



POLICY COMMITTEE MEETING

City of Fairbanks Council Chambers, 800 Cushman Street, Fairbanks, Alaska

Meeting Minutes – July 16, 2014

1. Call to Order

Mayor Luke Hopkins, Chair, called the meeting to order at 10:00 a.m.

2. Introduction of Members and Attendees

Attendee

*Luke Hopkins, Chair
 *Bryce Ward, Vice Chair
 *John Eberhart
 *Rob Campbell
 *Guy Sattley
 *Perry Walley
 *Cindy Heil for Alice Edwards
 **+Donna Gardino
 **Deborah Todd
 **Aaron Buckley
 **Kellen Spillman
 **Linda Mahlen
 Meadow Bailey
 +Brian Lindamood
 +Joan Hardesty
 Jae Hill
 Tonya Clooten
 Janey Hovenden
 Lance Roberts
 Janice Golub
 Sam Carlson
 Representative Doug Isaacson
 Heidi Redmond
 Senator Click Bishop
 Rynneiva Moss
 Kelli Pelham
 Lynnette Bergh
 Tom Studler
 Patrick Cotter
 Tony Johansen
 Jaime Schwartzwald
 Jerry Colp
 Donna Wojciechowski
 Richard Bellows
 Tim Sovde
 Ken Brewer
 Arlan Buckmeier

Representative Organization

Mayor, Fairbanks North Star Borough
 Mayor, City of North Pole
 Mayor, City of Fairbanks
 Acting Northern Region Director, DOT&PF
 FNSB Assembly Member
 City Council Member, City of Fairbanks
 DEC, Division of Air Quality
 FMATS MPO Coordinator
 FMATS Administrative Assistant
 FMATS Transportation Planner
 FNSB Community Planning
 DOT&PF Planning
 DOT&PF Information Officer
 Alaska Railroad
 Department of Environmental Conservation
 FNSB Planning
 City Clerk's Office, City of Fairbanks
 City Clerk, City of Fairbanks
 FNSB Assembly
 FNSB Assembly
 City of Fairbanks
 State of Alaska Legislature
 Representative Isaacson's Office
 State of Alaska Senate District C
 Senator Coghill's Office
 Representative Tammie Wilson's Office
 Representative Steve Thompson's Office
 Representative Pete Higgins' Office
 PDC Engineering
 Great Northwest Inc.
 Reporter-KTVF Channel 11
 City of Fairbanks
 Citizen
 Citizen
 Citizen
 Citizen
 Citizen

Dan Foltz	Citizen
Mike Thomas	Citizen-Owner of Mike's Chevron
Mary Ann Nickles	Citizen
David Throop	Citizen
Sue Roberts	Citizen
Alan Armbruster	Citizen
Gabriele Larry	Citizen-Owner of C&J Fun Center
Bill Larry	Citizen-Owner of C&J Fun Center
Jackie Kephart	Citizen
Susan Warner	Citizen
Sidney Childers	Citizen

***FMATS Policy Committee Members, **FMATS Staff Members, +FMATS Technical Committee Members**

Mayor Hopkins announced that tickets would not be issued on 8th Avenue for going past the two hour parking limit and thanked Mayor Eberhart for that consideration.

Mayor Hopkins welcomed everyone and stated that with the number of people in attendance, he would not be having everyone announce themselves unless they were non-public members such as DOT officials and staff who would not be testifying. Mayor Hopkins clarified that other members in attendance would be afforded the opportunity to identify themselves when testifying.

Mayor Hopkins stated that he wanted to clarify for the public that Donna Gardino, Aaron Buckley, and Deborah Todd were not voting members of the Policy Committee.

