

**Metropolitan Area Transportation System
TECHNICAL COMMITTEE
800 Cushman Street, City Council Chambers
City Hall, Fairbanks, Alaska
Meeting Minutes – April 3, 2013**

1. Call to Order

Donna Gardino called the meeting to order at 12:00 p.m.

2. Introduction of Members and Attendees

The following were present:

- * FMATS Policy Committee members
- ** FMATS Staff members
- *** FMATS Technical Committee members

Name	Representing
*** Donna Gardino	FMATS Coordinator
** Jessica Smith	FMATS Transportation Planner
** Deborah Todd	FMATS Administrative Assistant
*** Jerry McBeath	FNSB Planning Commission
*** Bernardo Hernandez	FNSB, Planning Director
** Kellen Spillman	FNSB Planning
*** Dave Sanches	Fort Wainwright
*** Scott Bell (by telephone)	UAF
*** Melanie Herbert (by telephone)	Tanana Chiefs Conference
*** Margaret Carpenter	DOT&PF Planning
Linda Mahlen	DOT&PF Planning
Barry Hooper	DOT&PF Design
Sarah Schacher	DOT&PF Design
Dan Adamczak	DOT&PF Design
Duane Davis	DOT&PF Design
*** Bill Butler	City of North Pole
*** Jackson Fox (for Mike Schmetzer)	City of Fairbanks
*** Bill Rogers (for Bob Pristash)	City of Fairbanks
*** Bruce Carr	AK Railroad Corporation
*** Brian Lindamood	AK Railroad Corporation
*** Joan Hardesty	ADEC, Air Quality Division
Phill Worth	Kittleson & Associates
John Ringert	Kittleson & Associates
Gary Kastion	Kittleson & Associates

3. Public Comment Period

None.

4. Approval of the April 3, 2013 Agenda

- **Motion:** To approve the April 3, 2013 Technical Committee Agenda. (Carr/Hardesty)
Vote on the motion: None opposed. Approved.

5. Approval of the March 6, 2013 Minutes

- **Motion:** To approve the March 6, 2013 Minutes (Carr/Hardesty)
- **Vote on the motion:** None opposed. Approved

6. Committee Reports

None.

7. Old Business

a. FMATS Art Update (Action Item)

Motion: To recommend to the Policy Committee to approve the proposed ADA-accessible changes to the concrete plaza in the greenspace. (Carr/McBeath)

Discussion: Mr. Rogers from the City of Fairbanks presented the Technical Committee regarding the proposed ADA-accessible modifications to the concrete plaza in the greenspace. Mr. Rogers stated that originally the plans had shown a set of stairs which were not ADA-compliant and the revised plans show a smooth transition from the sidewalk surrounding the triangle through the circular area up to the outer radius up next to the sculpture. Seating will be included in the inner and outer radius of the circle. Ms. Gardino explained the reason for the proposed changes on the drawing further adding that the plaque scenario changed due to funding provided by the Policy Committee for additional plaques.

Vote on Motion: None opposed. Approved

b. South Lathrop Street Extension Scoring

Ms. Gardino talked about the scoring for the Lathrop Street Extension that she had received and inquired about the missing score sheets not yet received from Committee members stating that a further discussion would occur at the next meeting.

c. FMATS Operating Agreement ADOT&PF HQ Requested Changes (Action Item)

Motion: To recommend to the Policy Committee to approve the new Amendment 1 to the FMATS Intergovernmental Operating Agreement and MOU for Transportation and Air Quality Planning. (Carpenter/Hardesty)

Discussion: Ms. Gardino explained that the Operating Agreement was returned by Headquarters with some minor changes and Borough edits. Ms. Gardino stated that the Amended Operating Agreement was included in the meeting packet for committee review. Mr. McBeath stated that PL should be defined as meaning "Public Law".

Vote on Motion: None opposed. Approved.

8. New Business

a. Budget Amendment and TIP Tool (Action Item)

Motion: To recommend to the Policy Committee approval of the budget amendment, as presented, and amended. (Carpenter/McBeath)

Discussion: Ms. Gardino explained that the budget adjustment was for a web-based GIS TIP Tool that was explained at the last meeting. Mr. Bell inquired about the amount listed under Contractual Services and Ms. Gardino corrected the amount and thanked Mr. Bell.

Vote on Motion: None opposed. Approved.

b. Banking Request (Action Item)

Motion: To recommend to the Policy Committee approval of the banking request, as presented. (Carpenter/Hernandez).

