



Bicycle & Pedestrian Advisory Committee Meeting

Thursday, May 27, 2021, 5:00 – 7:00 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 895-5855-7880

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of the May 27, 2021 Agenda
4. Approval of the April 29, 2021 Meeting Minutes Pg 2-7
5. Staff/Working Group/Chair Report Pg 8-9
6. Public Comment Period
7. Old Business
 - a. Fairbanks Road/Rail Plan – Proposed Pedestrian Crossing Improvements Pg 10-39
 - b. Annual Intersection Bicycle & Pedestrian Counts Pg 40
 - c. Mapping of Priority Routes for Non-motorized Facilities – Status Update Pg 41-43
8. New Business
 - a. Alaska House Bill No. 87 – An Act relating to Electric-assisted Bicycles Pg 44-51
 - b. Gaffney/Airport/Richardson/Steese Intersection Project Update Pg 52-68
 - c. Cycling Education
 - d. Pedestrian Crossing Improvements
9. Other Issues
10. Committee Member Comments
11. Adjournment

Next Scheduled BPAC Meeting – Thursday, June 24, 2021, 5-7 P.M.



**Bicycle & Pedestrian Advisory Committee Web Conference
Meeting Minutes**

April 29, 2021 • 5:00-7:00 p.m.

By computer at www.fastplanning.us/keepup/zoom

By telephone at: 1 (253) 215-8782 Meeting ID: 843 4688 1510

1. Call to Order

Dr. Nathan Belz, Chair, called the meeting to order at 5:00 p.m.

2. Introduction of Members and Attendees

*Nathan Belz

*Jesse Coleman

*Donna Gardino (absent)

*Carl Heim

*Jim Richardson

*Peter Stern

*John Stowman

*Larry Zervos

**Jackson Fox

**Olivia Lunsford (absent)

**Deborah Todd

Don Galligan

Mike Spindler

Jeff Jacobson

JJ Cotter

Janet Norris

Andrew Ooms

***BPAC Representative**

****FAST Planning Staff**

3. Approval of the April 29, 2021 Agenda

Motion: To approve the April 29, 2021 Agenda. (Richardson/Stowman).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the March 25, 2021 Meeting Minutes

Motion: To approve the March 25, 2021 Meeting Minutes as presented. (Zervos/Stern).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

5. Staff /Working Group/Chair Reports

Mr. Fox provided the following updates:

- The Bike/Pedestrian Advisory Committee Work Group that is working on mapping priority routes for winter maintenance of non-motorized facilities met on April 19, 2021 and will meet again on May 21, 2021.
- The Policy Board approved sending of the letter that was drafted to the Alaska Railroad for the Chena Riverwalk Project.
- The Policy Board authorized Mr. Fox to apply for the Bloomberg Grant Opportunity for the Asphalt Art Initiative Project.

6. Public Comment Period

Mike Spindler commented that he would like to have the access link to the meeting packet documents that were shown on the screen.

Janet Norris commented that she was an adult bicycle rider in Fairbanks for more than 20 years and asked if anyone had ever raised the issue of traffic calming in Fairbanks to make it better for cyclists and pedestrians such as lowering the speed limit or anything like that.

Mr. Fox explained that throughout City limits in Fairbanks, speed humps and speed radar signs had been installed in various subdivisions around town, as well as speed tables and intersection chokers where it took the sidewalk curb corners of the intersection and protruded it out into that intersection, so it narrowed the traveled lane so when people approached those intersections, they slowed down. Mr. Fox explained that those were put in Bjerremark Subdivision, Hamilton Acres, and the Graehl Subdivision as well as on Lathrop Street and Aurora Drive. Mr. Fox explained that they were aimed at slowing vehicles and installed with the mindset that it improved safety by slowing down motorists in that area and they could seek funding through FAST Planning to install those. They had done those in a variety of subdivisions over the years if they obtained enough signatures and the Aurora Subdivision started a petition for that but had yet to meet their threshold of signatures.

Ms. Norris asked what the policy was to install bike lanes in Fairbanks.

Mr. Fox explained that they had a bike lane network was identified in the Non-Motorized Plan included in the meeting packet and if the Plan were adopted it would be up to the City of Fairbanks to consider implementing the project with funding from FAST Planning and would have to pay the match funding and sign a Maintenance Agreement.

7. Old Business**a. Non-Motorized Plan Update (Action)**

Mr. Fox explained that the meeting packet contained the revised Non-Motorized Plan and the BPAC could make a recommendation to the Technical Committee and Policy Board to approve adoption of the Plan. Mr. Fox explained that the packet contained all the public comments that were received and their responses, and revisions to the Plan were made based on those comments. Mr. Fox stated that the project that was most commented on was the City of Fairbanks Bike Lane Signing and Striping Project.

Public Comment Period: No public comment.

Motion: To recommend to the Policy Board to approve the Non-Motorized Plan as presented. (Stern/Stowman).

Discussion: Mr. Zervos commented that he read it again and either he was getting more used to the language or it did not bother him as much as before. Mr. Zervos stated that he thought it was not something that people were going to pick up and read it. Mr. Zervos stated that he thought it was too long, repetitious, and boring. Mr. Zervos stated that it did to make sense to him, but it was overly technical and not easy for a person to pick up and read. Mr. Zervos stated that all those things were off putting the target and that was the public. Mr. Zervos stated that he would not stand in the way or change it because some of the language had already been changed and he appreciated that.

Dr. Belz stated that he looked at this document and saw it having a few different audiences and two priorities and one was where the areas were that were going to be fixed or modified and also saw it as documentation of what those projects were to make a written account of the priorities and kept the agencies accountable. Dr. Belz stated that it was challenging to navigate and should have active links to take them from one section to another.

Mr. Zervos stated that it seemed that it was done as shelf material, but after looking at the list of completed accomplishments that had taken place since the last time the report was issued in 2012 was impressive so if we could look back in ten years and say that we accomplished something, that was well worth it.

Mr. Stern commented that he agreed with a lot of what Mr. Zervos said. Mr. Stern commented that it also made it as an introduction to how the planning worked and you had to dig into the FAST Planning TIP and go through all the various projects and try to figure out which ones were geared toward bicycle and pedestrian issues. Mr. Stern stated that it was a good exercise to bring the descriptions together and if someone was really interested in this, it was a good starting point to learn how this process worked.

Vote on Motion: None opposed. Approved.

8. New Business

a. **College Road Rail Crossing-Proposed Pedestrian Crossing Improvements** **• Review of Proposed Improvements in FAST Planning's Draft Road/Rail Crossing Reduction/Realignment Plan; Request for BPAC Member Feedback**

Mr. Fox explained that in May, the Technical Committee and Policy Board would be considering release of the Draft Road/Rail Crossing Plan for 30-day public review. Mr. Fox explained that there was one alternative that directly related to pedestrian crossing improvements and that was proposed College Road Rail Crossing Pedestrian Crossing Improvement Project. Mr. Fox explained that he was curious if BPAC had any comments or thoughts on it and whether it would be something that would be worthwhile for FAST Planning to spend money on.

Mr. Stern asked what criteria was used to select this crossing as there were others that were not identified.

Mr. Fox stated that they were others identified such as University Avenue and College Road had relatively high volumes of bike and ped traffic as opposed to other locations so those were proposed to bring them up to current Railroad standards and were the only ones he was aware of.

Dr. Belz asked if there was a perceived crash or safety hazard in that location or it was just antiquated and out of date.

Mr. Fox stated that there were none that he was aware of and it was a perceived safety issue.

Mr. Heim asked if counts were done in that location.

Mr. Fox stated that he did not believe counts were done in that area. Mr. Fox explained that to bring the crossing up to Railroad standards, pedestrian gates were required at that crossing.

Mr. Heim inquired if there were any particular reason they were doing this or if it was just to bring it into conformity.

Mr. Fox explained that he believed that was correct and in order to bring it up to Railroad standards they would have to correct this crossing.

Mr. Heim stated that if he had his druthers he would not drop a million bucks on gates at that crossing because he felt that there was a better use for that funding in town for FAST Planning needs.

Mr. Stern stated that he agreed with Mr. Heim and from the standpoint of College Road he thought the stanchions for the Railroad were outside the sidewalk area and thought that it was an issue they needed to follow up on to make sure that they did not have to be out a million dollars.

Mr. Heim stated that College Road path was outside of the big concrete blob and University Avenue had a gate that went down and blocked the road. Mr. Heim stated that they were going to rebuild that in the future so a million bucks would not be good unless the Railroad was going to pay half of it.

Dr. Belz stated that Mr. Heim was correct, that the gates blocked the sidewalk on University Avenue. Dr. Belz stated that if somewhere along the line the projects had to be improved and brought up to current standards they could add it then but, particularly at the College Road crossing, he did not feel that was necessary.

Mr. Richardson stated that the trains moved very slow and were quite obvious before they got into the crosswalk area.

Mr. Heim stated that unless it were an issue of compliance for DOT or the Railroad then it would necessitate it, and he would check on that.

Dr. Belz asked Mr. Fox if they could have DOT provide a presentation about this project.

Mr. Fox stated that the Technical Committee would release the document for 30-day public comment and thought it was appropriate for the BPAC to make recommendations on whether it should stay in the Plan or be removed at the May meeting.

b. Annual Intersection Bike and Pedestrian Count

Mr. Fox explained that it was almost May and they needed to start planning and getting the word out for project volunteers. Mr. Fox stated that the dates he proposed were from May 25-27 from 4:30-6:30 pm. Mr. Fox stated that FAST Planning had the forms and were open to feedback on how to make them easier for people to use. Mr. Fox stated that the list of intersections that were counted was included in the packet for those interested in signing up. Mr. Fox stated that a training session was done prior to the counts and people were welcome to come in and get trained on how to do them.

9. Other Issues

No other issues.

10. Committee Member Comments

- Mr. Zervos commented that he wanted to volunteer for Cushman and Airport for the bike/pedestrian counts.
- Mr. Richardson commented that he wondered if they had something he could look at for when there were enough peds or bikes that they had to be separated. He was concerned that if bicycling got more popular if they had to get off the sidewalks and was concerned about how they would interact and how it affected our planning.
- Mr. Fox explained that the separation of bikes/peds/vehicles was very context sensitive based on the classification of the roadway and vehicle speed, so it was very project specific. Mr. Fox explained that there were recommendations from AASHTO on bike/ped facilities based on different context and he thought that was one of the better resources for answering some of those questions. Mr. Fox explained that maintenance considerations were also offered up in that decision-making process.
- Ms. Coleman commented that she would be happy to take the lead on that and asked if it had to be on the next agenda.
- Mr. Heim commented that he was looking at the report and it talked about the areas in Fairbanks that had Level 4 and the areas where people would ride down that road and there were times that bikes, kids, and people walking were on there. Mr. Heim commented that count more and pay attention and make sure that our recommendations got into these reports.
- Mr. Stern stated that the College Road sidewalks had been swept of gravel but did not see any evidence that it had been swept on Johansen. There is a path closed sign blocking the path on Peger Road and what the intention was for that and whether a pedestrian was supposed to reverse their direction.
- Mr. Heim asked if it was flooded.
- Dr. Belz commented that it was flooded, and he did not know what the protocol was there, and DOT had posted about it.
- Mr. Heim stated that people had to go all the way up to the Peger Road intersection and cross there.
- Mr. Stowman commented that if they had roads like College Road with three lanes and a shoulder and that there was an alternative to the road closure on Peger and that was to throw the bike over your shoulder and cross it like that.
- Mr. Zervos commented that he had gone under that Peger Road overpass and there had been signs there that it was flooded and not to go that way so at least they were making the effort to sign it.
- Mr. Belz stated that there was a huge ice jam at University Avenue Bridge.
- Mr. Zervos asked if you could cross University Avenue Bridge as a pedestrian or cyclist.
- Mr. Heim said yes, there is a temporary pedestrian bridge at the University Avenue Bridge and commented that it was a serious pedestrian route from UAF.

11. Adjournment

Motion to adjourn. (Richardson/Heim). The meeting adjourned at 6:34 p.m. The next BPAC meeting is Thursday, May 27, 2021, 5-7 pm with in-person option.

Approved: _____

Nathan Belz, Chair
Bicycle & Pedestrian Advisory Committee

Date: _____



**Technical Committee Meeting
Action Items
May 5, 2021**

Motion: To recommend to the Policy Board to approve the Non-Motorized Plan Update as presented. (Denton/Pristash).

Amendment: To add a maintenance section that addresses the real budgetary issues affecting local governments and maintenance of these facilities. (Chapman/Pristash). None opposed. Approved.

Amendment: To rename High Priority Project #23 as "College Road Safety & Access Improvements." (Chapman/Schacher). None opposed. Approved.

Amended Motion: To recommend to the Policy Board to approve the Non-Motorized Plan Update as presented, add a maintenance section that addresses the real budgetary issues affecting local governments and maintenance of these facilities, and rename High Priority Project #23 as "College Road Safety & Access Improvements." None opposed. Approved.

Motion: To recommend to the Policy Board to release the Road/Rail Crossing Reduction/Realignment Plan for public comment. (Chapman/Weinberger). None opposed. Approved.