3. Public Comment Period (3 minute limit)

(1) **Lance Roberts**, 2821 Totem Drive, Fairbanks, AK. Mr. Roberts testified that he wanted to bring up a few points and first wanted to let the Policy Committee know that he had circulated a petition for signatures since he realized there had not been enough public participation at the original meetings. Mr. Roberts stated that the meeting he had attended was at the Bentley Mall and was attended by only about 42 people. Mr. Roberts stated that he had obtained over 450 to 460 signatures on the petition of those who were opposed to the restriping of College Road and that was all he addressed on most of his testimony was just the restriping.

Mr. Roberts stated that he just wanted to point out one data point with that. Mr. Roberts stated that he had gotten his own booth at the Midnight Sun Festival to gather signatures and obtained a few hundred signatures there. Mr. Roberts stated that he wanted to point out that of all the people who had looked at the petition, read it, and signed it; only about four that he had talked to said "no that they were not interested in that" and that they wanted the restriping. Mr. Roberts stated that was the kind of ratio and that was what he had seen with all the people that had talked to him and commented--it was overwhelmingly--those who traveled and knew about College Road knew that they needed more flow and less congestion.

Mr. Roberts stated that in the DOT notes at their open house presentation, it stated that delays at signalized intersections would increase and there would be congestion during large events such as the Tanana Valley Fair and the Farmers Market. Mr. Roberts stated that he would like to say that the two biggest problems on College Road were the congestion at the Tanana Valley Fair and the Farmers Market and if they were going to do anything-they needed to do something to fix the problem, not make it worse. Mr. Roberts stated that the restriping was going in the wrong direction by making that congestion worse.

Mr. Roberts stated that in relationship to the College Road Final Draft Study that they would be looking at today, he wanted to point out that it in the DOT notes it said when talking about bus pullouts and the restriping in general; the report stated that "in addition, additional bus pullouts should be installed to ensure adequate vehicle operations." Mr. Roberts stated that throughout the study-in numerous points, they said don't do this without implementing everything at once, because you would add congestion since you were not fixing the bus pullout situation.

Mr. Roberts stated of the 17 goals and objectives listed in the report only one of them addressed flow. Mr. Roberts stated that the purpose of roads was to get from one place to another. Mr. Roberts stated that flow ratios and flow capacities in the report were considered acceptable at under 30 percent of where they were supposed to be, but were based on Florida DOT studies. Mr. Roberts stated that ice and snow reduced capacities on a road and the Florida studies had not factored ice and snow into their studies.

Mr. Sattley asked Mr. Roberts about the references to bus pullouts mentioned on Page 6 in the Summary and Page 21 in the Summary of Goals and Objectives Table and asked Mr. Roberts if he had noted any other references where bus pullouts were mentioned as being an integral part anywhere else in the document.

Mr. Roberts stated that he had not written down any specific references except the Page 6 and Page 21 references. Mr. Roberts stated that he was not sure if they specifically mentioned bus pullouts, but said that the different factors they brought out should be considered and brought forward together as a package.

Mr. Sattley inquired if Mr. Roberts was suggesting that when repaving the entire road and installing bus pullouts, it would be sensible that they be built at the same time.

Mr. Roberts stated that he thought that if bus pullouts were not installed at the same time as the restriping, they would get much more congestion than the people who had done the study reported. Mr. Roberts stated that the report suggested that traffic would be slowed down as much as seven miles per hour, which was 20 percent on most of College Road.

Mr. Sattley asked Mr. Roberts if he could explain the heading and content of the petition he had received the 450 signatures on.

Mr. Roberts stated that he would read the petition into the record. The petition stated: *“The Fairbanks Metropolitan Area Transportation System (FMATS) voted in March to downsize College Road from four lanes to two with a turn lane. This means that if you don’t use the suicide lane, you will be stopped for most all right-hand turns when busses don’t have a pullout, and for snowplows. It will also take much longer on the average to enter the road, since all traffic in one direction will be in one lane. They still have to approve the design later this year, so public input can still be given.”*

Mr. Sattley asked Mr. Roberts if the people who signed the petition were objecting to changing from three lanes to two lanes with restriping. Mr. Roberts stated that was all that was intended by the petition and his testimony.