Discussion: Ms. Gardino explained the reason for the banking request information was included in the meeting packet. Mr. Hernandez inquired about the meaning of the "no cooperation" statement regarding the Noble Street project. Ms. Gardino explained that until

the utility placement was figured out for the Noble Street project, the right of way could not be acquired by the DOT, so the project had been moved from 2013 to 2015.

Vote on Motion: None opposed. Approved.

c. Draft Amendment #3 to the By-Laws

Ms. Gardino explained the bylaw amendment was to change the order of business at meetings by putting all business items in the agenda ahead of informational and committee reports as requested by Mr. Titus of the DOT.

Discussion: Suggestions for meeting agenda revisions were presented by various committee members. Mr. McBeath inquired about the lack of a code of ethics for the Technical Committee noting that the Policy Committee had a code of ethics. Mr. McBeath stated that there was disclosure, a conflict of interest as well as a code of ethics in the Policy Committee bylaws and not in the Technical Committee bylaws.

9. Public Comment Period

None.

10. Other Issues

None.

11. Informational Items

a. Wendell Avenue Bridge Reconstruction Update

Ms. Schacher and her design team from DOT explained the Wendell Street Bridge Project to the Technical Committee and Ms. Schacher introduced Duane Davis to present the design of the project. Mr. Davis explained the design graphics of the project and the comment sheets that were provided to the participants at the public meeting held at the Morris Thompson Convention and Visitors Center. The comment sheets were questionnaires that were presented for public input and each question was explained to the Technical Committee. Mr. Davis explained that DOT was proposing a two-lane bridge with six-foot shoulders with a 55-ft. outside to outside measurement on the bridge. The existing bridge will be shortened and reconstructed to a three-span bridge. Bicycle/pedestrian connectivity was discussed in respect to facility design to accommodate use by bicyclists and pedestrians. The different options proposed were explained and discussed. Mr. Davis stated that the path flood risk was presented with costs associated to lower the risk to the path in Question #6.

Discussion: Mr. Hernandez inquired about path elevation with respect to high water events. Mr. Rogers inquired about water elevation in the twelve-year history of the Chena Riverwalk path. Mr. Davis stated that as a basis for comparison the water had not covered the path during the history of the path thus far. Mr. McBeath inquired about the bridge design and whether it would be different than other bridges currently in Fairbanks. Mr. Davis explained that the bridge design would be the design that had been used for other bridges in the Fairbanks area and the elevation difference would be minimal. Mr. Hernandez questioned why an underpass would not be considered for connectivity because he felt that underpasses were safer. Mr. Hernandez inquired whether existing bridge piers would be removed and replaced for the new bridge. Mr. Davis stated that the bridge and bridge piers would be replaced. Mr. McBeath inquired about estimated construction date for the project. Ms. Gardino explained that the project will be funded by GO Bond money and the project will therefore move along quickly. Ms. Schacher stated that the issue of a path along the river on the north side of the bridge would be for the

Borough to address as the residents in that area were not in favor of a path there. Mr. Carr stated that M&O was probably not in favor of a jersey barrier to prevent people from crossing the bridge. Mr. Davis explained that they had found it to be easier for people to cross under the bridge rather than across it. Mr. Hernandez stated that going to different individual groups to obtain feedback would be a good idea and that local bicycle and pedestrian groups should be included in the process. Mr. Davis explained that there would be a meeting on May 8, 2013 to further explain the project. Ms. Gardino informed the Technical Committee that April 17, 2013 was the deadline for comments and for the committee to tell their friends.

b. College Road Corridor Study

Ms. Gardino introduced Mr. Ringert of Kittleson & Associates, the consultant for the College Road Corridor Study project. Mr. Ringert presented the project study elements and explained the two distinct characteristics within the project corridor and the process for integrating the different modes of transportation in the area. Mr. Ringert explained that College Road usage had evolved and changed over the years and the road was a very popular area for bicyclists and pedestrians. Mr. Ringert stated that the road had received complaints over the years from motorists as well as pedestrians. Mr. Ringert stated that the driving force behind the corridor study was to capitalize on dropping traffic volumes on the west side as a result of the construction of the Johansen Expressway. Mr. Carr inquired about the original AADT for College Road. Mr. Ringert stated that Kittleson had been unable to obtain traffic data for as far back as the creation of the road and theorized that it had exceeded its design AADT at some point. The study identified the need for some type of bicycle/pedestrian facility. Crossing the road was also an issue. Mr. Ringert noted that there had been funded projects all along College Road and some changes could possibly be incorporated into those existing projects. Mr. Ringert stated that the corridor study would focus on the existing roadway section, obtaining none or limited right of way, making improvements for all users balancing motor vehicle, pedestrian, and bicycle transit. Mr. Ringert stated that College Road was one of the highest transit corridors in Fairbanks with narrow travel lanes and good, but shared sidewalks.

