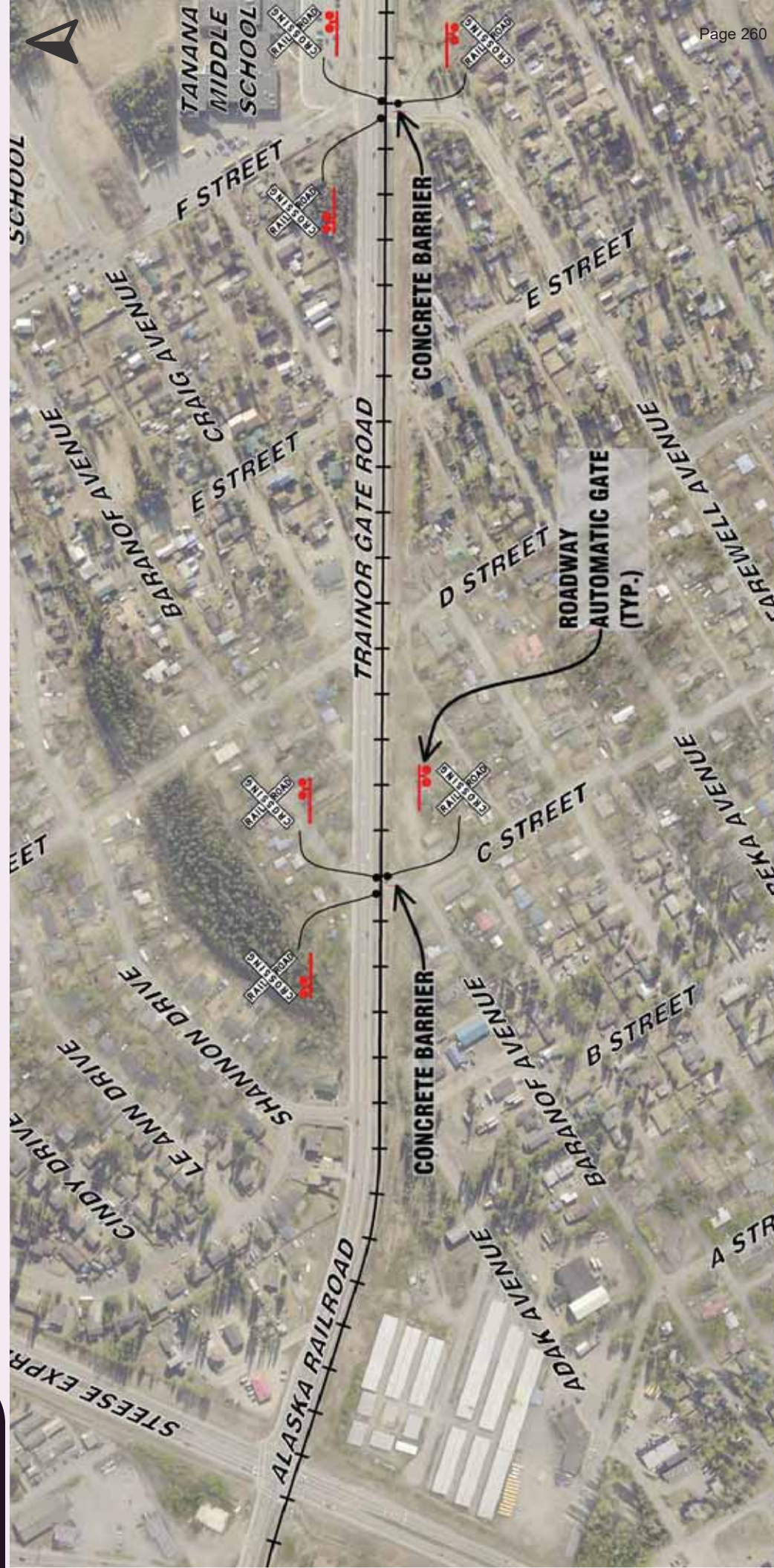


This recommendation results from a large volume of public comment.

Designating a quiet zone along Trainor Gate Road between the Steese Expressway and Fort Wainwright Military Base would reduce noise from train horns within the surrounding residential neighborhoods.



An engineering study is needed to determine what improvements are necessary to install a quiet zone. Quiet zone designations are not directly pursued by the ARRC. A third party requests and seeks approval from FRA.



Richardson Hwy (3 Mile) Crossing

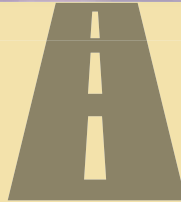
ARRC ID 868428J; FAI Branch; MP H0.20 [Permitee: ARRC]

Page 201

Richardson Highway (3 Mile) Crossing looking Southeast, Google Earth



6-lane divided interstate
25,800 vehicles per day
55 mph



Single Track
2 trains per day
10 mph

Summary

The Richardson Highway (3 Mile) crossing is located near a railroad horizontal curve. This is one of two remaining at-grade railroad crossings on the Richardson Highway near Fairbanks.

There are no non-motorized facilities present at this crossing.

Public comments mentioned minor delay and a gap in tracks being a hazard to snowplows.

DOT&PF has a project planned to grade separate this crossing and the Richardson Highway, with the highway over the tracks. Construction of that project is anticipated to begin in 2022.

Quick Reference to Other Plans

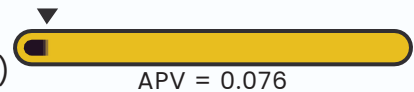
Alaska State Rail Plan,
Rich/Steese PEL,
FMATS MTP, FAST NMTP (Draft)

Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



Collision History



Exposure



Crossing Geometrics & Other Considerations



School Bus Route

Emergency Response Route



HazMat Route



Transit Bus Route

Richardson Highway MP 359 Interchange and Grade Separated Facility

Richardson Hwy (3 Mile) Crossing



**PROGRAMMED
PROJECT**

DOT&PF's Richardson Highway MP 359 Interchange and Grade Separated Facility project (Z607340000/OA24033) will grade separate this crossing and the Richardson Highway. This will improve safety and operations at the crossing by removing the train/vehicle conflict points. In addition, the presence of a train would not cause vehicle delay at this crossing.



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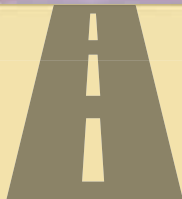
Richardson Hwy (12 Mile/Peridot) Crossing

ARRC ID 868453S; Eielson Branch; MP G14.73 [Permitee: DOT&PF]

Richardson Highway (12 Mile) Crossing looking Northwest, Google Earth



6-lane divided interstate
13,800 vehicles per day
55 mph



Single Track
4 trains per day
15 mph

Summary

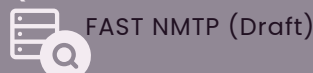
The Richardson Highway (12 Mile/Peridot) crossing is located near a roadway horizontal curve and a railroad horizontal curve. This is one of two remaining at-grade railroad crossings on the Richardson Highway near Fairbanks.

There are no non-motorized facilities present at this crossing.

Public comments mentioned minor delay and the gap in tracks being a hazard to snowplows. In addition, there have been eight vehicle crashes recorded at this crossing between 2012 and 2018, which is the highest number of recorded incidences of all the crossings in the study area.

DOT&PF has a project planned to grade separate the Old Richardson Highway and Richardson Highway just west of this crossing; however, that project terminates just before this crossing. Construction of that project is anticipated to begin in 2023.