- (2) **David Drew**-1231 Hayes, College, AK 99708. Mr. Drew stated that he had always lived in the vicinity of College Road while in Fairbanks and used it daily. Mr. Drew stated that the current markings on College Road permitting four lane use of the roadway were the best use of the roadway. Mr. Drew stated that the bike use of College Road was low during the summer and almost non-existent during the winter. Mr. Drew stated that current bike path was adequate. Mr. Drew stated that they would need a massive shift in biking for basic transportation needs to require marking the road for bike traffic. Mr. Drew stated that for perspective a Tour de France biker on a \$4,000-\$9,000 bike could only attain 25-28 miles per hour on level ground and an in-shape serious local biker on a \$2,000-\$7,000 bike could only attain 17-18 miles per hour. Mr. Drew stated that the vast majority of bikes on College Road traveled in the 10 mile per hour range during the summer and slower during the snow and ice conditions of winter on a fat bike. Mr. Drew stated that his preferred bike path was the Johansen Expressway bike path to town and using the river bike path through town. Mr. Drew stated that all the current three lane roads with center turn lanes were widened from two lane roads: Dale Road, Aurora Drive, South Cushman and many downtown Fairbanks streets. Mr. Drew stated that even Geist Road was increased from four to five lanes between University Avenue and Fairbanks to make a left-hand turn lane. Mr. Drew stated that remarking College Road from four lanes to three and inviting bikes onto the roadway fails to improve traffic flow. Mr. Drew stated that it was wrong to use lane reduction by comparing it to lane additions, and then calling it improvement of traffic flow. Mr. Drew stated that we would never know which came first, speed or accidents. Mr. Drew stated that safe driving was an individual responsibility.
- (3) **Tony Johansen**-1887 Arctic Loon Circle, Fairbanks, AK-Mr. Johansen stated that it was difficult to respond to a large study in three minutes, but he would give it a shot. Mr. Johansen stated that he was there in opposition to the current three lane proposal for the middle and western College Road segments and in support of maintaining the existing four-lane highway with pedestrians and bicyclists accommodated on the two, note there’s two, eight and a half-foot sidewalks. Mr. Johansen stated that the College Road Corridor Study was prepared by an Oregon engineering firm with a strong bias towards bicycles and traffic calming. Mr. Johansen stated that bias was reflected in their Executive Summary where they discussed levels of service for pedestrians and bicycles, but made no

mention of the level of service for cars. Mr. Johansen stated that they rated the level of service for bicycles at D and E due to a lack of specific street accommodation of bicycles, not due to congestion. Mr. Johansen stated that they could not argue congestion because this was on a transportation corridor where between Lemeta and College you could stand for hours during the middle of the day and never see a bicyclist. Mr. Johansen stated that the study continually expressed a concern for higher speed riders. Mr. Johansen stated that they noted that safety was particularly a concern on sidewalks that did not provide the typical ten-foot minimum for multi-use paths. Mr. Johansen stated that College Road had some of the widest sidewalks in Fairbanks. Mr. Johansen stated that they were a half-foot wider than the bike path along Farmers Loop and there were two of them. Mr. Johansen asked why they did not designate one sidewalk for pedestrians and one for bikes if safety was being compromised. Mr. Johansen stated that they did not because, despite the fact that the sidewalks were only eight and half-feet wide, they did not have a safety issue when the number of interfaces between bicyclists and pedestrians in one day could be counted on your fingers. Mr. Johansen stated that early in Kittleson's Executive Summary it was stated that national data suggested that a conversion from four lanes to three would result in a 29 percent reduction in crashes and by the end of the summary that tentative statement had morphed into a more confident forecast of a 29 percent reduction in accidents. Mr. Johansen stated that he believed a careful review of the accident history for this highway, which was low, would indicate the potential for no increase in accident rate, at best. Mr. Johansen stated that the proposed three-lane design for the middle and western segments would have vehicles slowing to move into a center turn lane, slowing to make right-hand turns, and would have busses slowing to turn into turnouts; all immediately impacting through traffic and resulting in increased potential for rear end crashes. Mr. Johansen stated that cars waiting in the center turn lane to turn left would have fewer openings in the stream of oncoming traffic causing them to make their turn with a reduced margin of safety and increasing angle crashes. Mr. Johansen stated that what would be gained by the new typical section was the opportunity for the very few higher speed bikes on College Road to move unimpeded. Mr. Johansen continued that what would be lost by the new typical section would be that the vast majority of the traveling public, that had for years made due with the poor design imposed on the region by Juneau, would now continue to suffer with a new design imposed on them by an out-of-touch Oregon design firm--a design with narrow lanes but now only two rather than four. Mr. Johansen stated that the end result would be an increase in the travel time for thousands of vehicles per day while the handful of high speed bicyclists would be accommodated--a miserable trade-off.