Mr. Ringert explained that conversion to three lanes on the west section with a multi-use path on both sides of east section of corridor would be a considered scenario in that area. Mr. Ringert stated that updates would be provided in the future stating that Kittleson had just received the contract, met with the advisory group, and was trying to get work completed over the summer to be able to present their results around mid-August to the public for input. Mr. Ringert stated that Kittleson hoped to have the study wrapped up by the end of the year. Ms. Gardino explained that there were representatives from the corridor area as well as agencies included in the advisory group. Mr. Hernandez stated that there were walking tours and other types of tour companies that might be included in the discussion. Mr. Ringert stated that Kittleson would like to hear recommendations and/or advice for goals and objectives from the Technical Committee. Mr. McBeath inquired about incorporating some features that were used in the downtown area into the College Road corridor. Mr. Ringert stated that there were features that could be incorporated into the College Road corridor but it was different from downtown in that there was no on-street

parking and lane circulation was different. Mr. Hernandez inquired about the road diet concept of going from four to three lanes of traffic and whether it would increase or decrease level of service. Mr. Worth stated that at this time they did not have an answer to that question. Ms. Gardino stated that a ratio would have to be obtained from DOT to accurately answer that question. Mr. Ringert noted that future traffic projections would be an integral part of the answer to the question. Mr. Ringert stated that based on the goals and objectives for the corridor, evaluation criteria would be drafted and Kittleson would be coordinating with DOT and the City of Fairbanks to get accurate traffic forecasts with respect to growth and development along the roadway in the future. Mr. Ringert stated that any input would be welcome and throughout the process progress updates would be provided. Ms. Gardino stated that information received from the study would help towards the Long Range Plan Update and inclusion in the TIP.

c. Illinois Street Reconstruction Update

Ms. Gardino stated that there was a season kick off meeting with the DOT and Contractor on April 4, 2013 and work would begin on the bridge at the end of April.

d. 03.20.13 Action Items

Ms. Gardino stated that the action items from the last Policy Committee were included in the meeting packet.

e. Obligations and Offsets

Ms. Gardino reviewed the obligations and offsets included in the meeting packet.

f. Legislative Update

Ms. Gardino stated that Senate Bill 18 was being worked on with a hearing to be held on April 4, 2013 at 1:30 pm. Ms. Gardino added that no money for FMATS had been added thus far, but the City of Fairbanks had money obligated and the Transportation Infrastructure Fund Bill had passed the Transportation Committee and was now sitting in Finance and the Constitutional amendment required for that bill was being heard at 1 p.m.

12. Technical Committee Comments

Mr. Rogers stated that a preconstruction meeting was held with the contractor, Exclusive, on Monday, April 1, 2013 for Helmericks/Bentley Trust Road and anticipated starting construction in mid-May beginning at the roundabout at the intersection of Helmericks and Herb Miller Way. Ms. Gardino asked about public coordination during construction with information about detours and impact to the traveling public. Mr. Rogers stated that he expected that would be the case and the biggest impact would be to public transportation like busses and that Exclusive had already had extensive conversations with Laidlaw.

Mr. McBeath stated that he was happy to see the meeting adjourned before 1:30. Mr. Sanchez stated that if you were traveling on Ft. Wainwright to steer clear of Montgomery during peak hours due to hangar construction but if you got the chance you should check it out because it was a 135,000 sq.ft. hangar and was really cool but not to go there during peak hours.

Mr. Carr stated that May 11, 2013 was the Alaska Railroad Open House at the Fairbanks Depot and June 3rd was the scheduled open house by the State Rail Plan Committee and he would confirm those dates with Ms. Smith.

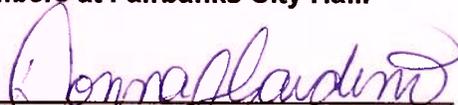
Mr. Fox stated that the Downtown Wayfinding Project Steering Committee held its final meeting on April 2 and Ms. Gardino would be presenting the final design concept selection to the Policy Committee and wrapped up by end of the month.

13. Adjourn

- **Motion to Adjourn.** The meeting adjourned at 1:30 p.m. (Hernandez/Carr)

The next Technical Committee meeting is Wednesday, May 1, 2013, at 12:00 noon in City Council Chambers at Fairbanks City Hall.

Approved: _____



**Donna Gardino, Chair
FMATS Technical Committee**

Date: _____

5.1.13