Quick Reference to Other Plans



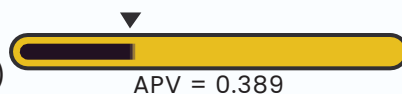
FAST NMTP (Draft)

Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



APV = 0.389

Collision History



Exposure



Crossing Geometrics & Other Considerations



Approach Skew

Emergency Response Route



School Bus Route

Transit Bus Route



HazMat Route

Flashing Advance Warning Signs

Richardson Hwy (12 Mile/Peridot) Crossing



SHORT
TERM



Adding flashing advance warning signs on the Richardson Highway (like the one shown in the inset photo), interconnected with the rail crossing, will increase safety.

The signs will provide additional warning to vehicles nearing the crossing, reducing the potential for train/vehicle conflicts.



5th Avenue Crossing

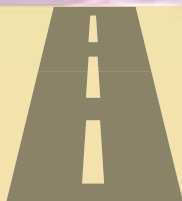
Page 205

ARRC ID 868461J; Eielson Branch; MP G16.18 [Permitee: DOT&PF]



5th Avenue Crossing looking Southwest, May 2017

2-lane minor collector
2,200 vehicles per day
25 mph



Single Track
4 trains per day
15 mph

Summary

A diagnostic team (DT) study was completed for the 5th Avenue crossing in 2019. The DT study found that this crossing lacks sufficient sight distance and lacks sufficient vehicle storage.

There are no non-motorized facilities present at this crossing; however, pedestrians regularly use this crossing.

Public comments indicated delay at this crossing due to bus traffic. Comments also state a lack of pedestrian facilities over the tracks are a concern, as well as lack of vehicle storage between the crossing and Old Richardson Highway.

There is a DOT&PF project to improve the crossings at 5th Avenue and at 8th Avenue.

Quick Reference to Other Plans

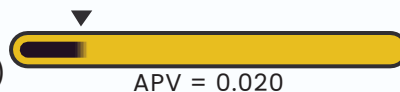
FMATS MTP, FMATS FMP,
FAST NMTP (Draft)

Safety and Operational Metrics

Hazard
Index



Accident
Prediction
Value (APV)
Capacity



Collision
History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

Emergency
Response
Route



Vehicle Storage

Transit
Bus Route



School Bus
Route

Old Richardson Highway Intersection Improvements (5th Avenue)



PROGRAMMED PROJECT

DOT&PF's Old Richardson Highway Intersection Improvements project (NFHWY00158/0620010) includes improvements at the 5th Avenue crossing that will mitigate the sight distance and pedestrian traffic control issues.



The project will:

- provide continuity of pedestrian pathways.
- increase space between stopped vehicles and tracks.
- increase sight of approaching trains.
- increase visibility of stop control at Santa Claus Lane and 5th Avenue.

Construction is anticipated in 2022.

8th Avenue Crossing

ARRC ID 868463X; Eielson Branch; MP G16.37 [Permitee: City of North Pole]

8th Avenue Crossing looking Northeast, August 2018



2-lane minor collector
700 vehicles per day
25 mph



Single Track
4 trains per day
15 mph

Summary

A diagnostic team (DT) study was completed for the 8th Avenue crossing in 2019. The DT study found lack of sufficient sight distance, lack of adequate pedestrian traffic control devices, and lack of sufficient vehicle storage are of concern.

At the crossing, non-motorized facilities include an asphalt pathway separated from the road by a vegetated buffer on one side of the road. The pedestrian facilities partially share crossing traffic control devices with the road.

School bus congestion occurs during the school dismissal peak of the adjacent middle and high schools and lasts for 15 to 20 minutes.

Public comments indicated delay at this crossing due to bus traffic and stated crashes have occurred here because of the bus queue.

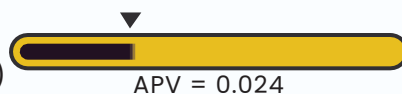
There is a DOT&PF project to improve the crossings at 5th Avenue and at 8th Avenue.

Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



Collision History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

School Bus Route



Vehicle Storage

Emergency Response Route



Approach Skew

Transit Bus Route



Non-Motorized Path



Fairbanks Road/Rail Crossing
Reduction/Realignment Plan

Old Richardson Highway Intersection Improvements (8th Avenue)



DOT&PF's Old Richardson Highway Intersection Improvements project (NFHWY00158/0620010) includes improvements at the 8th Avenue crossing that will mitigate the sight distance and pedestrian traffic control issues.

PROGRAMMED
PROJECT

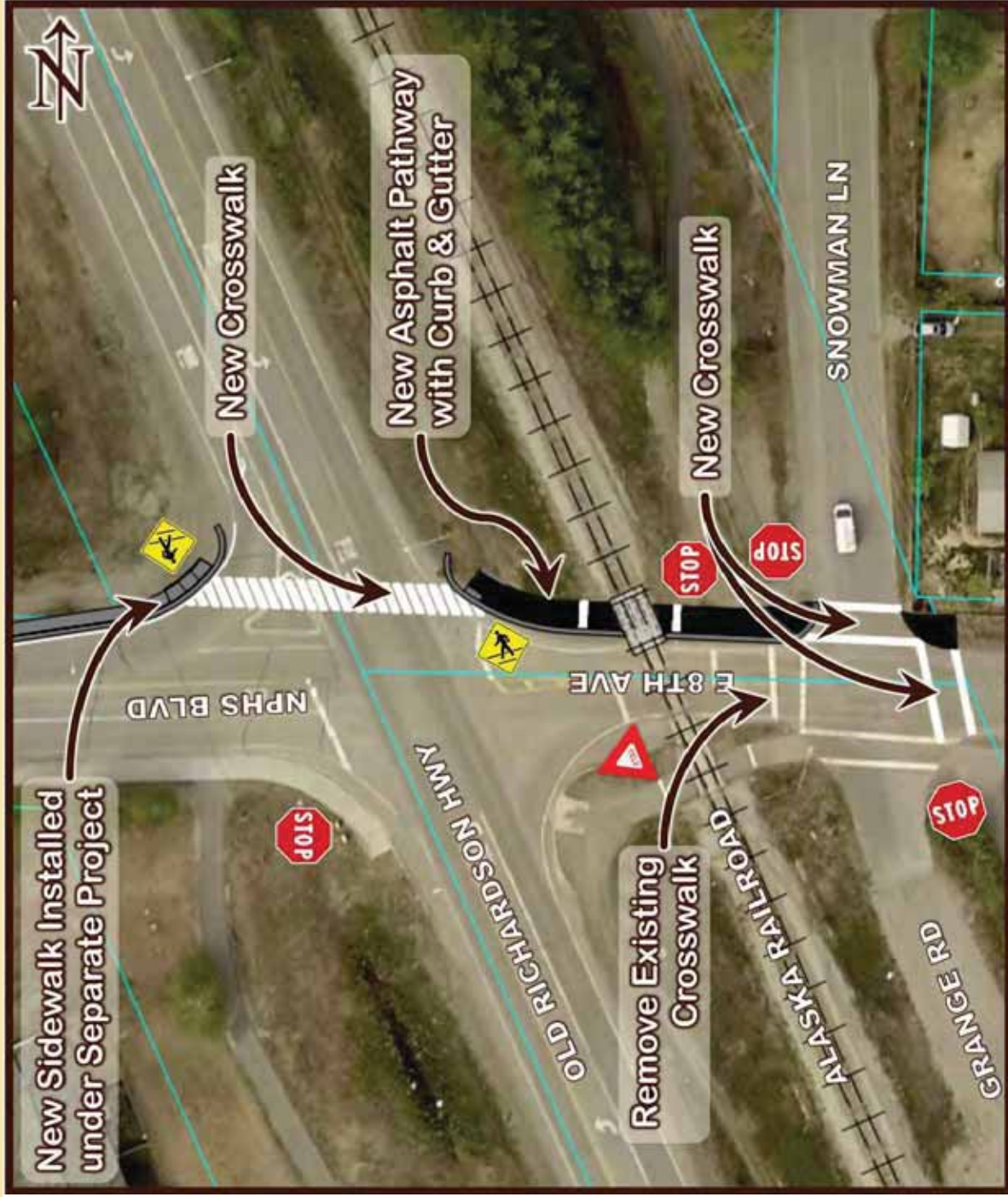


Image courtesy of DOT&PF Northern Region <http://dot.alaska.gov/nreg/oldrich/>

The project will:

- provide continuity of pedestrian pathways.
- slightly reduce pedestrian delay.
- increase space between stopped vehicles at crosswalk and tracks.