- (4) **Susan Warner-24 Steelhead Road off Chena Small Tracts** - Ms. Warner stated that in the June 18th FMATS meeting notes it said that Ms. Gardino read an email from Tammi Seekins where Ms. Seekins claimed that she spoke for most of the residents in that area. Ms. Warner stated that she wanted to point out that Ms. Seekins did not speak for most of the residents in that area. Ms. Warner stated that Ms. Seekins also claimed that most of the residents approved of the current design for the Chena Small Tracts Pedestrian Pathway. Ms. Warner stated that, for the record, most of the residents did not approve which was

delineated by the petition against that was submitted to the DOT in the early public comment period, so Ms. Seekins did not speak for residents on Chena Small Tracts Road.

- (5) **Tim Sovde**-402 Bonnifield Street, Fairbanks—Mr. Sovde stated that he was at the last go-round where they presented their project and it was amazing that they would propose a project which would increase congestion with the claim that it would actually be safer. Mr. Sovde stated that the only time he had a vehicle on vehicle accident was on a congested road where the traffic was heavy so that he ended up having a collision with another vehicle. Mr. Sovde stated that any time you were talking about increasing congestion, you were talking about increasing risks, and increasing dangers for the drivers who drove on that road. Mr. Sovde stated he also could not believe bus stops were purposely designed in the only lane that you were allowed to drive on, you were going to end up forcing traffic into the suicide lane because drivers made poor choices at points in time, and you were then not only increasing the risk of accidents by the congestion and collision by congestion, but were also increasing the likelihood of a head-on collision in the suicide lane. Mr. Sovde stated that you might have enough congestion to slow the vehicles down to 35 mph from what they were going now, 40 or whatever, but that simply meant that they would strike each other head-on at 70 miles an hour. Mr. Sovde stated that when you struck two vehicles head on at 70 miles an hour you were not just talking fender-benders and possible injury, you were talking death. Mr. Sovde stated that he could not believe that they could take the position that this would actually be safer.

- (6) **Doug Isaacson**-Representative for House District 1 which incorporated that portion of Badger Road from the City of North Pole to Nordale Road. Representative Isaacson stated that he wanted to briefly address Item 8.h, the Badger Road LIO Meeting Discussion, and would unfortunately not be present for that discussion due to prior commitments in North Pole.

Representative Isaacson stated that he wanted to encourage FMATS to undergo the Badger Road Corridor Study that DOT suggested at the July 1st meeting to help DOT facilitate the next step. Representative Isaacson stated that for the record, he was the Vice Chair of House Transportation and sat on the Finance Committee for Transportation, but unfortunately unlike a body such as FMATS, the Legislature only met once a year, so it was a long time in between meetings where they could actually appropriate money. Representative Isaacson stated that FMATS was much more fluid and flexible and could respond more quickly which was another reason why he liked local government and their ability to respond to their issues. Representative Isaacson stated that on Badger Road itself, there were several recommendations that were on Pages 158 and 159, and he wanted to touch briefly on what DOT had talked about for safety and ease. Representative Isaacson stated that one recommendation was engineering which was something that DOT could do, another was enforcement, another was education, and the other was emergency responder's ability to access--which went back to the College Road discussion.