Amendment: To include a statement in the body of the plan about this being a short-term plan and the long-term plan is relocation of the rail line around the Fairbanks area. (Spillman/Pristash). None opposed. Approved.

Amended Motion: To recommend to the Policy Board to release the Road/Rail Crossing Reduction/Realignment Plan for public comment, and to include a statement in the body of the plan about this being a short-term plan and the long-term plan is relocation of the rail line around the Fairbanks area. None opposed. Approved.

JCF
Jackson C. Fox
Chair, Technical Committee

5/5/2021
Date

**Policy Board
Action Items
May 19, 2021**

Motion: To accept the Non-motorized Plan Update as presented. (Matherly/Welch).


Amendment: To replace the phrase “...with three vehicle lanes...” with “...to address safety and access management...” in the College Road project description. (Ward/Tomaszewski).
None opposed. Approved.

Amended Motion: To accept the Non-motorized Plan Update as presented and replace the phrase “...with three vehicle lanes...” with “...to address safety and access management...” in the College Road project description. None opposed. Approved.

Motion: To accept the Fairbanks Road/Rail Crossing Reduction/Realignment Plan as presented and release for public comment. (Matherly/Edwards).

Amendment: To amend the comment period to 45 days. (Ward/Welch). None opposed.
Approved.

Amended Motion: To accept the Fairbanks Road/Rail Crossing Reduction/Realignment Plan as presented and release for public comment and amend the comment period to 45 days.
None opposed. Approved.



Ryan Anderson, P.E.
Chair, Policy Board

5/20/2021

Date



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



Crossing Geometrics & Other Considerations

- Sight Distance Non-Motorized Path
- School Bus Route
- Transit Bus Route



Upgrade Train Switch

University Avenue Crossing



SHORT TERM

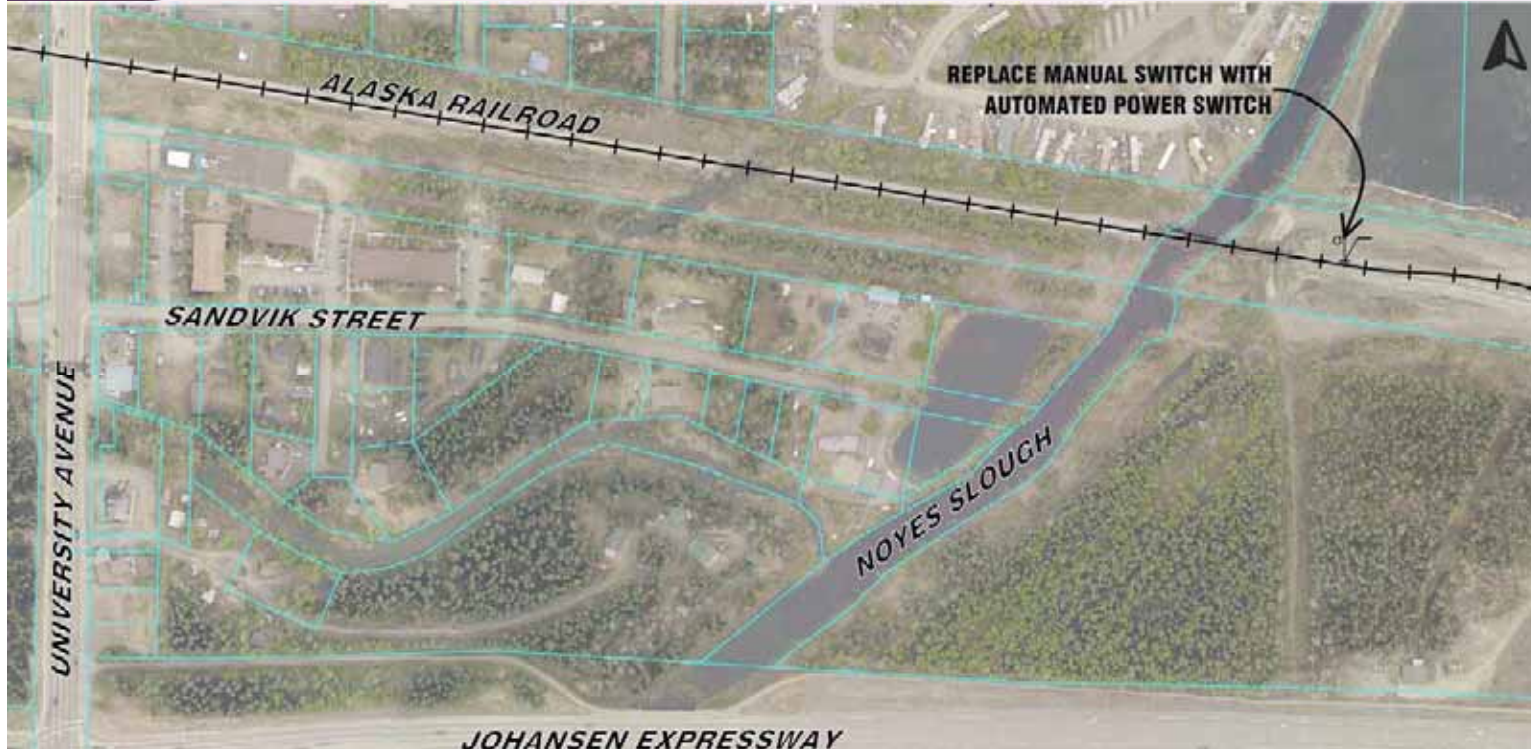


Replacing the main rail yard lead switch with a remote-control, power-operated switch would allow trains to continue into the Fairbanks rail yard without stopping, thus eliminating the blockage of the University Avenue crossing at morning rush hour.

\$0.5M



An analysis of traffic operations suggests the automated switch would decrease train delays by approximately 13 minutes per vehicle.



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



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

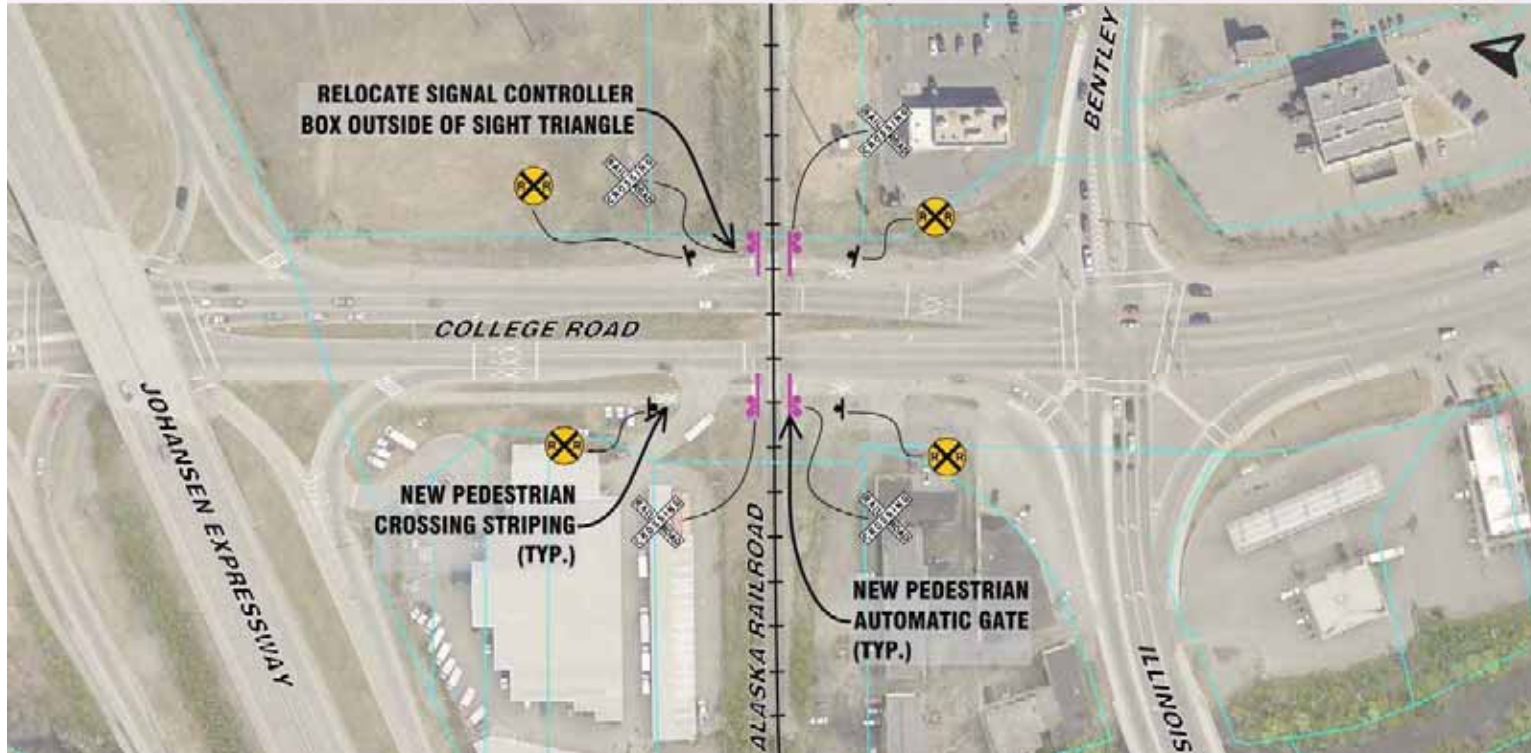


DOT&PF Priority



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

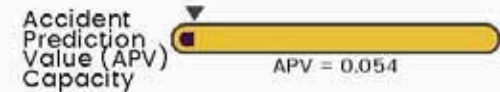


2-lane local road
5,900 vehicles per day
25 mph



Single Track
4 trains per day
15 mph

Safety and Operational Metrics



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



LONG TERM



Delay Reductions

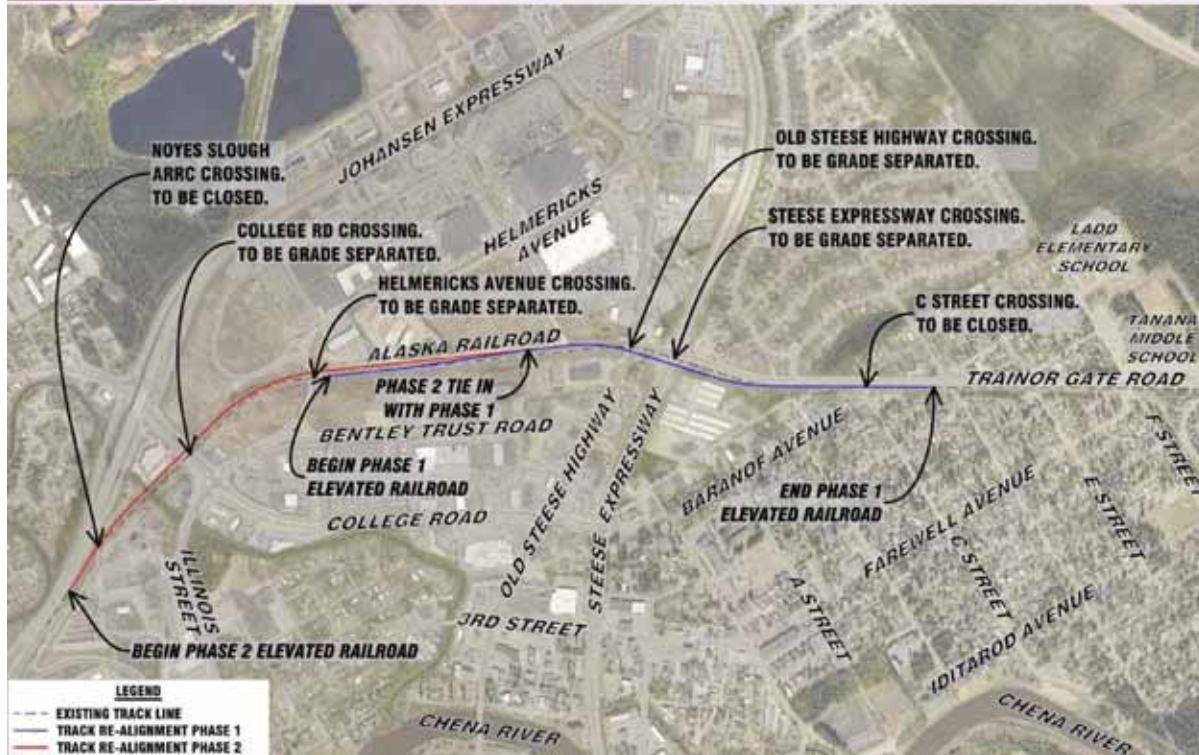
Crash Reductions

Emission Reductions

Maintenance Reductions

DOT&PF Priority

\$67.0M



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



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

Sight Distance	Transit Bus Route
Vehicle Storage	Emergency Response Route
School Bus Route	Non-Motorized Path

Quick Reference to Other Plans

Rich/Steese PEL, FAST NMTP (Draft)