Construction is anticipated in 2022.

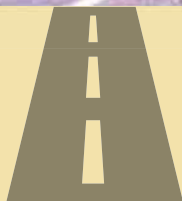
Laurance Road Crossing

ARRC ID 868480N; Eielson Branch; MP G17.55 [Permitee: DOT&PF]



Laurance Road Crossing looking East, July 2020

2-lane major collector
750 vehicles per day
40 mph



Single Track
4 trains per day
15 mph

Summary

The Laurance Road crossing was analyzed as a system along with the VFW Street (868482C) and Dyke Road (868484R) crossings, as they all connect to the same neighborhood.

There are no non-motorized facilities present at this crossing; however, wide shoulders on the roadway are present, which could accommodate pedestrians and bicyclists.

Two vehicle accidents have been recorded at the Laurance Road crossing, which lies on a truck route and a school bus route.

The excessive skew of the crossing and lack of vehicle storage are of concern.

Quick Reference to Other Plans



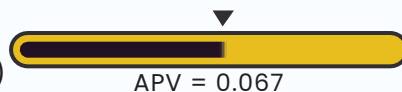
FAST NMTP (Draft)

Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



Collision History



Exposure



Crossing Geometrics & Other Considerations



Vehicle Storage

HazMat Route



Approach Skew

Emergency Response Route



School Bus Route

Reconstruct Laurance Road Crossing

Laurance Road Crossing



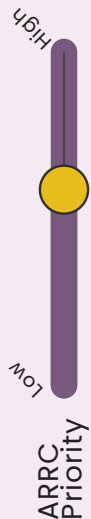
MID
TERM



DOT&PF
Priority



\$3.3M



ARRC
Priority

Reconstructing Laurance Road to be more perpendicular to the tracks will remove the excessive skew and improve safety. Mitigating the skew will also increase sight distance.



CHALLENGES
Right-of-Way



This alternative should be considered in conjunction with improving the Dyke Road crossing and eliminating the VFW Street crossing.



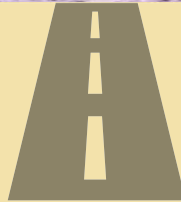
VFW Street Crossing

ARRC ID 868482C; Eielson Branch; MP G18.36 [Permitee: None. Orphan Crossing.]

VFW Street Crossing looking North, July 2020



2-lane local road
100 vehicles per day
25 mph



Single Track
4 trains per day
10 mph

Summary

The VFW Street crossing was analyzed as a system along with the Laurance Road (868480N) and Dyke Road (868484R) crossings, as they all connect to the same neighborhood.

The VFW Street crossing was identified due to concerns regarding the skewed approach to the railroad tracks, a steep, non-standard roadway approach grade, and limited sight distance for vehicles at the crossing. This crossing is primarily used for access to the residential area north of the railroad.

There are no non-motorized facilities present at this crossing.

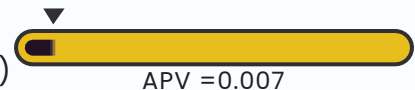
It appears maintenance of this crossing has been neglected. The crossing surface is timber planks, which is not the current ARRC standard. In addition, this crossing is currently unpermitted.

Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



Collision History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance

Approach Grade



Vehicle Storage



Approach Skew

Close VFW Street Crossing

VFW Street Crossing



MID
TERM

Crash
Reductions



DOT&PF
Priority



High

Low



Maintenance
Reductions



ARRC
Priority



High

Low

Closing this crossing would improve safety by eliminating conflict between vehicles and trains.

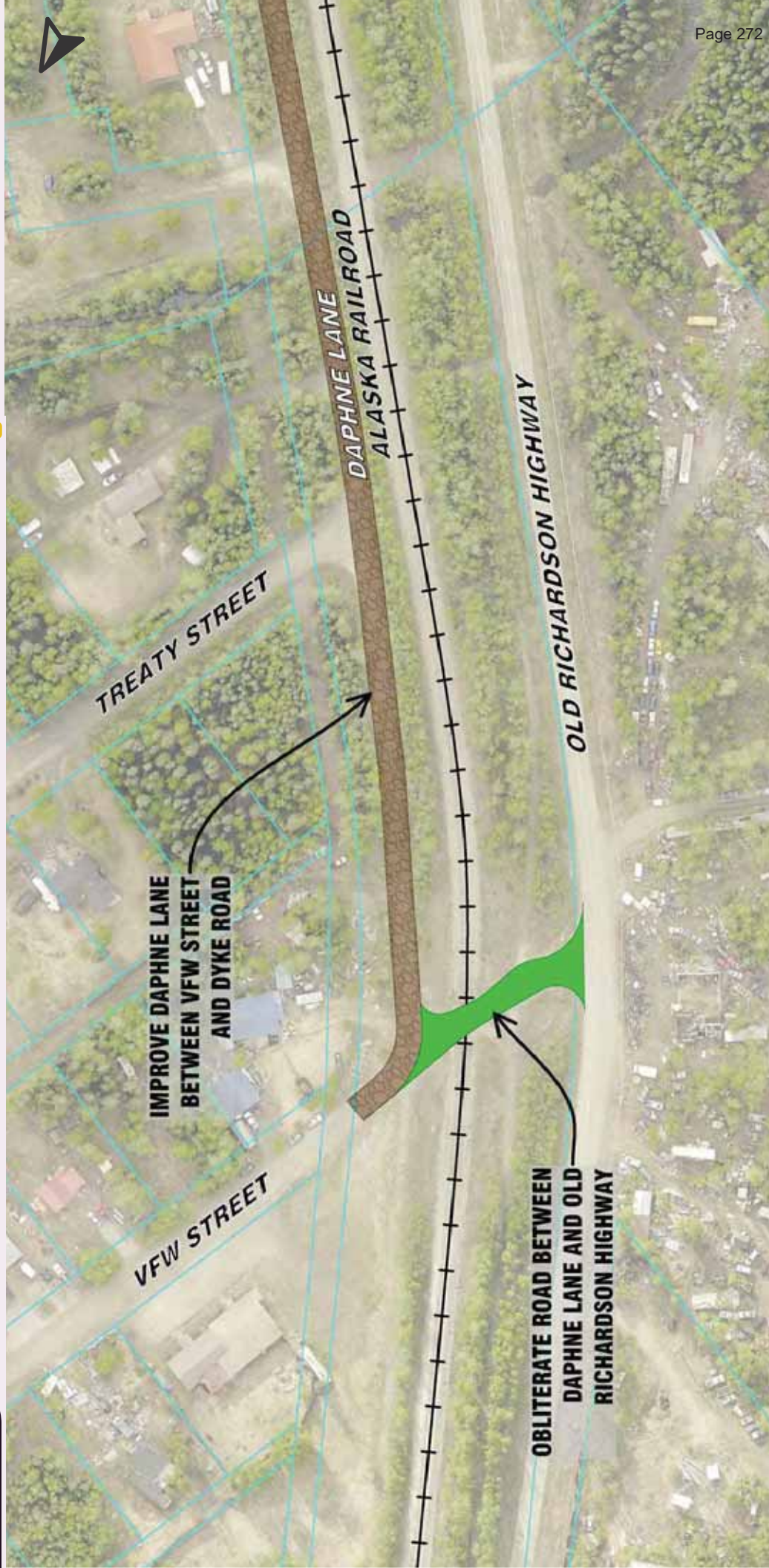


Consider this alternative in conjunction with improving the Laurance Road and Dyke Road crossings.