Representative Isaacson stated that any time you started restricting lanes, you had an issue with emergency responders. Representative Isaacson stated that going back to Badger Road; education was something that DOT could do immediately and would encourage them to put up signage that also said, "Dangerous Intersection Ahead". Representative Isaacson stated that in the Corridor Study, DOT could identify where signage or traffic lights might work. Representative Isaacson stated the Mitchell Expressway was a good example of a 55-mile an hour corridor where drivers expected to stop three times. Representative Isaacson stated that they had issues on Badger Road, Plack and Bradway Roads. For example, there was high congestion at only certain times of the day; and Peede/Holmes and Badger, which historically was probably the worst intersection on Badger Road. Representative Isaacson stated that perhaps they could install flashing yellow lights warning that you were coming to an intersection. Representative Isaacson stated that he believed that was something that could be done right away and did not take an act of the Legislature or large appropriations to do. Representative Isaacson stated that when he was Mayor of North Pole, they tried to get intersection control at 8th and Old Richardson because of two schools, the refineries, and such and had tried to put up a stoplight. Representative Isaacson stated that he understood there were complexities to putting in stoplights, but would ask that in their study they consider what that real cost might be. Representative Isaacson stated that at that time they were told about \$250,000 for a stoplight, and now they were given a wild guess of a million dollars. Representative Isaacson stated that he would hope that FMATS would find out what the real price for those things were, and do as much cost containment as possible which was what FMATS had been known for in the past with many of their projects.

- (7) **Jackie Kephart** -225 Aurora Drive, Fairbanks- Ms. Kephart stated that she lived three houses down from the College Road/Aurora intersection and was opposed to the restriping of College Road. Ms. Kephart stated that she was a daily user of the College Road corridor. Ms. Kephart stated that she biked or walked to work, depending on the season, and also drove her vehicle to and from box world, etc. Ms. Kephart stated that she could not see making this down from a four lane to a two lane with a center turn lane. Ms. Kephart stated that the bike path was marketed at the June meeting as not actually a designated bike path. Ms. Kephart stated that it was more of place to put snow in the wintertime and bicyclists could use that 3½ ft.-wide bike lane if they felt like it, during the summertime. Ms. Kephart stated that because she walked to work in the wintertime, if there were piles of snow in this so-called bike lane, she could not see pedestrians along College Road having to walk over four foot snowberms in the wintertime. Ms. Kephart stated that the gentlemen who testified that there was not a lot of bike traffic on College Road was correct. Ms. Kephart stated that in the wintertime you might see one or two kids commuting up to the University and summertime, once in a great while you would see folks coming by, sometimes families, but she did not need an 8½-foot sidewalk and 3½-foot bike lane to ride her bike or walk. Ms. Kephart stated that the only other thing she had to say was that this two-lane with a center turn lane, such as Aurora Drive was right now, people would only be able to drive as fast as the slowest vehicle going from University through to the Johansen. Ms. Kephart stated that she had been

passed many times on Aurora Drive driving 30 miles an hour, which was the posted speed limit. Ms. Kephart stated that you were going to have folks that were stopped for a bus or whatever, passing folks in the middle turn lane. Ms. Kephart stated that she thought that they would have a lot more crashes than the 15 that what was quoted at the June meeting about this.