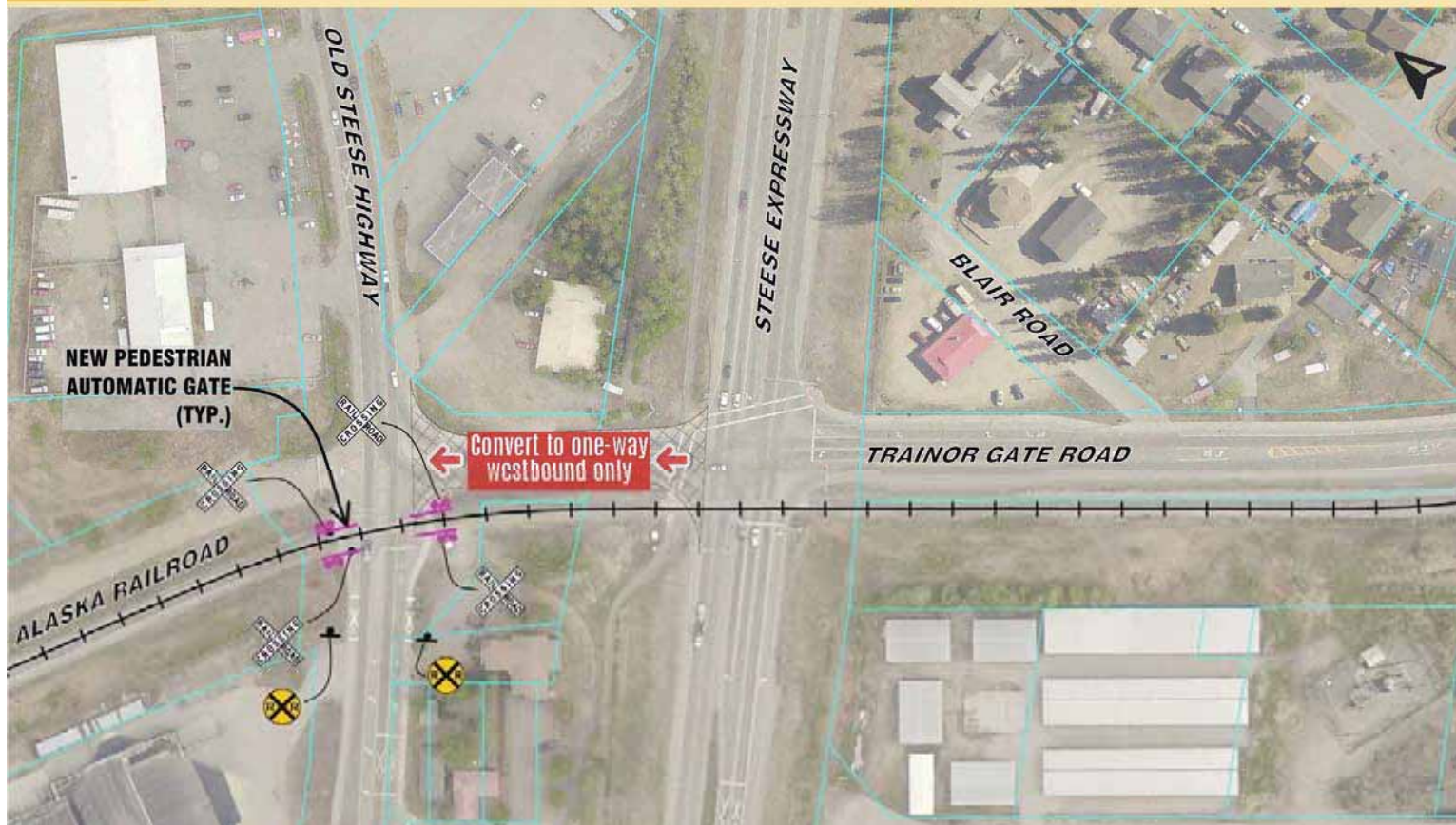
Reconfigure Trainor Gate Road

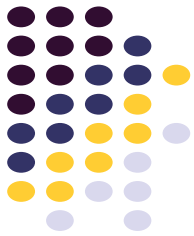
Old Steese Highway Crossing



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



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



\$1.2M



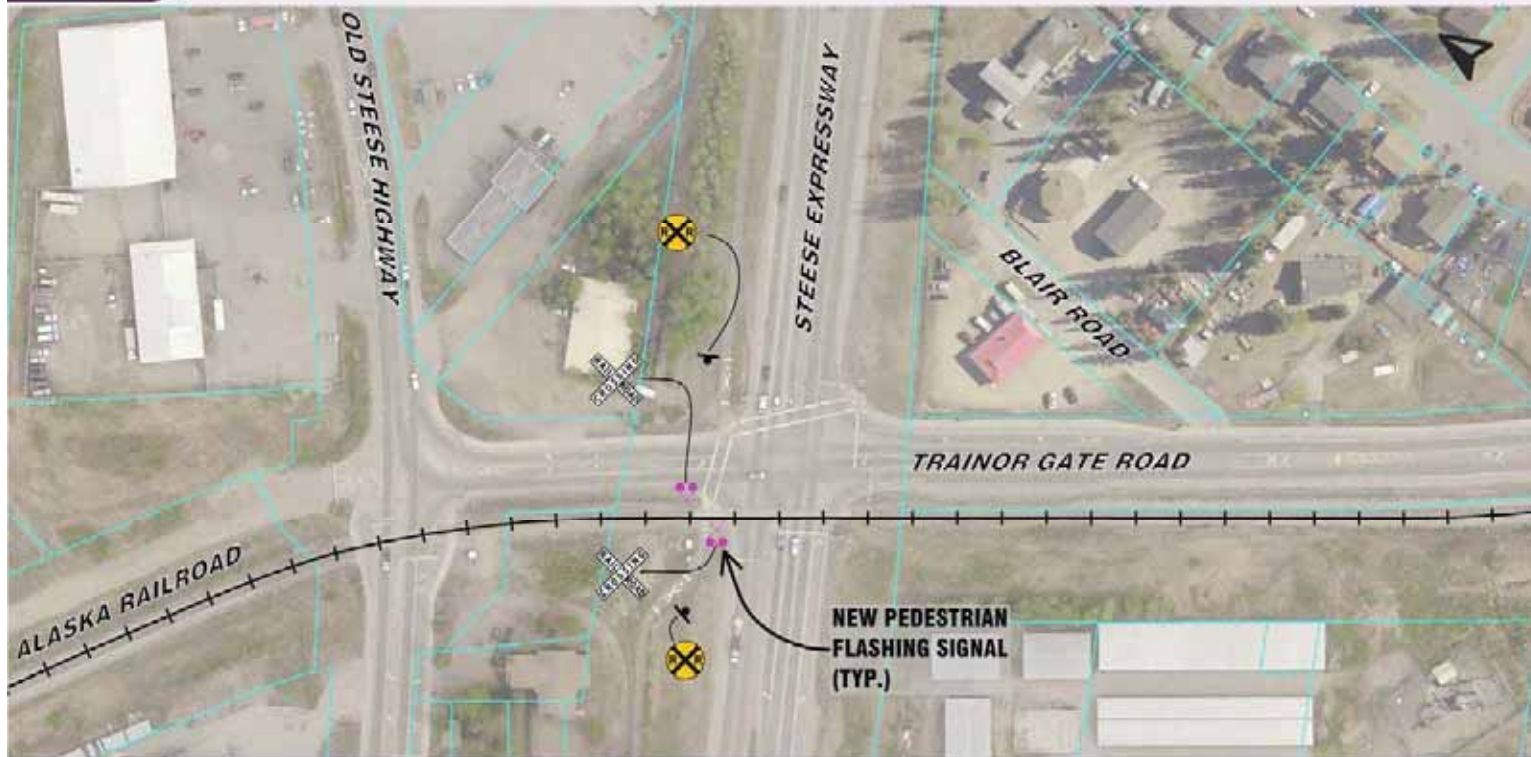
DOT&PF Priority



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



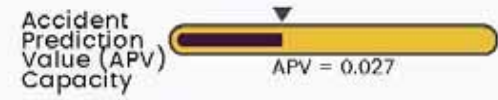
2-lane minor collector
1,200 vehicles per day
25 mph



Single Track
4 trains per day
15 mph



Safety and Operational Metrics



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



ARRC 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

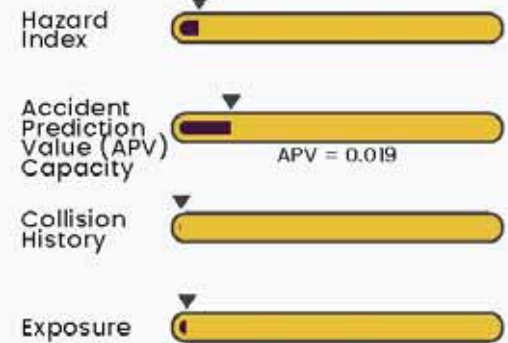
3-lane major collector
1,000 vehicles per day
30 mph



Single Track
4 trains per day
15 mph



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

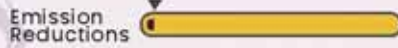
Sight Distance	Emergency Response Route
Vehicle Storage	Non-Motorized Path
School Bus Route	