CHALLENGES

Daphne Lane is an orphan road.



Dyke Road Crossing

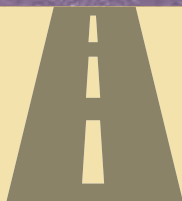
Page 273

ARRC ID 868484R; Eielson Branch; MP G19.03 [Permitee: DOT&PF]

Dyke Road Crossing looking South, July 2020



2-lane minor collector
665 vehicles per day
25 mph



Single Track
4 trains per day
10 mph

Summary

The Dyke Road crossing was analyzed as a system along with the Laurance Road (868480N) and VFW Street (868482C) crossings, as they all connect to the same neighborhood.

This crossing was recently improved by a roadway project; however, the existing approach grade on Dyke Road does not meet current standards. In addition, the crossing lacks sufficient sight distance and vehicle storage.

There are no non-motorized facilities present at this crossing.

Quick Reference to Other Plans



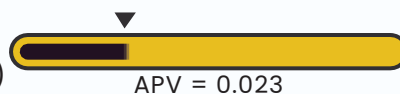
FAST NMTP (Draft)

Safety and Operational Metrics

Hazard Index



Accident Prediction Value (APV) Capacity



Collision History



Exposure



Crossing Geometrics & Other Considerations



Sight Distance



Vehicle Storage



Approach Grade

Reconstruct Dyke Road Crossing

Dyke Road Crossing



MID
TERM



\$0.4M



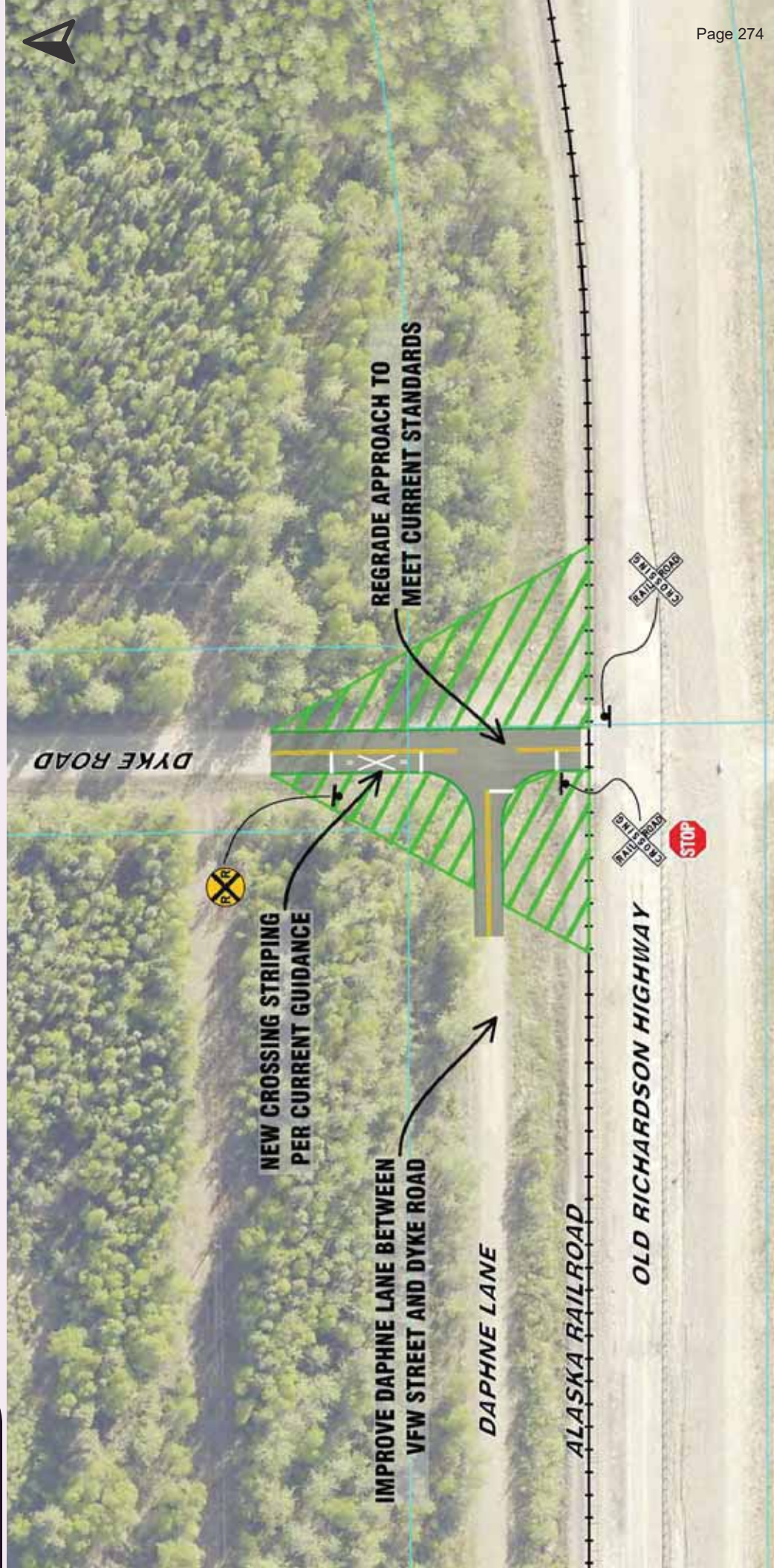
Flattening the approach grade of Dyke Road to the crossing will improve safety by enhancing sight distance. In addition, removing vegetation from the sight triangles will further increase sight distance.



CHALLENGES
Daphne Lane is an orphan road.



This alternative should be considered in conjunction with improving the Laurance Road crossing and eliminating the VFW Street crossing.



Role in Signal Introduction and Maintenance



- High priority** outside of FA T Planning Area
- Deep Creek Road
 - Deep Creek Road
 - College Road
 - Idle Creek Highway
 - Teese Pressway