- (8) **Sid Childers**-1010 College Road, Fairbanks- Mr. Childers stated that he had lived there for over 50 years and watched the traffic come and go, and watched the road go from a narrow two lane to what they had right now. Mr. Childers stated that his observation was as he looked at all this thing was that he did not see too many bicycles on the sidewalk even now, and even less of them in the wintertime. Mr. Childers stated that he thought the sidewalk was in good shape and plenty adequate for any bicycle traffic now and into the future. Mr. Childers stated that traffic was heavy on College Road and thought everybody knew that, particularly if you lived there and had to pull out into it. Mr. Childers stated that even now he had to wait often times two or three minutes just to get into the four-lane traffic and if you put a three-lane in there with traffic slowed down was sure that the wait would be much longer. Mr. Childers stated that the bus pullouts were an excellent idea. Mr. Childers stated that even now with the four lanes, when the busses stopped at any point along the road, then the whole lane had to stop behind them, particularly if the other lane was occupied. Mr. Childers stated he thought that changing it to three lanes was no less than stupid. Mr. Childers stated that he thought four lanes was the way they ought to go and to go to three lanes was even stupider than stupid.

Mr. Sattley asked Mr. Childers if he thought that when a bus stopped in the only driving lane that there would be quite a few Fairbanksans who would use the turning lane to go around the bus. Mr. Childers stated that he thought he probably would and thought everybody else would, because everyone along that road was in a hurry.

Mr. Sattley stated that the Consultant, when asked that exact same question and probably with the exact same words on the phone from Portland, had said, his exact words were, "He did not think there were that many lawbreakers who would do that." Mr. Sattley stated that he hardly believed that statement. Mr. Childers stated that the Consultant was detached from reality. Mr. Sattley stated that he appreciated Mr. Childers' testimony.

- (9) **Gabriele Larry**-Ms. Larry stated that she had been a resident of Aurora since 1979. Ms. Larry stated that her driving ability on College Road started when she was 16 and was fortunate to have had a car and spent a lot of time on that road. Ms. Larry stated that she was very familiar with College Road and knew it like the back of her hand. Ms. Larry stated that she worked on College Road and lived in Aurora. Ms. Larry stated that she lived, worked, and breathed College Road. Ms. Larry stated that her kids attended high school and she shuttled them up and down College Road from West Valley and back pretty much every day starting with Joy School in the Danby Area so she was very familiar with it, not only from a business aspect. Ms. Larry stated that as far as she was concerned, the road was very safe the way it was now. Ms. Larry stated that she had never had an

accident. Ms. Larry stated that her kids drove the road and attended UAF. Ms. Larry stated that she still had four drivers in the household and they had never had an accident, her parents were Aurora Drive residents and had never had an accident; her brother lived there and had also never had an accident. Ms. Larry stated that the accidents she had seen on the corner of College and Aurora where she worked and owned property had lately, as of the last few years, been due to texting problems and she had heard that the incidences were higher in Lemeta. Ms. Larry stated that she had heard that Lemeta was getting revised because of the way it was and it should have increased safety standards there. Ms. Larry stated that the traffic flow on College Road as it was now was great. Ms. Larry stated that she traveled the roads of town quite frequently and Aurora Drive was not her favorite road to drive down simply because in the winter you became obstructed by the snow. Ms. Larry stated that you would also be obstructed by the snow if College Road turned into this three-lane road because what happened was that berms piled up on the sides and you had now moved those lanes inward and you were not driving on the lanes on Aurora Drive. Ms. Larry stated that then you had the center, which was actually supposed to be the center lane, but was not really, so when the busses came and you were behind the bus because it had to make a stop, you went forward because you were like everybody else, you went forward and were not waiting for the busses. Ms. Larry stated that there was a high incident of high-schoolers and inexperienced drivers that would be traveling those roads. Ms. Larry stated that as it was now, it had been very safe but she could acknowledge the fact that kids were in a hurry and even sometimes old ladies, like her mom, got in a hurry, but that road right now was very safe in her opinion. Ms. Larry stated that she also had concerns about leaving work at any given time if the road changed because she would be forced into a slower moving lane of traffic and would not be able to turn on a right-hand turn at all and would be forced to go out her driveway left. Ms. Larry stated that all her customers and employees at the corner of College and Aurora at Alaska Fun Center would be in jeopardy. Ms. Larry stated that she was not in favor, her customers were not in favor, her employees were not in favor, and the residents she had talked to in the neighborhood were not in favor. Ms. Larry stated that she was also Fair Board and they were not in favor. She had gone to the Farmers Market and talked to numerous people and everyone she had talked to was not in favor, so please don't do this. Ms. Larry stated that she agreed with what everyone who had testified had said and being a resident she would appreciate that their concerns be heard. Ms. Larry stated that she appreciated having this meeting.