Reconfigure Trainor Gate Road at Farewell Avenue

Farewell Avenue Crossing



MID TERM

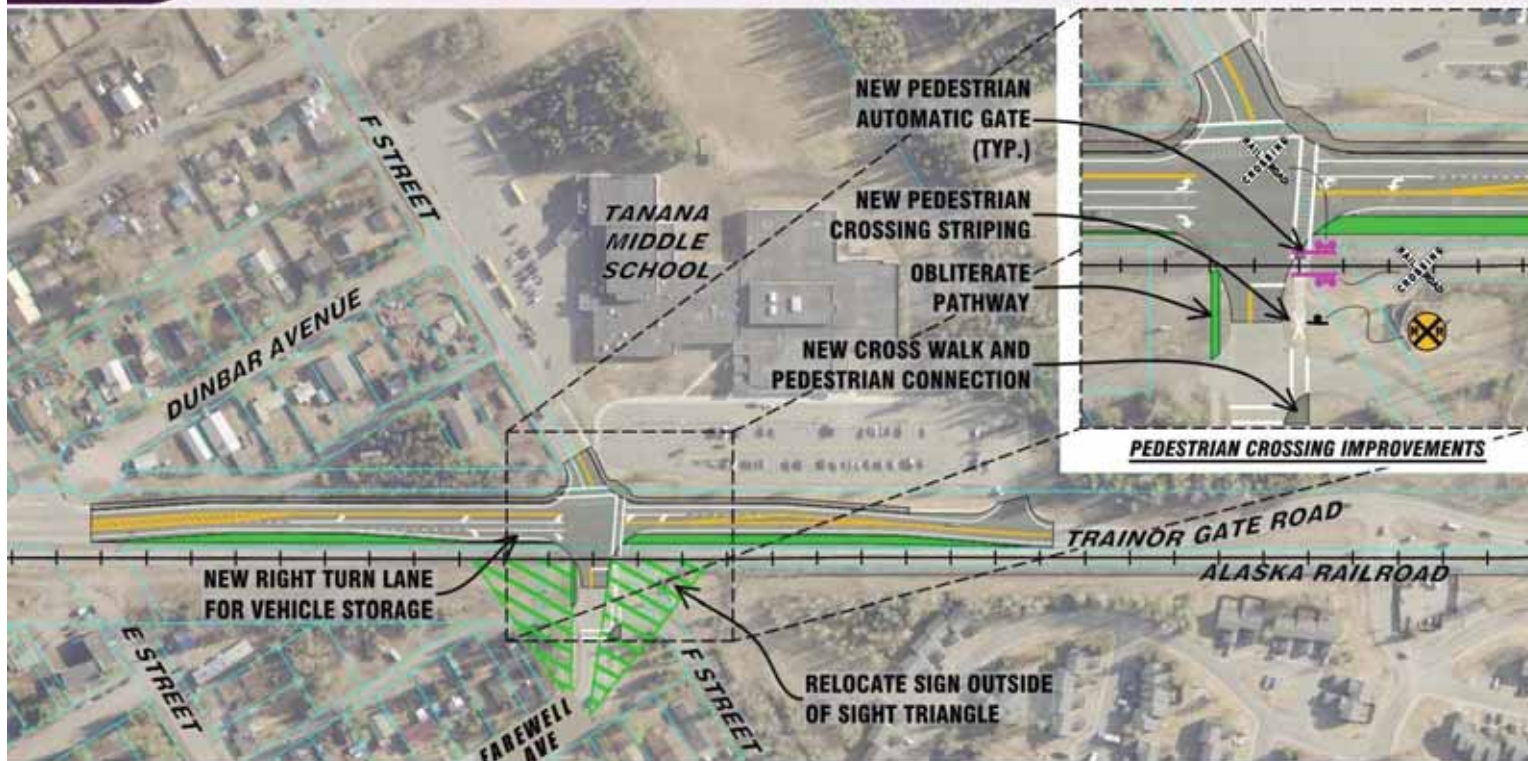


\$4.1M



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



SHORT TERM



\$6.8M

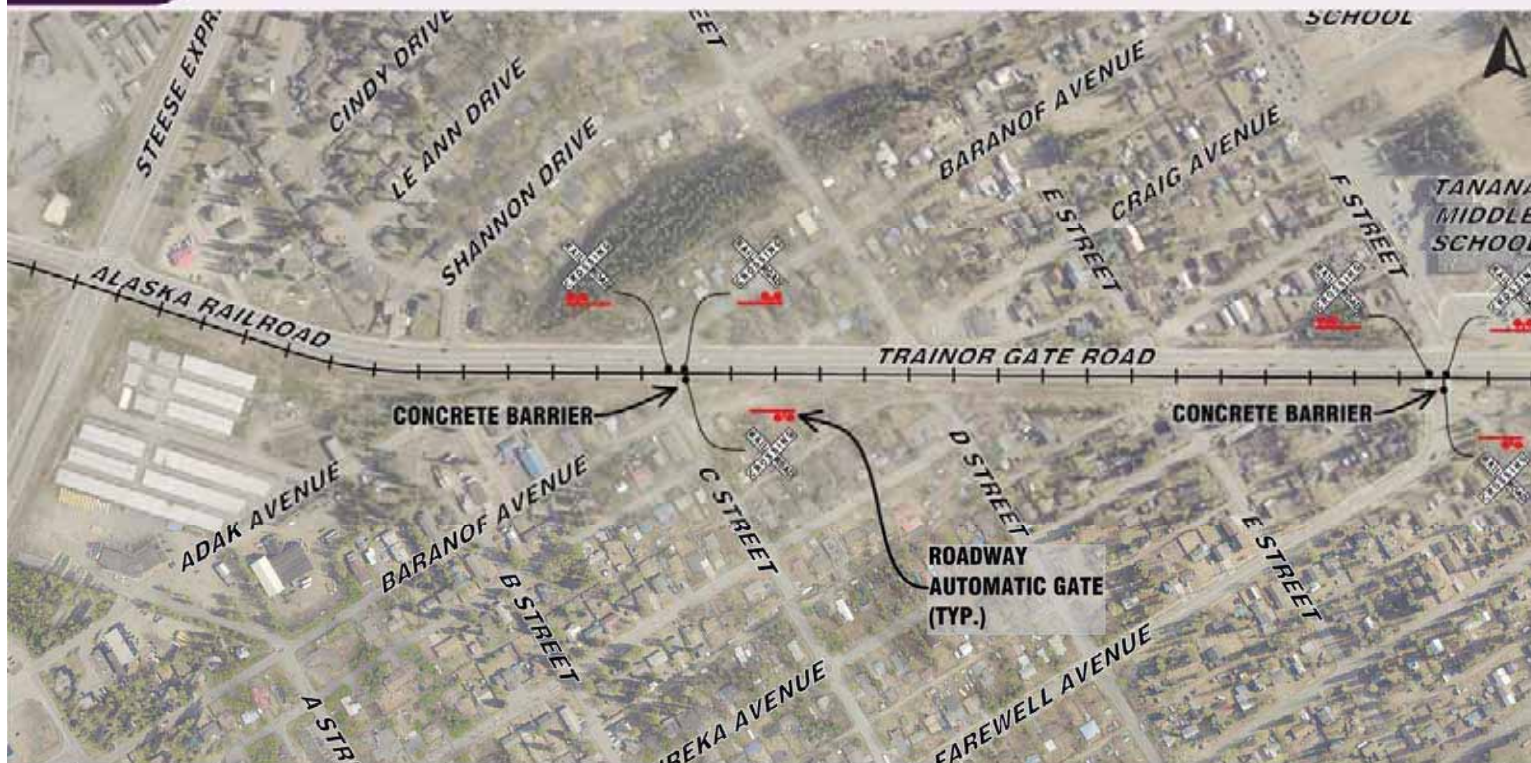


This recommendation results from a large volume of public comment.

Designating a quiet zone along Trainer 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



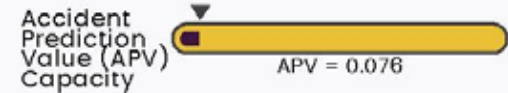
6-lane divided interstate
25,800 vehicles per day
55 mph



Single Track
2 trains per day
10 mph



Safety and Operational Metrics



Crossing Geometrics & Other Considerations



School Bus Route

Emergency Response Route



HazMat Route



Transit Bus Route

Quick Reference to Other Plans

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

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



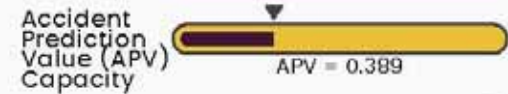
6-lane divided interstate
13,800 vehicles per day
55 mph



Single Track
4 trains per day
15 mph



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

- Approach Skew
- School Bus Route
- HazMat Route
- Emergency Response Route
- Transit Bus Route

Quick Reference to Other Plans

FAST NMTP (Draft)

Flashing Advance Warning Signs

Richardson Hwy (12 Mile/Peridot) Crossing



SHORT TERM

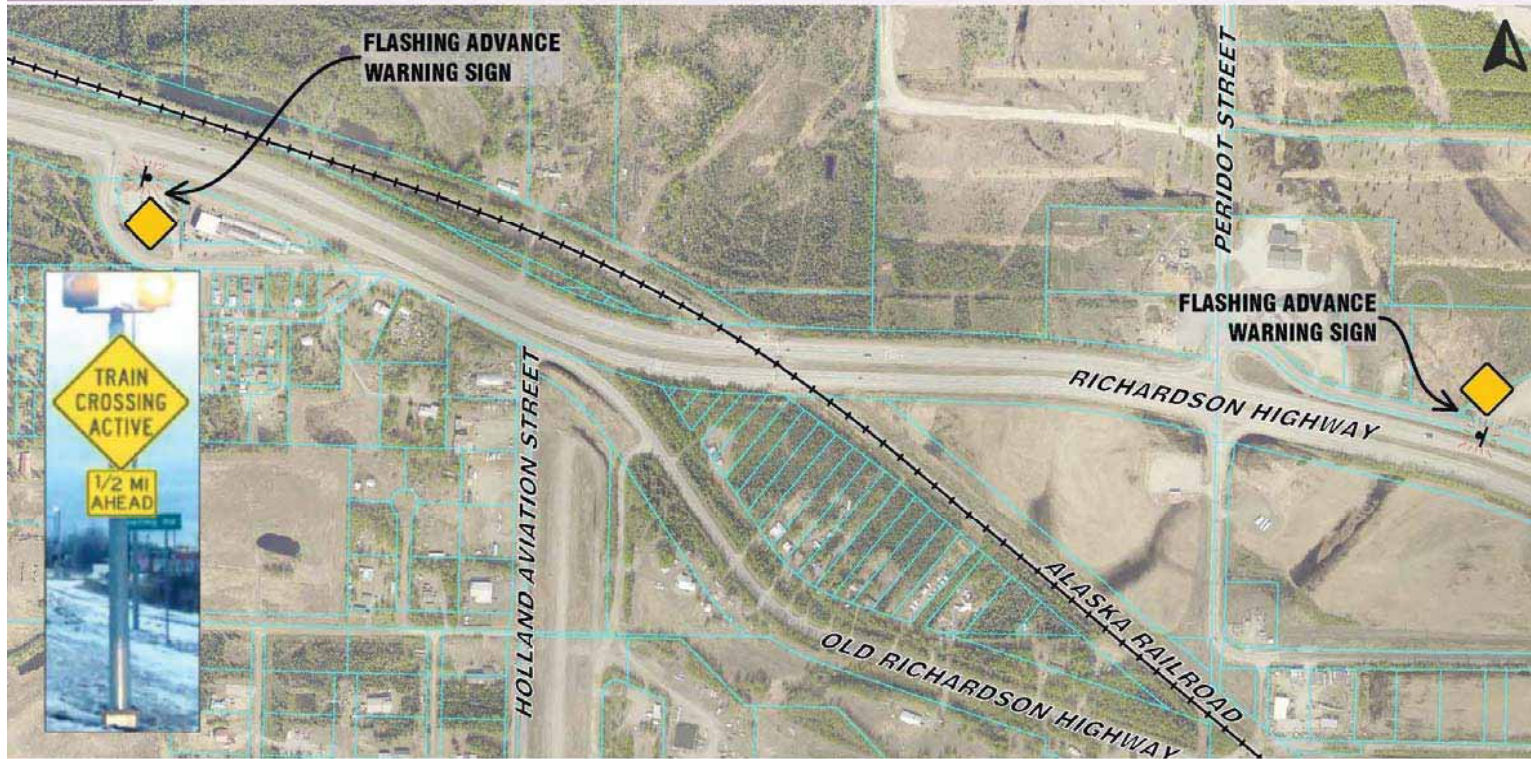


\$1.1M



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

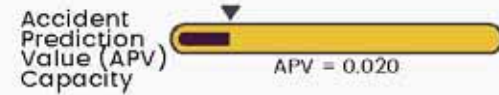


Single Track
4 trains per day
15 mph

Quick Reference to Other Plans

FMATS MTP, FMATS FMP,
FAST NMTP (Draft)

Safety and Operational Metrics



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



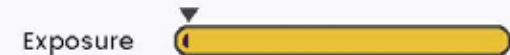
2-lane minor collector
700 vehicles per day
25 mph



Single Track
4 trains per day
15 mph



Safety and Operational Metrics



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

Safety and Operational Metrics



Crossing Geometrics & Other Considerations

- Vehicle Storage
- HazMat Route
- Approach Skew
- Emergency Response Route
- School Bus Route

Quick Reference to Other Plans

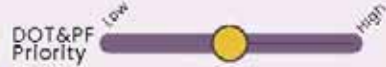
FAST NMTP (Draft)

Reconstruct Laurance Road Crossing

Laurance Road Crossing



MID TERM



\$3.3M



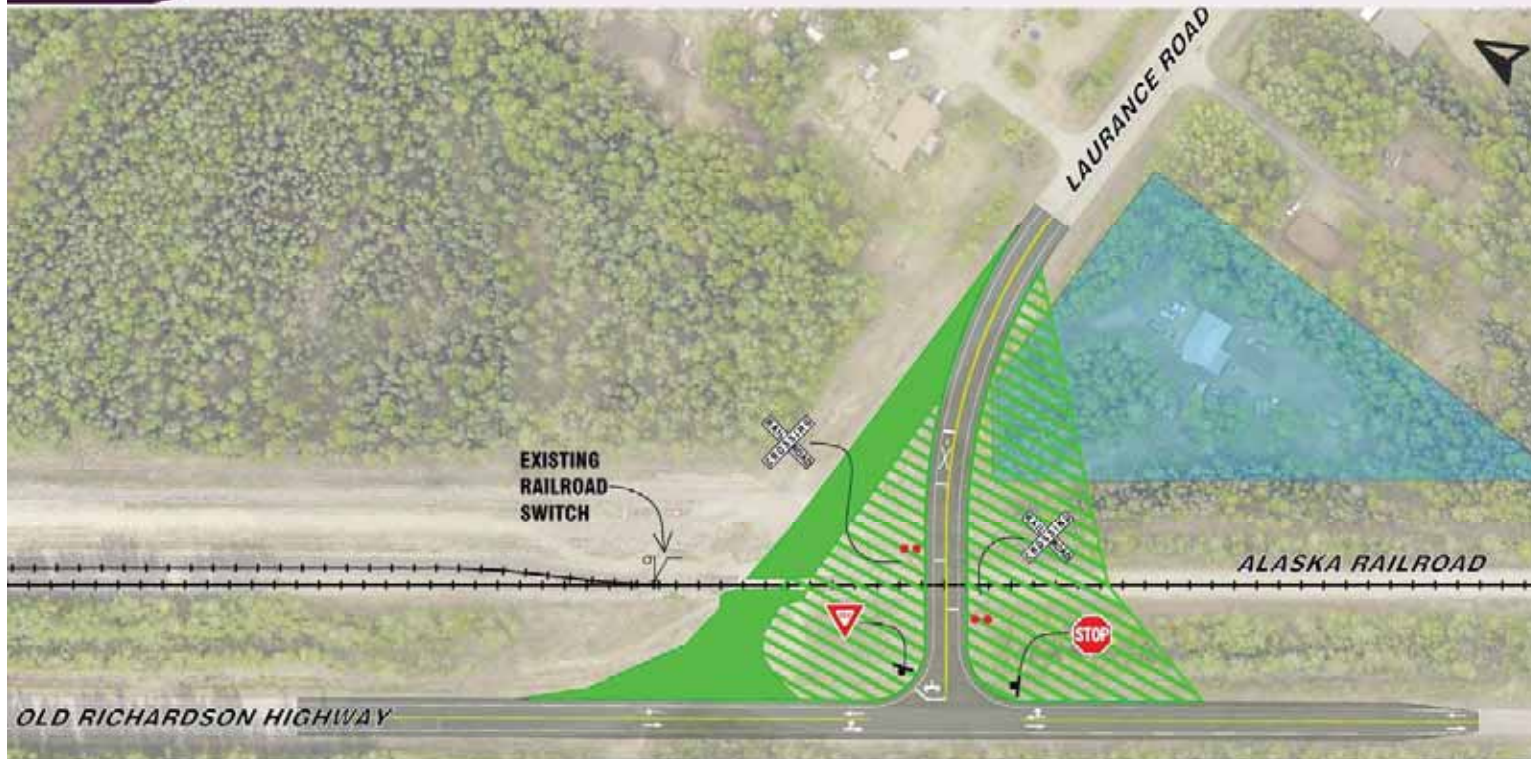
Reconstructing Laurance Road to be more perpendicular to the tracks will remove the excessive skew and improve safety. Mitigating the skew will also increase sight distance.