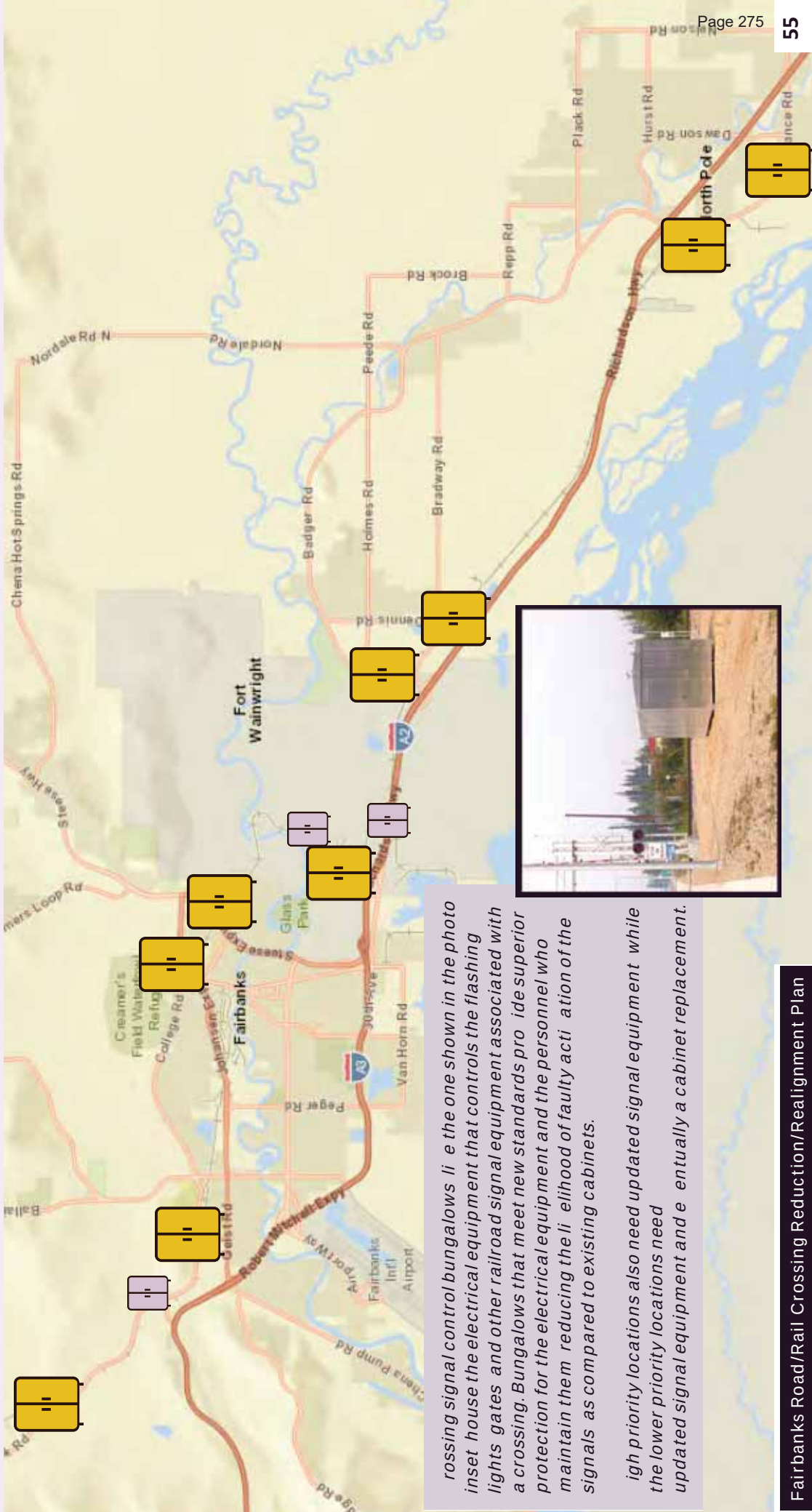
SHORT TERM

\$. M

- Low priority**
- Deep Creek Road
 - Affney Road
 - Richardson Highway
- outside of FA T Planning Area

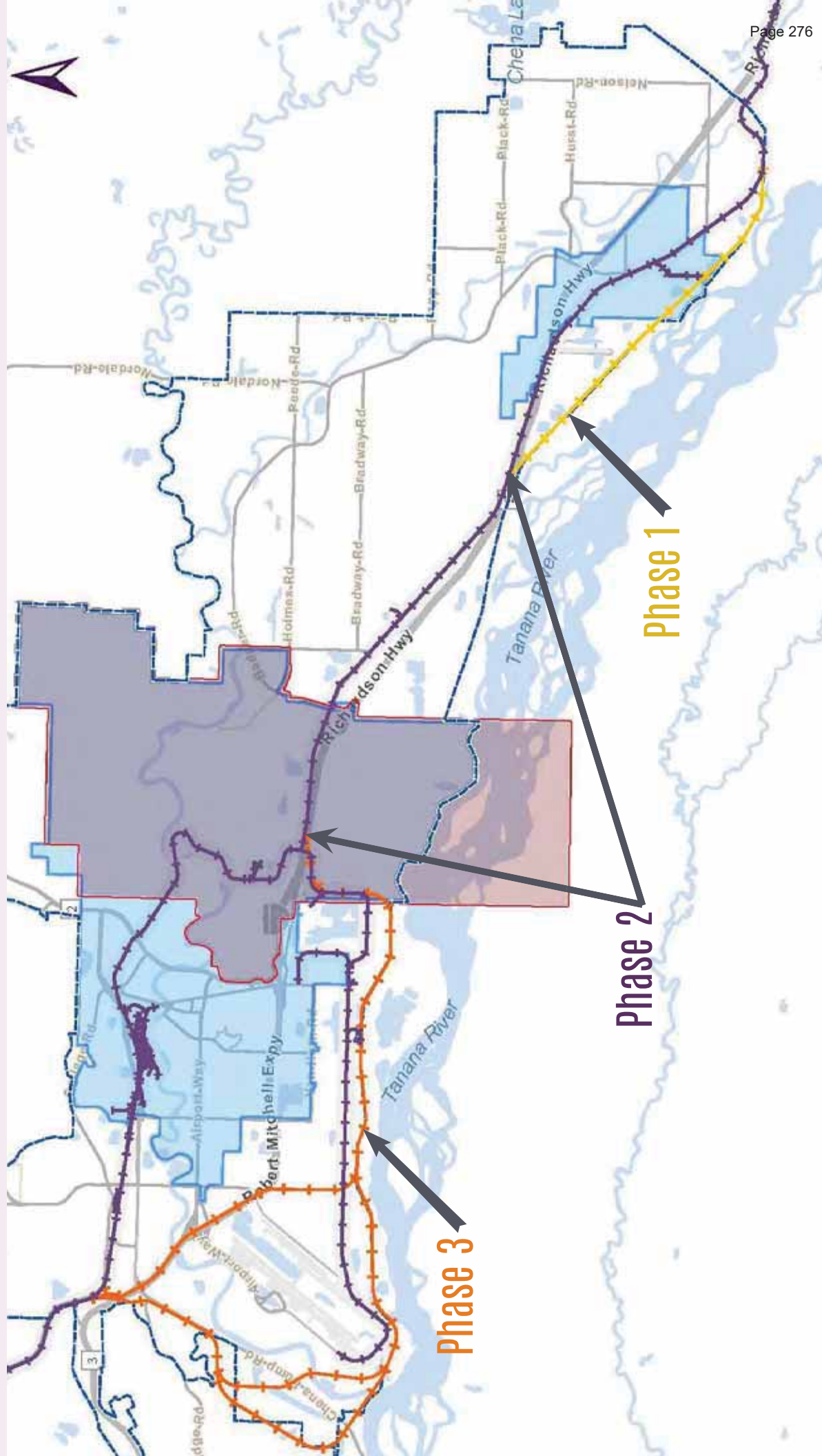
M TERM

\$. M



> \$500M

The Fairbanks-North Pole Rail Realignment proposes to realign the railroad tracks in the FAST Planning area, removing them from the urban core. By eliminating many at-grade crossings, this would improve safety and reduce delay for all users. The new alignment would locate the tracks farther away from four schools. Furthermore, the new track would have higher speed curves, reducing the likelihood for derailments and allowing faster train speeds (increasing from the current 20- and 25-mph maximum speeds up to 50 mph).



Gaffney Rd/Airport Way/Richardson Hwy/Steese Expressway Interchange (GARS)

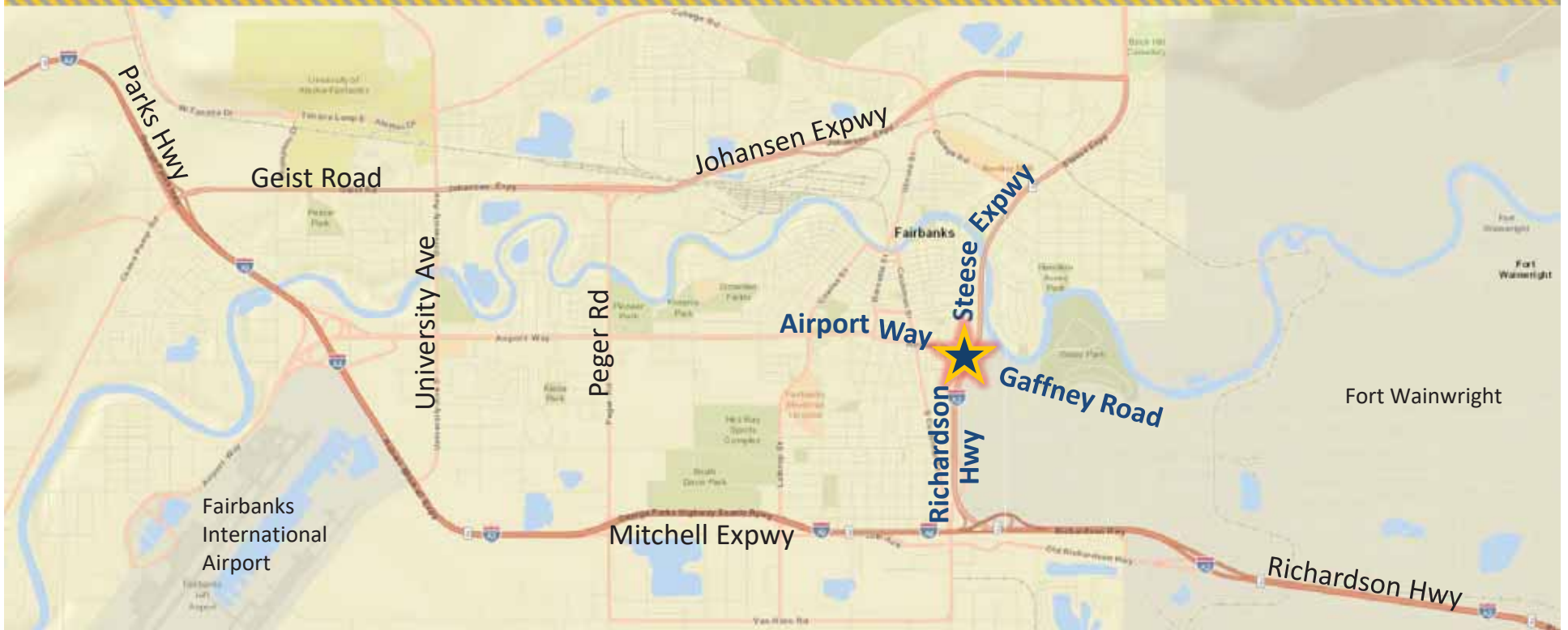
Fairbanks, Alaska



Airport Way/Steese Expressway Interchange Project NO 002(385)/NFHW00245

GARS

Vicinity Map



Airport Way/Steese Expressway Interchange Project NO 002(385)/NFHW00245

GARS

Existing Intersection



Airport Way/Steese Expressway Interchange Project NO 002(385)/NFHW00245

GARS

Existing/Future Traffic Volumes



2020 Projected
2045 Projected

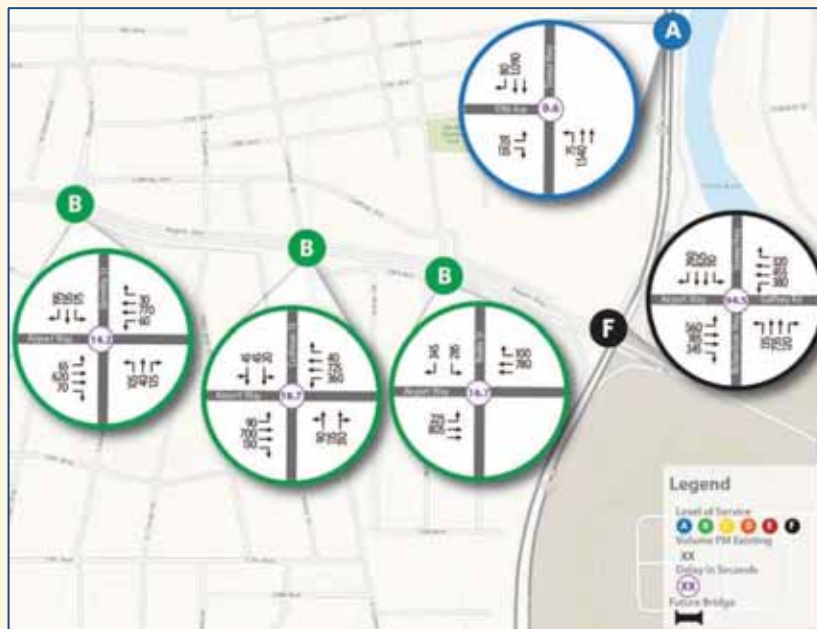


Airport Way/Steese Expressway Interchange Project NO 002(385)/NFHW00245

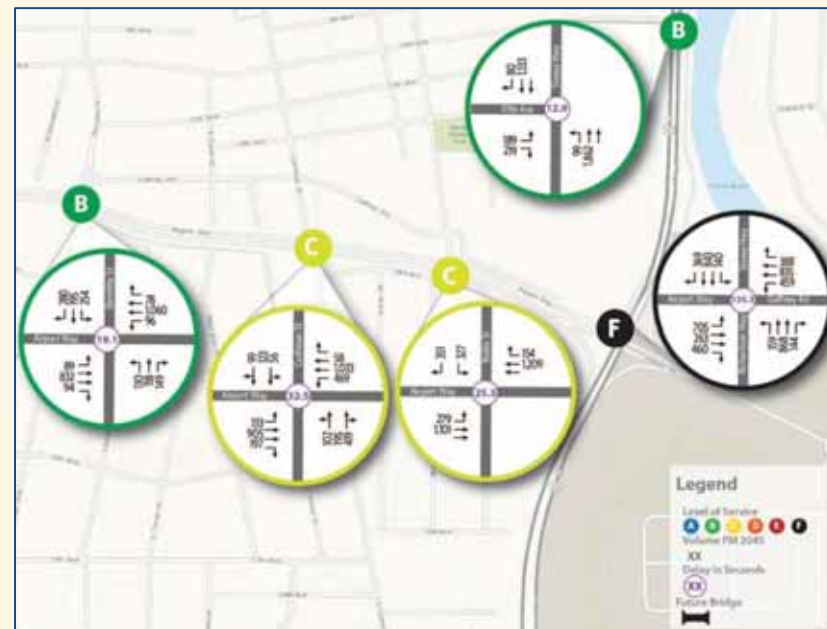
GARS

Existing and No Build Level of Service

Existing PM Peak LOS



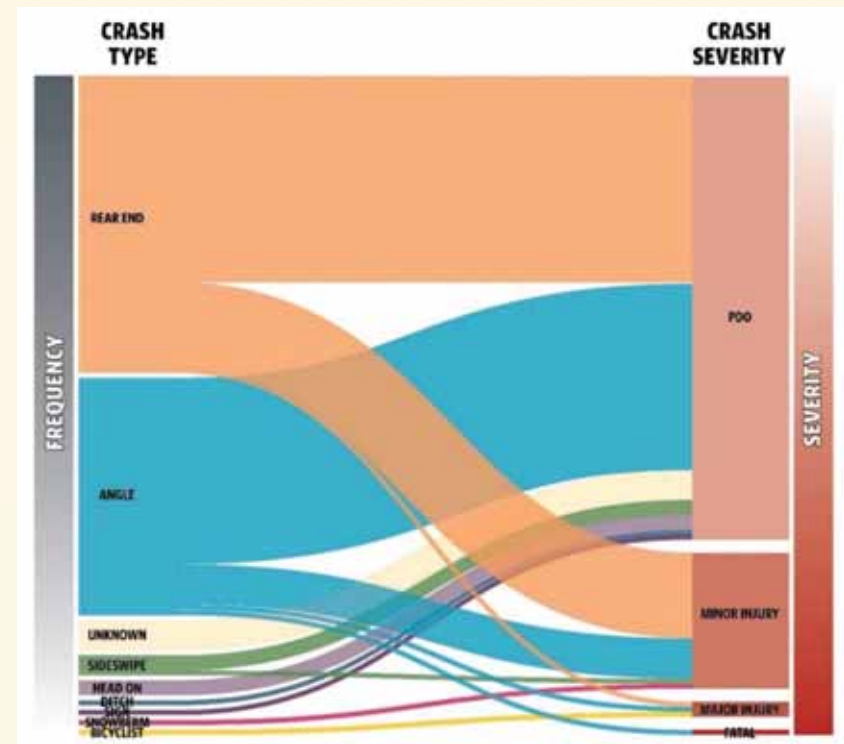
2045 No Build PM Peak LOS



Crash Analysis

- Majority of crashes happened during AM/PM peak periods
- Majority (53%) of crashes are heading Northbound/Southbound
- Majority of driver action crashes were going straight (29%)
- A high number of crashes happened on Ice or Ice/Frost roads (49%)