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

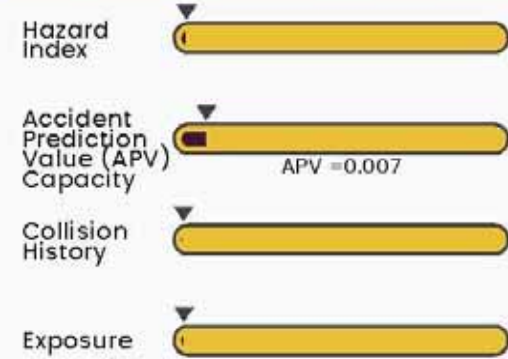
2-lane local road
100 vehicles per day
25 mph



Single Track
4 trains per day
10 mph



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

- Sight Distance
- Vehicle Storage
- Approach Skew
- Approach Grade

Close VFW Street Crossing

VFW Street Crossing



MID TERM



Crash Reductions



DOT&PF Priority



Maintenance Reductions



ARRC Priority



\$1.8M



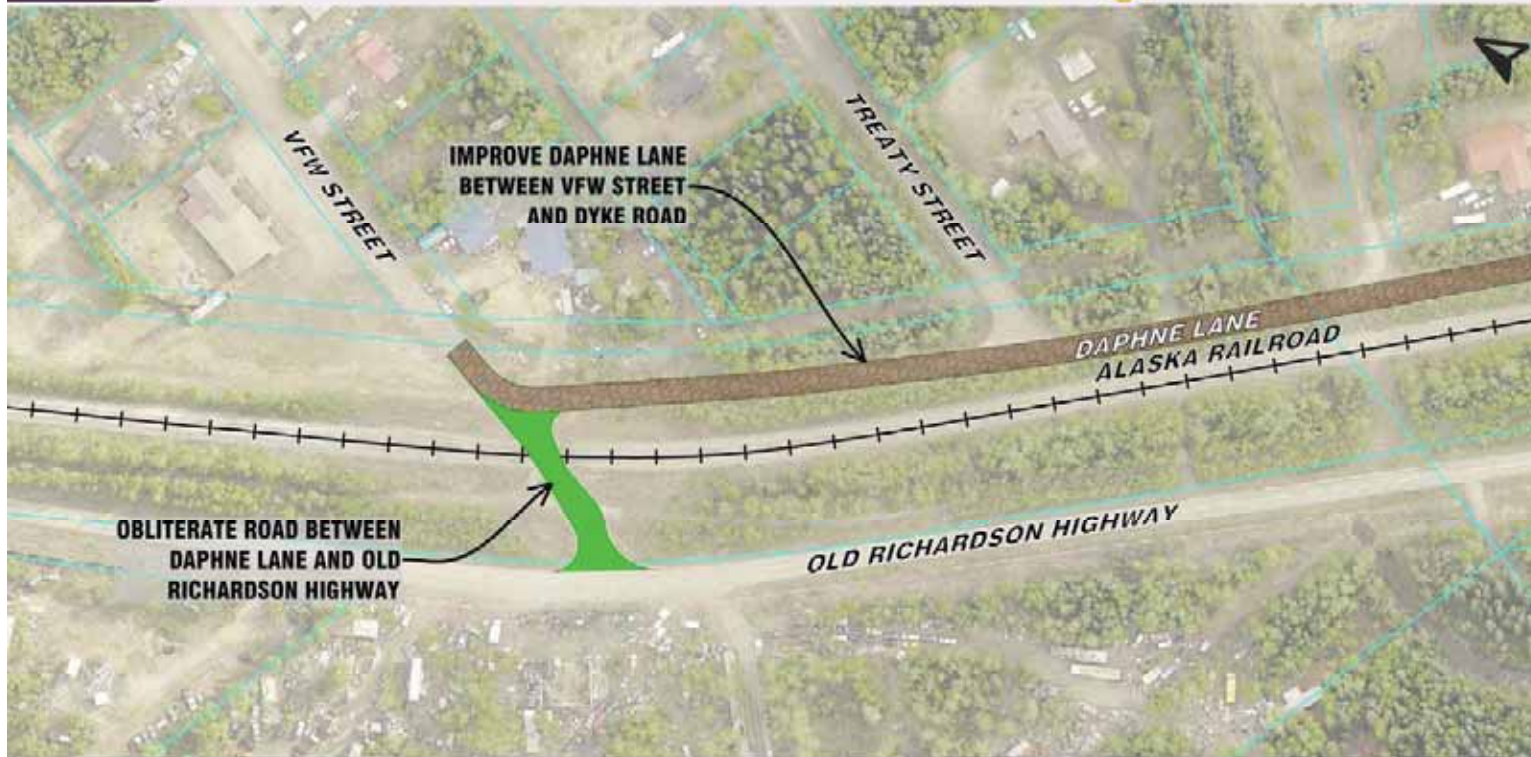
Closing this crossing would improve safety by eliminating conflict between vehicles and trains.



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



CHALLENGES
Daphne Lane is an orphan road.



Dyke Road Crossing

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

Dyke Road Crossing looking South, July 2020



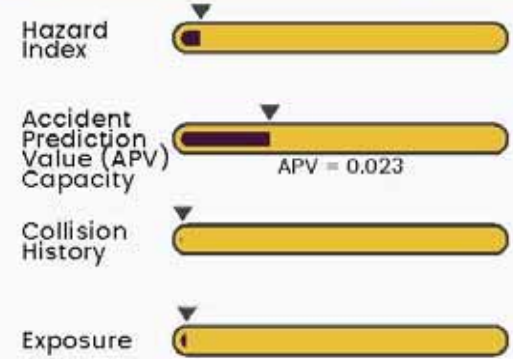
2-lane minor collector
665 vehicles per day
25 mph



Single Track
4 trains per day
10 mph



Safety and Operational Metrics



Crossing Geometrics & Other Considerations

- Sight Distance
- Vehicle Storage
- Approach Grade

Quick Reference to Other Plans

FAST NMTP (Draft)



Reconstruct Dyke Road Crossing

Dyke Road Crossing



MID TERM



DOT&PF Priority



\$0.4M



ARRC Priority



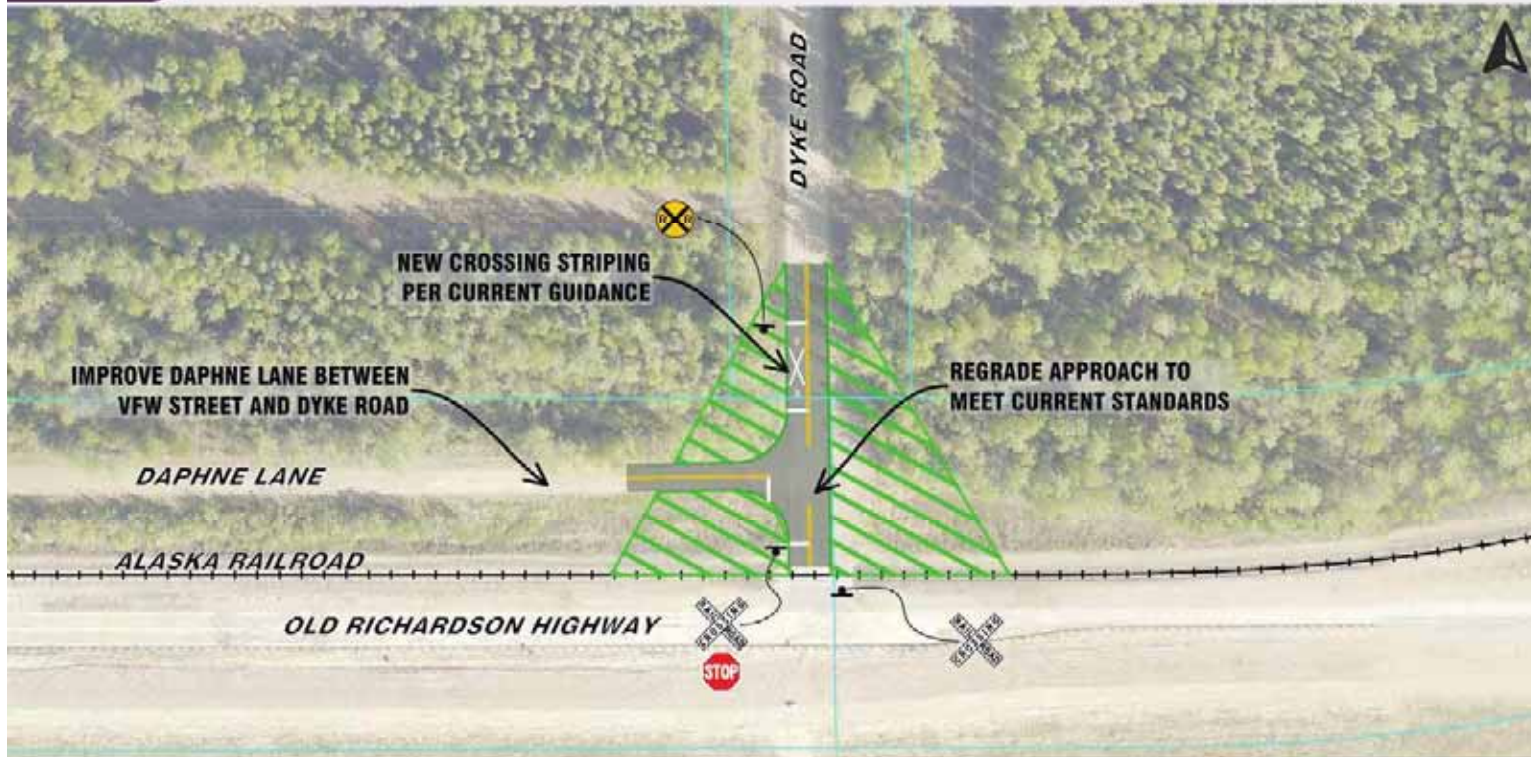
Flattening the approach grade of Dyke Road to the crossing will improve safety by enhancing sight distance. In addition, removing vegetation from the sight triangles will further increase sight distance.



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.





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)

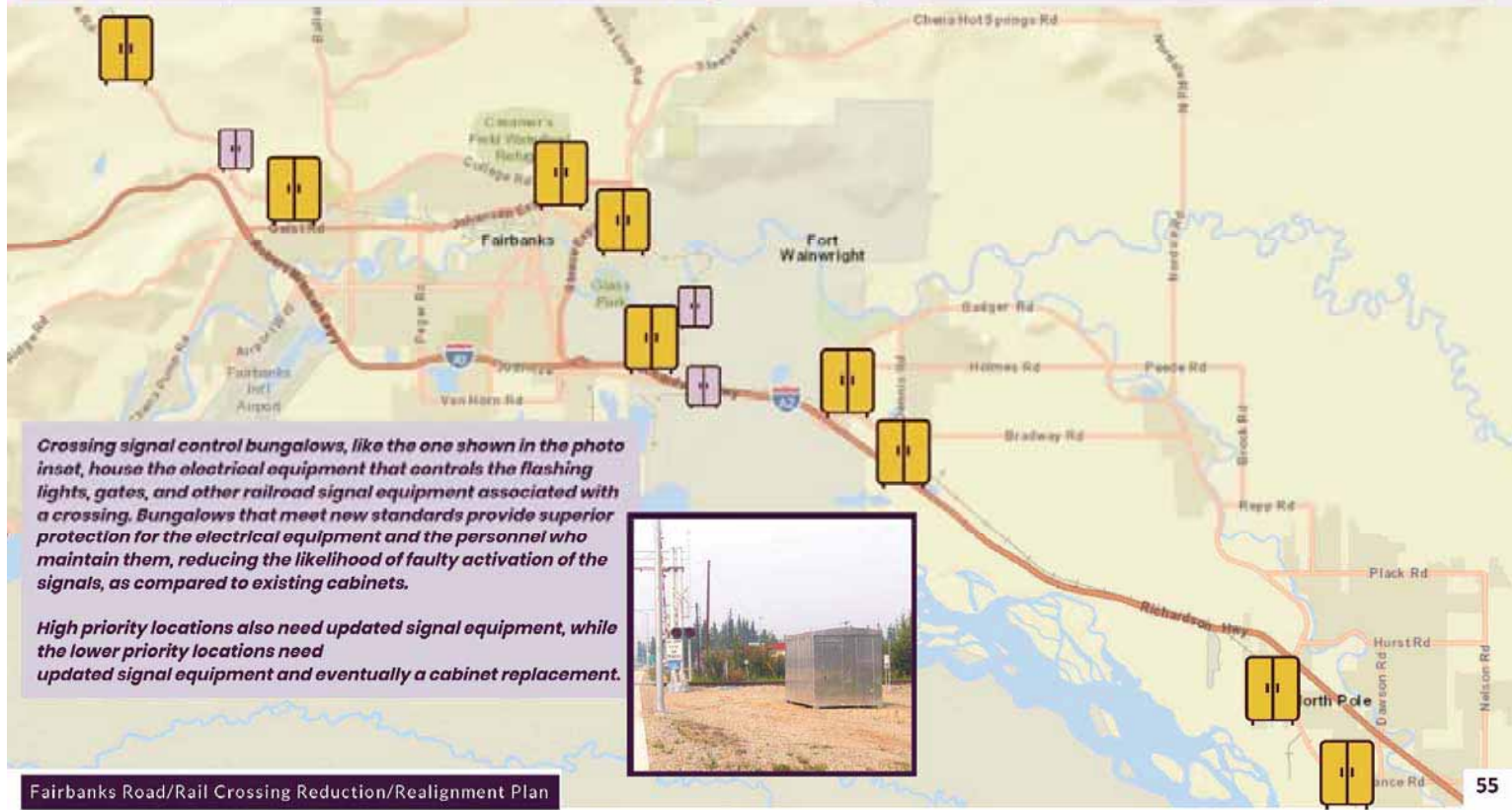
MID TERM



\$1.5M



*outside of FAST Planning Area



Crossing signal control bungalows, like the one shown in the photo inset, house the electrical equipment that controls the flashing lights, gates, and other railroad signal equipment associated with a crossing. Bungalows that meet new standards provide superior protection for the electrical equipment and the personnel who maintain them, reducing the likelihood of faulty activation of the signals, as compared to existing cabinets.