No noticeable crash trends were identified!



Concepts Considered

Grade Separated Alternatives



At Grade Alternatives



Selected Concept – CFI/MUT Hybrid



Key Reasons for Selection



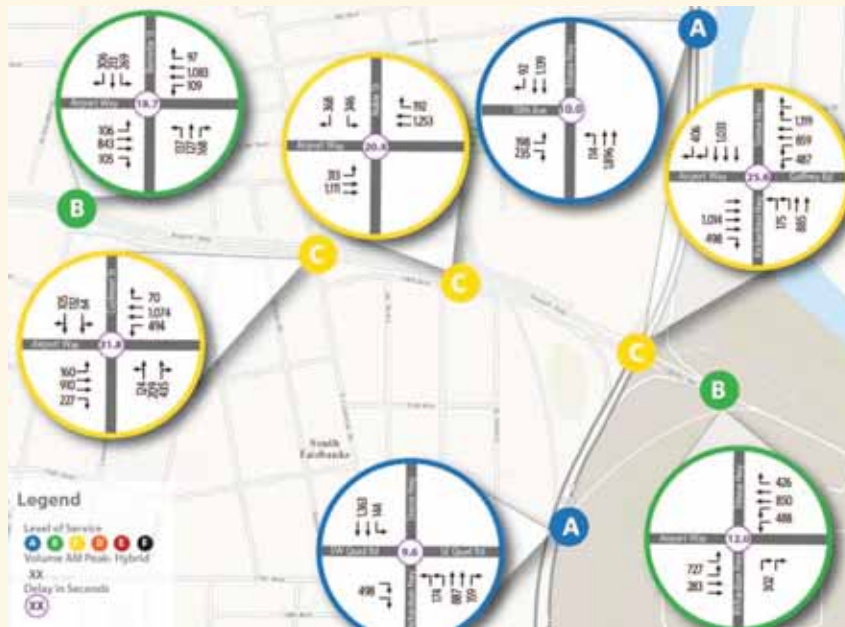
SAFETY

Grouping of the density and type of intersection conflict points – driver conflicts with only one direction of travel at a time

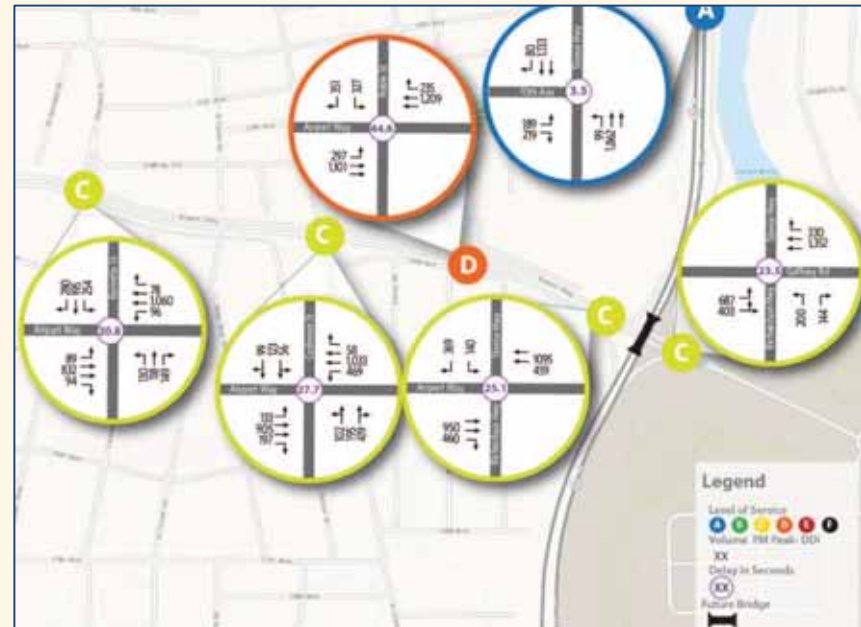


Key Reasons for Selection

CFI – MUT LOS 2045 PM Peak



DDI LOS 2045 PM Peak



Airport Way/Steese Expressway Interchange Project NO 002(385)/NFHW00245

GARS

Key Reasons for Selection

Table 10. CFI and Hybrid Travel Time Summary

From	To	Travel Time (Sec)							
		No-Build		CFI		CFI/Jughandle Hybrid		CFI/MUT Hybrid	
		AM	PM	AM	PM	AM	PM	AM	PM
Gaffney Road	Steese Expressway	63.4	207.5	56.5	58.6	66.0	67.2	96.4	101.6
	Airport Way	126.2	370.3	102.0	109.3	76.1	90.1	120.6	102.9
	Richardson Highway	218.8	443.4	135.4	110.4	148.9	145.1	117.2	105.2
Richardson Highway	Gaffney Road	73.1	79.0	71.8	64.9	69.4	58.2	56.5	55.2
	Steese Expressway	136.0	163.9	82.2	93.4	68.6	69.1	83.3	95.1
	Airport Way	140.0	170.5	118.9	121.3	124.0	142.4	115.4	147.2
Airport Way	Richardson Highway	73.2	98.5	47.1	48.0	78.0	81.4	81.7	76.9
	Gaffney Road	102.8	151.3	77.6	55.7	61.9	52.8	78.1	68.7
	Steese Expressway	109.3	184.7	108.6	105.7	117.2	105.7	132.3	128.4
Steese Expressway	Airport Way	177.7	85.3	73.8	85.2	83.7	95.9	78.2	124.6
	Richardson Highway	276.3	128.6	90.6	93.4	75.3	69.5	81.3	86.7
	Gaffney Road	272.1	119.7	111.0	102.6	111.2	112.0	108.8	117.5

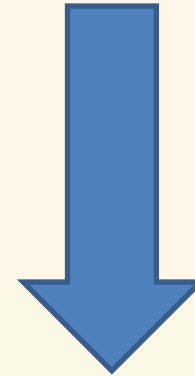
REDUCED CONGESTION
Travel time is greatly reduced for nearly every intersection movement.



Key Reasons for Selection



\$45M DDI



\$15M CFI-MUT



Public Involvement

All the usual, plus....



Public Involvement

Enhanced graphics and animations



[GARS - Northbound Left Turn Lane - HDR \(wistia.com\)](#)

[GARS - Westbound Left Turn Lane - HDR \(wistia.com\)](#)

[GARS - Southbound Left Turn Lane - HDR \(wistia.com\)](#)

[GARS - Eastbound Left Turn Lane - HDR \(wistia.com\)](#)

[GARS - Southbound Thru Lane - HDR \(wistia.com\)](#)

[GARS - Westbound Right Turn Lane - HDR \(wistia.com\)](#)



https://hdr.wistia.com/medias/im98eanzbi#?media_finished



Airport Way/Steese Expressway Interchange Project NO 002(385)/NFHW00245

GARS

Public Involvement

Fireside Chats and Focus Group Meetings



Airport Way/Steese Expressway Interchange Project NO 002(385)/NFHW00245



Airport Way/Steese Expressway Intersection Reconstruction Project (GARS) Focus Group Overview

The Alaska Department of Transportation & Public Facilities (DOT&PF) is proposing safety and mobility improvements at the intersection of Gaffney Road, Airport Way, Richardson Highway, and the Steese Expressway (GARS) in Fairbanks, Alaska. This project has selected the preferred alternative roadway design, which is called a Continuous Flow Intersection Median U-Turn. This design will improve safety and mobility at the GARS intersection near the Fort Wainwright Main Gate in Fairbanks, Alaska. This project is being developed under the Highway Safety Improvement Program.



Focus Group Purpose

The purpose of the Focus Group is for members to act as community ambassadors to help communicate about the GARS project.



Activities, Duties, and Responsibilities

The Focus Group is meeting at this stage of the project to provide communication ideas, serve as a community liaison, and be a sounding board for public information dissemination. Focus Group members are asked to participate in the meeting and help support accurate project information to the public.



Type/Authority

The Focus Group is an advisory group to provide feedback to DOT&PF during the project. It is not a governing or decision-making organization.



Membership

The Focus Group is comprised of a cross section of business and community leaders. Members are invited by DOT&PF based on their roles in the community, their unique perspective, and their understanding of the need to communicate accurate information to the broader community.



Leadership

The DOT&PF GARS Project Manager will serve as the leader of the Focus Group. All meeting topics and agenda items will be defined prior to the meeting.



Time Commitment

Focus Group members can invest as little or as much as they desire for the GARS project. At this time, only one Focus Group meeting is requested of the Focus Group to support the April 2021 public meeting.

Schedule



**Design
2018-2021**



**Construction
2022-2023**

*** Currently working on 95% design**



Airport Way/Steese Expressway Interchange Project NO 002(385)/NFHW00245

GARS

Videos and Routes



FAST Planning TIP OBLIGATION STATUS REPORT FFY21 (as of April 29, 2021)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY20 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$2,046.5	\$646.5	32%
STP AC	All	\$1,774.0	\$1,470.7	83%
CMAQ	All	\$727.8	\$727.8	100%
PL	All	\$321.2	\$321.2	100%
OFFSET	All	\$537.6	\$447.4	83%
TOTAL		\$5,407.2	\$3,613.6	67%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY20 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWY00445	5th Avenue Reconstruction	Design	4/5/2021	\$109.8	\$109.8	100%	
		Right-of-Way	4/5/2021	\$27.3	\$27.3	100%	
NFHWY00447	Airport West Bicycle & Pedestrian Facility	Utilities		\$9.1		0%	
		Construction		\$1,137.0		0%	
				\$318.5		0%	FFY22 AC
NFHWY00336	Coordinator's Office	Planning	1/14/2021	\$100.0	\$100.0	100%	
Z622070000	Cushman Street Bridge Rehabilitation	Design		\$2.3		0%	Phase Placeholder
NFHWY00524	FAST Intersection Improvement Program	Utilities	4/27/2021	\$4.5	\$4.5	100%	
		Construction	4/27/2021	\$268.4	\$268.4	100%	
NFHWY00282 NFHWY00559	FAST Sidewalk Improvement Program	Construction	4/6/2021	\$17.3	\$17.3	100%	
TBD	Metropolitan Transportation Plan Update	Planning	2/18/2021	\$136.5	\$136.5	100%	
NFHWY00269	North Pole Streetlight Standardization	Right-of-Way		\$2.3		0%	Phase Placeholder
NFHWY00158	Old Rich Hwy Intersection Improvements	Right-of-Way		\$2.3		0%	Phase Placeholder
NFHWY00246	Sign Replacement - Stage III	Design		\$2.3		0%	Phase Placeholder
		Construction	2/4/2021	\$1,455.5	\$1,453.4	100%	FFY22 AC
NFHWY00448	Woll Road Resurfacing & Widening	Design		\$227.4	\$0.0	0%	Delayed to FFY22
	TOTAL			\$3,820.5	\$2,117.2	55%	

CMAQ FUNDS (Federal Share)

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

PL FUNDS (Federal Share)

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

[illegible]

FAST Planning FFY21 Offsets

April 29, 2021

Project	State	Federal	Total w/ Match	
Cushman Street/Gaffney Road Reconstruction	\$45,203	-	\$45,203	Project closure
Noble Street Upgrade	-	\$401,534	\$441,391	Project closure
Minnie Street Corridor Study	-	\$3,263	\$3,587	Project closure
FMATS Improvement Program FFY18-19 (Design)	-	\$3,116	\$3,425	Phase closure
FMATS Area Surface Upgrades FFY19	-	\$129,724	\$142,601	Project closure
Total Offset Funding to Date	\$45,203	\$537,637	\$636,207	
COMMITTED FUNDS				
FAST Intersection Improvement Program FFY20 Construction	-	\$6,972	\$7,664	Executive Director approved 9.14.2020
FAST Improvement Program FFY20 Construction	-	\$95,170	\$104,617	Executive Director approved 9.14.2020
McGrath Road Upgrade Construction	-	\$158,663	\$174,412	Policy Board approved 9.16.2020
FAST Improvement Program FFY20 Construction	-	\$57,175	\$62,850	Executive Director approved 11.17.2020
5th Avenue Reconstruction Design	-	\$205,865	\$226,300	Policy Board approved 12.16.2020
Tanana Loop & South Chandalar Intersections Construction	-	\$82,172	\$90,329	Technical Committee approved 01.06.2021
Total Committed Offsets	\$0	\$606,017	\$666,172	
Remaining Funds to be Obligated	\$45,203	(\$68,380)	(\$29,966)	
McGrath Road Upgrade FFY20 Construction Balance				
Use of FFY21 Offsets approved by Policy Board 9.16.2020	-	(\$386,088)	(\$424,412)	
Final Design phase delay (FFY21 to FFY22) for Woll Road	-	\$158,663	\$174,412	
	-	\$227,425	\$250,000	
		\$0	\$0	

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

April 29, 2021

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
NFHWWY00170	FMATS Sidewalk Improvement Program FFY19	2019-20	TBD	Project Closure; pending construction closeout
Z637840000	Gillam Way Rehabilitation	2019	TBD	Project Closure; pending construction closeout
NFHWWY00137	Wembley Avenue Improvements	2019	TBD	Project Closure; pending construction closeout
NFHWWY00425	Fbks R/R Crossing Reduction/Realignment Plan	2020	TBD	Project Closure; pending final deliverable
NFHWWY00417	Johansen & Danby Path Resurfacing	2020	TBD	Project Closure; pending construction closeout
NFHWWY00434	FAST Improvement Program FFY20	2020	TBD	Project Closure; pending construction closeout
NFHWWY00165	FAST Intersection Improvement Program FFY20	2020	TBD	Project Closure; pending construction closeout
NFHWWY00446	Non-motorized Plan Update	2020	TBD	Project Closure; pending final deliverable
NFHWWY00463	Road Service Area Expansion Plan	2020	TBD	Project Closure; pending final deliverable
NFHWWY00014	Tanana Loop & South Chandalar Dr Intersections	2020	TBD	Project Closure; pending construction closeout
TOTAL			TBD	

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

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[RAISE 2021](#) >

[Grant Implementation](#) >

Related Documents

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

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RAISE Discretionary Grants

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

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

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

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

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

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

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

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