High priority locations also need updated signal equipment, while the lower priority locations need updated signal equipment and eventually a cabinet replacement.



2021 Bike and Ped Count Locations

5/24/2021

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

Mapping Layers

Line Features

- Transit Routes
- Sidewalks (City & DOT)
- [Asphalt] Paths
- Strava Data (heat map for walking/biking)

Point Features

- Transit Stops
- Schools
- Medical Facilities
- Social Services
- Senior Centers & Housing
- Low Income Housing
- Apartment Buildings
- Hotels
- Parks

Regional Features

- Low Income Populations
- Minority Populations
- Senior (>65) Populations
- Youth (<18) Populations

Features not Mapped

- Widened Road Shoulders (assumed plowed based on road priority)
- K-12 bus stops (locations change each school year; ½-mile zone near schools w/out bus service)
- Disabled/ADA Populations (not good data for our area)
- Retail & Employment (can be car-centric, especially in winter months; transit routes mapped)
- Food (grocery stores and restaurants)

DRAFT Winter Maintenance Priorities for Sidewalks/Paths

Priority Level 1

- Transit routes with bus stops
- Direct access to schools, medical facilities, social services, senior centers/housing, low-income housing, apartment buildings, & hotels
- Highly interactive mix of residential, commercial, and recreational land uses
- Areas with low income, minority, and senior (65+) populations
- High year-round walking/biking use
- *Examples:* 1st Ave, 23rd Ave, S. Cushman St, Cowles St, Airport Way, College Rd, University Ave

Priority Level 2

- Transit routes with bus stops
- Secondary/side street access to schools, medical facilities, social services, senior centers/housing, low-income housing, apartment buildings, & hotels
- Moderate mix of residential, commercial, and recreational land uses
- Areas with low income, minority, and senior (65+) populations
- Moderate walking/biking use
- *Examples:* Aurora Dr, Farewell Ave, Davis Rd, Helmericks Ave, Geist Rd, Farmer's Lp, Badger Rd

Priority Level 3

- Moderate mix of residential, commercial, and recreational land uses
- Moderate walking/biking use <or> primarily commuter use
- *Examples:* Johansen Expy, Steese Hwy, Chena Pump Rd

Priority Level 4

- Limited/no mix of residential, commercial, and recreational land uses
- Low walking/biking use <or> primarily recreational use
- *Examples:* Local roadways in residential areas, recreational access

Other/Limited Maintenance

- Paths typically not maintained during the winter; possible candidates for grooming
- *Examples:* Birch Hill Rd, Ballaine Rd, Sheep Creek Rd, Parks Hwy near Ester

Alaska DOT&PF Winter Maintenance Priorities for Roads

Priority Level 1

- High-volume, high-speed highways, expressways, minor highways, all safety corridors and other major urban and community routes.
- *May take up to 12 hours to clear after a winter storm.*

Priority Level 2

- Routes of lesser priority based on traffic volume, speeds and uses. Typically, these are major highways and arterials connecting communities.
- *May take up to 18 hours to clear after a winter storm.*

Priority Level 3

- Major local roads or collector roads located in larger urban communities.
- *May take up to 24 hours to clear after a winter storm.*

Priority Level 4

- Minor local roads that provide residential or recreational access.
- *May take up to 30 hours to clear after a winter storm.*

Priority Level 5

- Roadways that are designated as “No Winter Maintenance” routes, e.g. Denali Highway or Taylor Highway. Generally cleared only in spring to open road for summer traffic.

32-LS0397\B

CS FOR HOUSE BILL NO. 87(JUD)

IN THE LEGISLATURE OF THE STATE OF ALASKA

THIRTY-SECOND LEGISLATURE - FIRST SESSION

BY THE HOUSE JUDICIARY COMMITTEE

Offered: 5/10/21

Referred: Rules

Sponsor(s): REPRESENTATIVES WOOL, Kreiss-Tomkins, Schrage, Kaufman, Johnson, Josephson

A BILL**FOR AN ACT ENTITLED**1 **"An Act relating to electric-assisted bicycles."**2 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**3 * **Section 1.** AS 19.10.399(9) is amended to read:4 (9) "motor vehicle" means a vehicle that is self-propelled except a
5 vehicle moved by human or animal power; **"motor vehicle" does not include an**
6 **electric-assisted bicycle as defined in AS 28.90.990(a);**7 * **Sec. 2.** AS 19.10.399(16) is amended to read:8 (16) "vehicular way or area" means a way, path, or area, other than a
9 highway or private property, that is designated by official traffic control devices or
10 customary usage and that is open to the public for purposes of pedestrian or vehicular
11 travel, and which way or area may be restricted in use to pedestrians, bicycles, or other
12 specific types of vehicles as determined by the Department of Public Safety or other
13 agency having jurisdiction over the way, path, or area; **in this paragraph, "bicycle"**
14 **has the meaning given in AS 28.90.990(a).**15 * **Sec. 3.** AS 28.05.011(a) is amended to read:

1 (a) The commissioner of public safety shall, unless otherwise provided by
 2 statute, adopt regulations in compliance with AS 44.62 (Administrative Procedure
 3 Act) necessary to carry out the provisions of this title and other statutes whose
 4 administration is vested in the Department of Public Safety. The regulations must
 5 include

6 (1) rules of the road relating to the driving, stopping, standing, parking, and
 7 other conduct of vehicles, to pedestrians, and to official traffic control devices;
 8 regulations adopted under this paragraph may not prohibit the use of an electric
 9 personal motor vehicle **or an electric-assisted bicycle** on a sidewalk, bike path, or
 10 vehicular way or area restricted to the use of pedestrians; limitations on regulation of
 11 electric personal motor vehicles **or electric-assisted bicycles** imposed under this
 12 paragraph do not apply to a municipal ordinance regulating electric personal motor
 13 vehicles, **electric-assisted bicycles, or specific classes of electric-assisted bicycles,**
 14 enacted to meet local requirements; **unless otherwise specified by regulation,**

15 **(A) an electric-assisted bicycle is considered a bicycle and**
 16 **may not be regulated as another type of vehicle; and**

17 **(B) a user of an electric-assisted bicycle shall be afforded**
 18 **the same rights and be subject to the same duties as a user of a bicycle;**

19 (2) minimum equipment for vehicles, including minimum standards of
 20 compliance to be met by manufacturers and vehicle sales and repairs businesses;

21 (3) inspection of vehicles other than commercial motor vehicles, and
 22 the removal of vehicles from areas of public use when they are found to be in a
 23 defective or unsafe condition;

24 (4) abandonment of vehicles;

25 (5) management of records of the Department of Public Safety
 26 required for that department's administration of this title and its regulations adopted
 27 under this title, including provisions for ensuring the accuracy of information
 28 contained in automated and manual information retrieval systems;

29 (6) definitions of words and phrases used in this title and in regulations
 30 adopted under this title unless otherwise provided by statute;

31 (7) certification and regulation of junk yards.

1 * **Sec. 4.** AS 28.10.011 is amended to read:

2 **Sec. 28.10.011. Vehicles subject to registration.** Every vehicle driven,
3 moved, or parked **on** [UPON] a highway or other public parking place in the state
4 shall be registered under this chapter except when the vehicle is

5 (1) driven or moved on a highway only for the purpose of crossing the
6 highway from one private property to another, including an implement of husbandry
7 as defined by regulation;

8 (2) driven or moved on a highway under a dealer's plate or temporary
9 permit as provided for in AS 28.10.031 and 28.10.181(j);

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

11 (4) owned by the United States;

12 (5) moved by human or animal power;

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

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

16 (8) the vehicle of a nonresident as provided under AS 28.10.121;

17 (9) transported under a special permit under AS 28.10.151;

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

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

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

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

25 (12) an electric personal motor vehicle;

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

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

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

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

2 * **Sec. 6.** AS 28.90.990(a)(18) is amended to read:

3 (18) "motor vehicle" means a vehicle **that** [WHICH] is self-propelled,
4 except **for** a vehicle moved by human or animal power; **"motor vehicle" does not**
5 **include an electric-assisted bicycle;**

6 * **Sec. 7.** AS 28.90.990(a)(19) is amended to read:

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

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

12 (20) "motor-driven cycle" means a motorcycle, motor scooter,
13 motorized bicycle, or similar conveyance with a motor attached and having an engine
14 with 50 or less cubic centimeters of displacement; **"motor-driven cycle" does not**
15 **include an electric-assisted bicycle;**

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

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

18 (34) "class 1 electric-assisted bicycle" means a bicycle equipped with a
19 motor that provides assistance only when the rider is pedaling and that stops providing
20 assistance when the bicycle reaches the speed of 20 miles per hour;

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

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

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

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

30 (B) has fully operative pedals for human propulsion;

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

1 (D) is equipped with an electric motor that has a power output
2 of not more than 750 watts; and

3 (E) is a class 1, class 2, or class 3 electric-assisted bicycle.

4 * **Sec. 10.** AS 41.23 is amended by adding a new section to article 1 to read:

5 **Sec. 41.23.300. Definitions.** In AS 41.23.010 - 41.23.300,

6 (1) "bicycling" includes the operation of an electric-assisted bicycle;

7 (2) "electric-assisted bicycle" has the meaning given in
8 AS 28.90.990(a).

MOVING E-BIKE LAWS INTO THE FUTURE

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

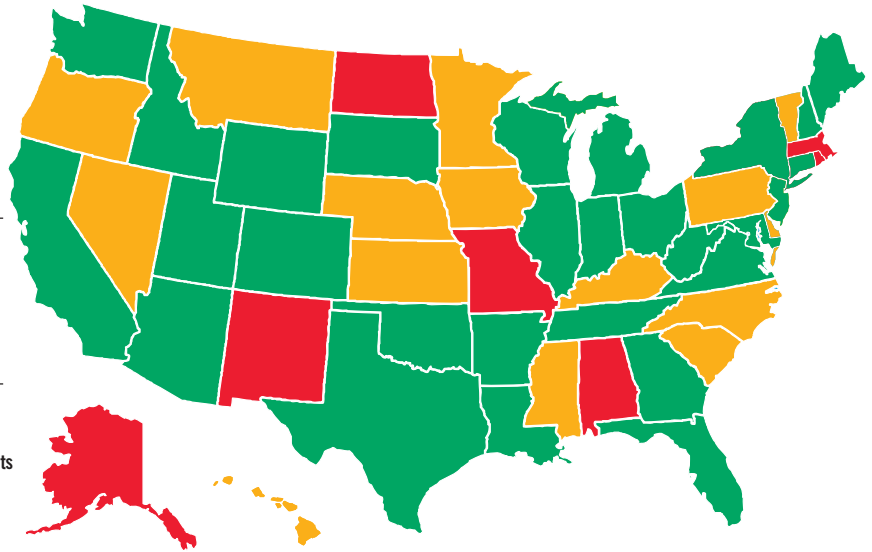
The objective of this initiative is to ensure that:

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

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

E-BIKE REGULATIONS

MODEL LEGISLATION	<ul style="list-style-type: none"> » PeopleForBikes enacted our model law, which defines and regulates three classes of e-bikes.
ACCEPTABLE	<ul style="list-style-type: none"> » Regulated as a bicycle » Passengers allowed » No age minimum » No licensing or registration required » Can use existing bike infrastructure
PROBLEMATIC	<ul style="list-style-type: none"> » Regulated as a moped or motor vehicle » Confusing equipment + use requirements » Confusing licensing + registration requirements » Confusing access to bike infrastructure



THREE CLASS E-BIKE MODEL:

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

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

These regulatory updates would also mean that:

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

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

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

LEARN MORE: PEOPLEFORBIKES.ORG/E-BIKES





League of American Bicyclists Policy Statement on Electric Bicycles

Bicycles continue to be the vehicle of the future. Electric assistance can help more people realize the many benefits of bicycling. The League believes in the power of bicycling, and looks forward to how bicycles, of all types, can make America a healthier, economically stronger, environmentally cleaner, and more energy independent nation. Thanks to improvements in mobility, cargo utility, and physical accommodation made possible by e-bikes, the opportunity exists to expand the populations that can utilize bicycles for transportation and recreation. Public policy should encourage the expanded use of bicycles and e-bikes.

Bicycles have numerous environmental, health, and safety advantages when compared with passenger motor vehicles. Regulations of e-bikes should recognize that e-bikes provide similar opportunities to improve the environment, health, and safety of transportation systems by offering an alternative to cars and trucks. Both standard bicycles and e-bikes should be promoted as part of public policies to reduce greenhouse gas emissions, reach zero traffic deaths, and increase physical activity.

The League believes that e-bikes have a right to use the road and in the consistent and fair treatment of e-bike users under the law. In most cases, vehicle-neutral laws are likely to be easier to consistently and fairly administer than vehicle-class-based laws. An example of vehicle-neutral policy would be to have speed limits on shared use paths rather than class-based vehicle bans. The design of facilities and behaviors of road users are the most important things for making sure that all people are safe on our roadways and trails.

The League opposes policies and programs that discourage or suppress bicycling. Justifiable public policy for certain types of electric bicycles on issues such as licensing and registration, mandatory use of helmets, or restrictions on where electric bicycles travel should be narrowly tailored to not discourage or suppress the use of standard bicycles or functionally similar low-speed electric bicycles.

The League Supports:

- Electric bicycles giving more transportation options to people.
- Policies that center the experience of under-represented people and seek to extend the safe mobility options of people with lower incomes, Black and Brown people, older adults, people with disabilities and others who have historically had mobility options limited. Where experience shows that e-bike policies result in disproportionate impacts for some groups, policymakers should re-examine their policies.
- Bicycle clubs welcoming e-bike riders.
- The 3-Class System for e-bikes as adopted by many states:



Overview of the 3-Class System for E-bikes

	Characteristics		Regulations
Class 1 E-bike	Provides Assistance:	Only when pedaling	Generally treated like a standard bicycle.
	Top Assisted Speed:	20 mph	
Class 2 E-bike	Provides Assistance:	When pedaling or by throttle	Generally treated like a standard bicycle. May be restricted from shared use paths or trails.
	Top Assisted Speed:	20 mph	
Class 3 E-bike	Provides Assistance:	Only when pedaling	More likely to be restricted from shared use paths or trails. May require use of a helmet, have minimum age requirements, or be subject to other regulation.
	Top Assisted Speed:	28 mph	

The League recommends:

- Government efforts to provide financing, credits, or other financial assistance to allow all people to have access to bicycles, including low-speed electric bicycles.
- Electric bicycles and bicycling groups being included in vehicle electrification policy forums. Electric bicycles provide many of the same benefits as electric vehicles and provide additional benefits due to their smaller size and physical activity-related health benefits.
- Research into how both standard bicycles and electric bicycles can beneficially impact the health, economic, environmental, and energy needs of our communities in a positive manner, and government support for maximizing demonstrated benefits.

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

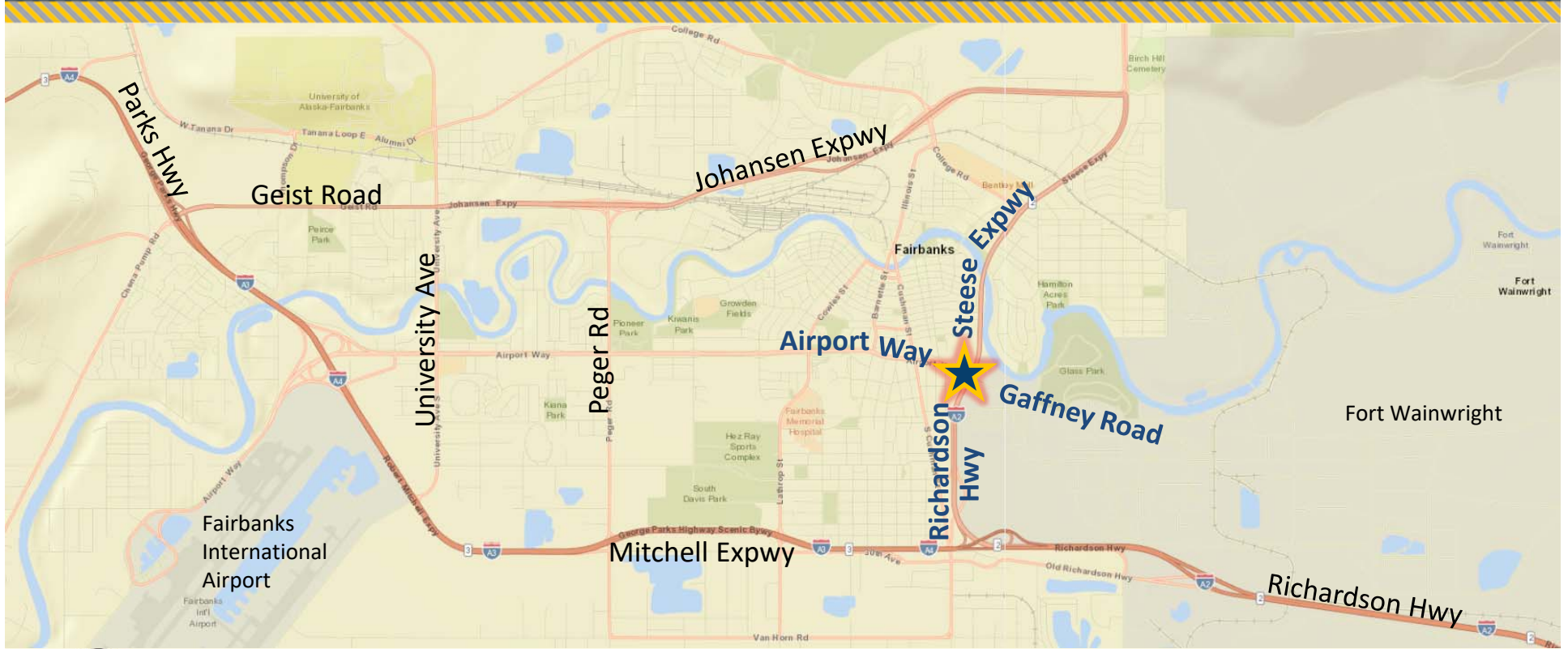
Fairbanks, Alaska



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

GARS

Vicinity Map



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



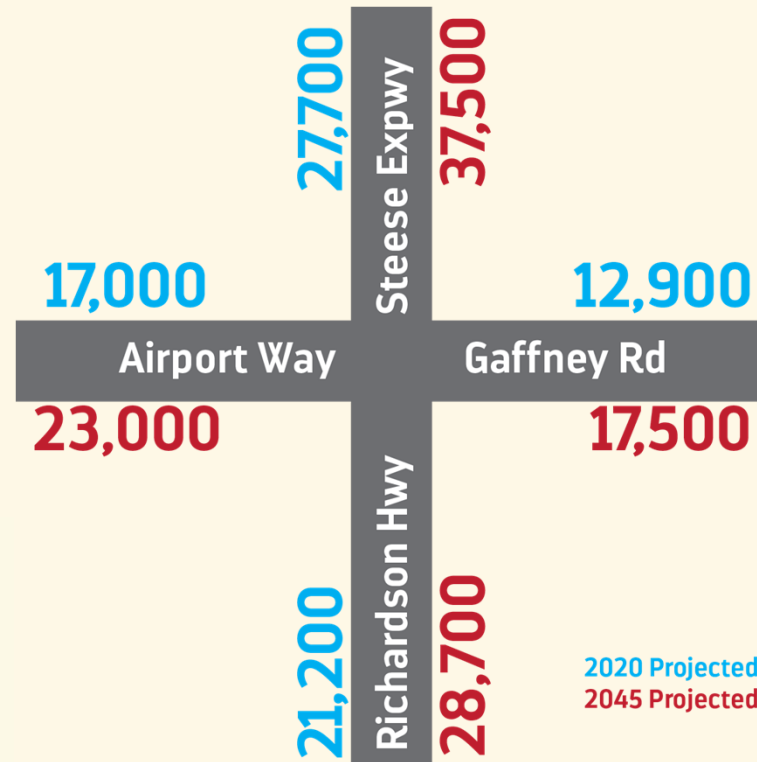
Existing Intersection



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



Existing/Future Traffic Volumes



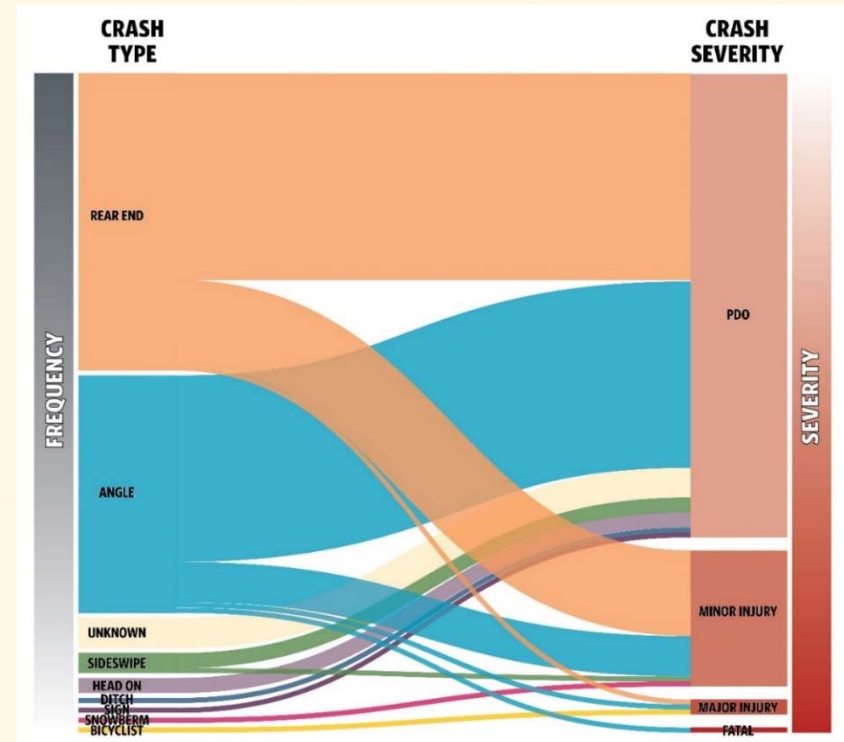
2020 Projected
2045 Projected



Crash Analysis

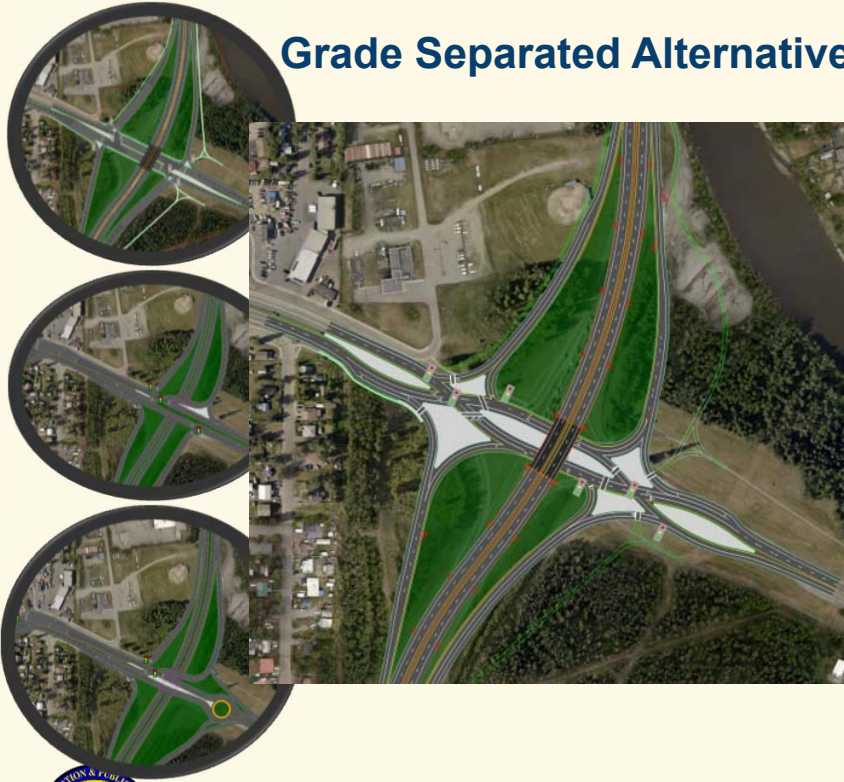
- Majority of crashes happened during AM/PM peak periods
- Majority (53%) of crashes are heading Northbound/Southbound
- Majority of driver action crashes were going straight (29%)
- A high number of crashes happened on Ice or Ice/Frost roads (49%)

No noticeable crash trends were identified!

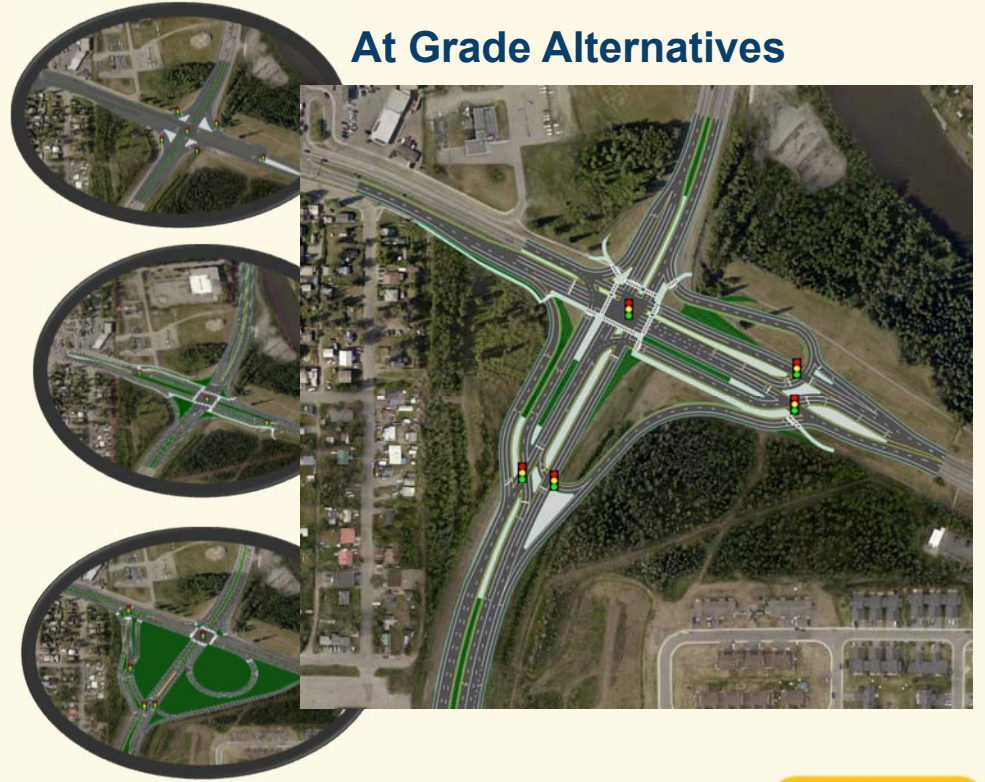


Concepts Considered

Grade Separated Alternatives



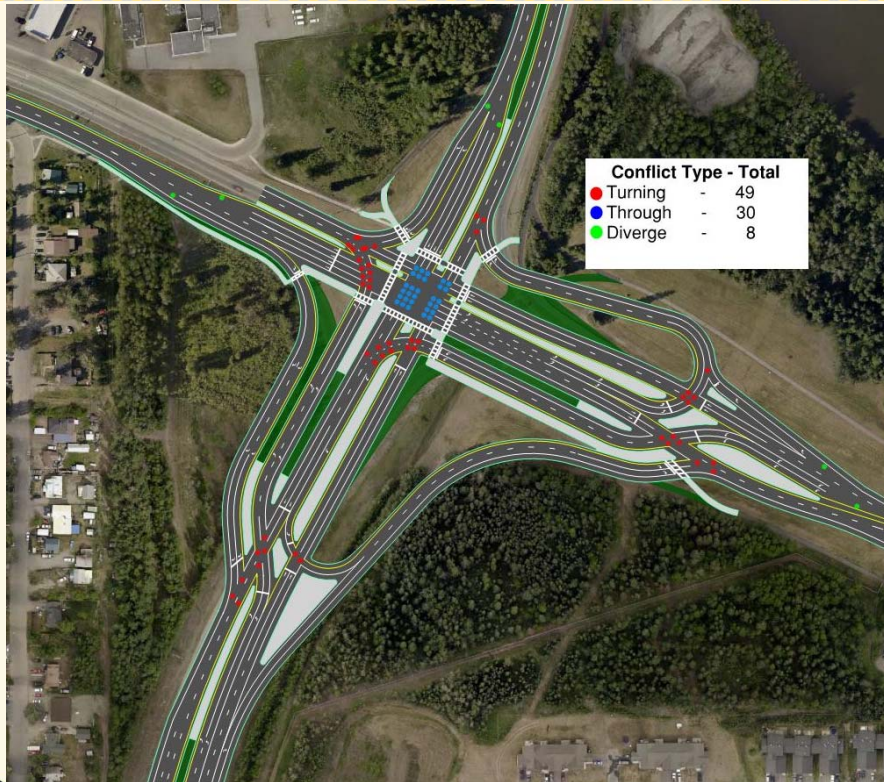
At Grade Alternatives



Selected Concept – CFI/MUT Hybrid



Key Reasons for Selection



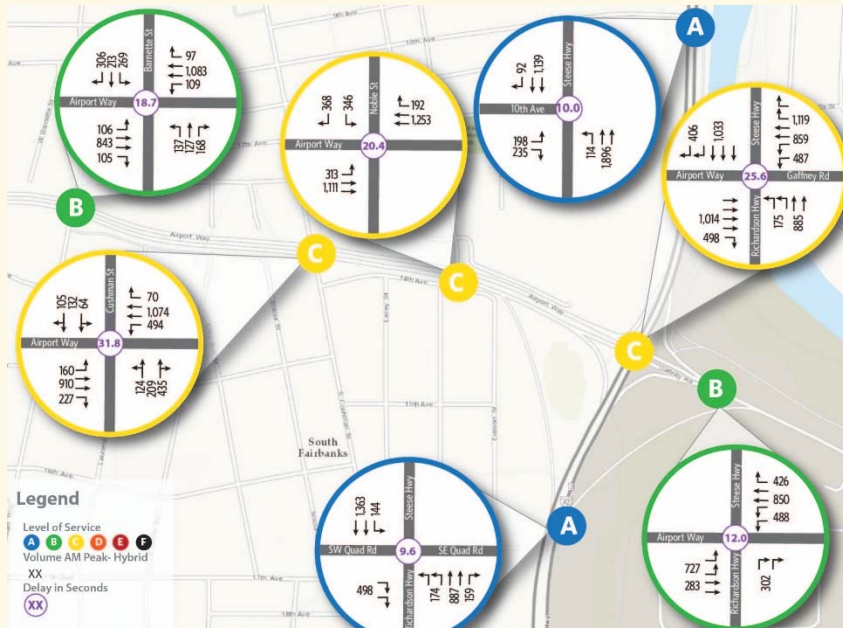
SAFETY

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

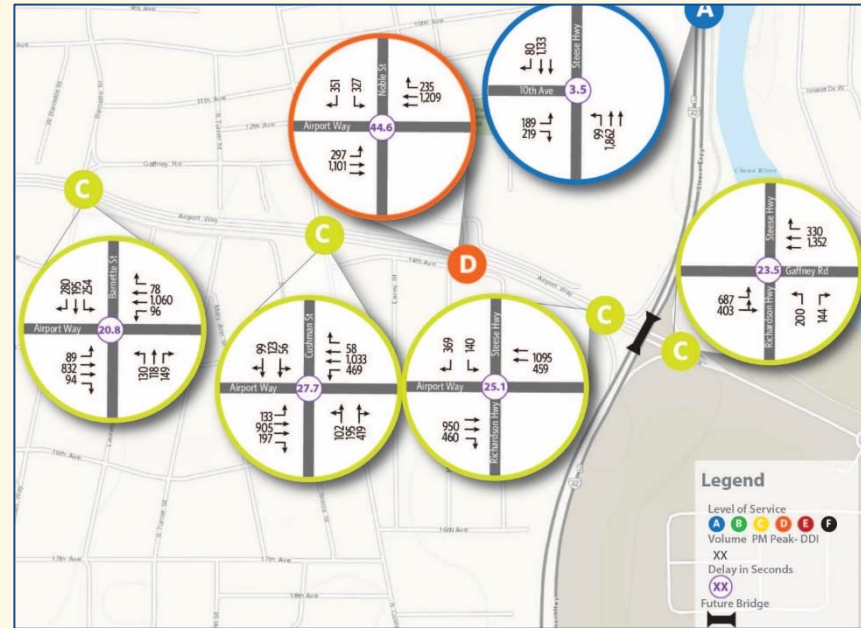


Key Reasons for Selection

CFI – MUT LOS 2045 PM Peak



DDI LOS 2045 PM Peak



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



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

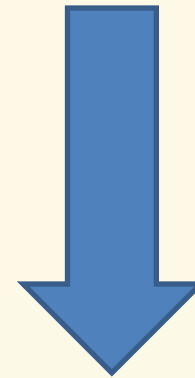
REDUCED CONGESTION
 Travel time is greatly reduced for nearly every intersection movement.



Key Reasons for Selection



\$45M DDI

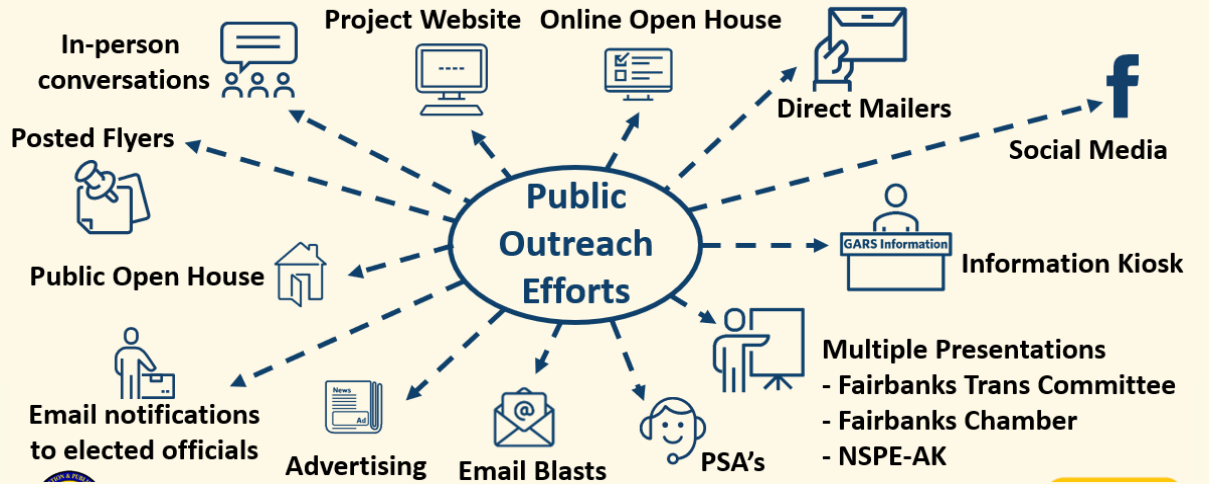


\$15M CFI-MUT



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



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

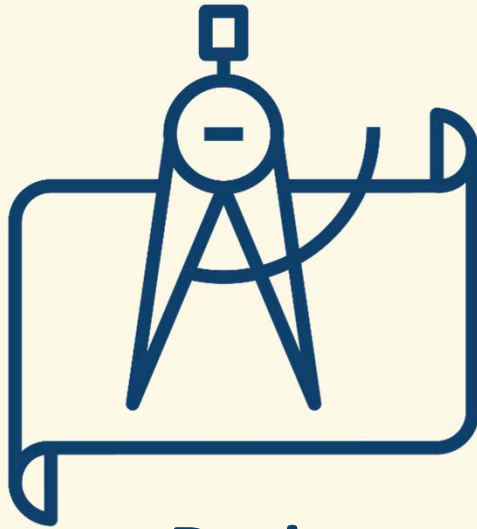
The DOT&PF GARS Project Manager will serve as the leader of the Focus Group. All meeting topics and agenda items will be defined prior to the meeting.



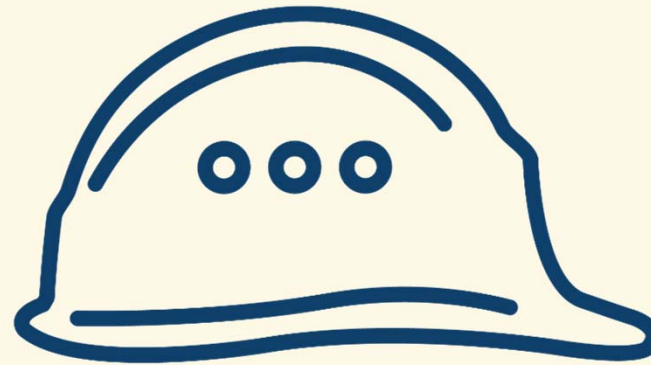
Time Commitment

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



Videos and Routes