Mayor Ward inquired if Ms. Larry was aware that the Policy Board had already approved this project. Ms. Larry stated that they were aware. Mayor Ward inquired what her recommendation would be. Ms. Larry stated that her recommendation would be to leave the road as it was, because in the draft she was told when she came and met with FMATS personnel, that they had a choice. Ms. Larry stated that the choice was to leave the road the as it was, or go on with the striping and changing of the road. Ms. Larry stated that they were here to say, "Leave the road as is." Ms. Larry stated that there was no reason to change the road because they were not having issues with the road. Ms. Larry stated that furthermore it really disheartened her that she had to involve her employees

to call all the residents and businesses that did not know about the meeting and they were calling them. Ms. Larry stated that a number of the people in the room right now were there because her girl in the office had been calling and emailing them because there had been very little notification, if any, and she was very disappointed in that. Ms. Larry stated that her recommendation was to leave the road alone, clearly, and it was very disheartening that it had even come to this point. Mayor Ward stated that he just wanted to make sure that Ms. Larry was aware that it had already been voted on and was already an action item.

Ms. Larry inquired if Mayor Ward was saying that they were not interested in changing it. Ms. Larry stated that she was told that if they attended the meeting, and they were heard, that this was not the final solution to what was going on with College Road and inquired if that was not true.

Mayor Hopkins stated that he would say that that was true and this was not the final action. Mayor Hopkins stated that the Borough Assembly, Planning Commission, and DOT themselves were really the final action on what they did. Mayor Hopkins stated that this was just the recommendation that was made in March and they had on their Agenda today to reconsider their action from March and they were at a fork in the road with their action from March.

Ms. Larry stated that was what she was hoping; that they would be heard and with the testimony received, the Policy Committee would reconsider their action because this was not the way to go. Ms. Larry stated that there would have been a lot more people here today if the meeting had not been held at ten in the morning.

Mr. Walley stated that he appreciated Ms. Larry taking the time to attend the meeting. Mr. Walley stated that when Ms. Larry said to “do nothing”, he thought that Ms. Larry was not saying she was in favor of doing nothing with College Road. Mr. Wally stated that one of the issues that was embedded in this whole thing was the intersection of Margaret and Antoinette, where the alignment was not correct. Mr. Walley inquired if Ms. Larry would be in favor of changing that aspect of College Road.

Ms. Larry stated that the aspects of College Road were all correct except for the striping of the road and she was there to say do not change the road from what it currently was to this three-lane configuration. Ms. Larry stated that the Lemeta interchange was horrible and it needed to be fixed. Ms. Larry stated that there were a lot of other things that needed to be fixed. Ms. Larry stated that one of the things that they had talked about recently was the intersection, actually the turn into where the Creamers Field was, and right in front there was a little chiropractic building that you had a turn in. Ms. Larry stated that was as blind corner and should actually be considered maybe further down or something like that. Ms. Larry stated that they traveled the road, they did not want the traffic restricted, they did not want people to get in head-on collisions, and that was the only concern. Ms. Larry stated that they could hear from the testimony that was so far given, that people that were walking and biking were not having a problem with the road, the pedestrians were not, and the flow of traffic seemed to go well.

Ms. Larry stated that as far as changing it to a three-lane that would just not improve the road structure at all. Ms. Larry stated that she had traveled the road for almost forty years and thought she had a pretty good knowledge of what went on there any time of the day: morning, afternoon, late; as she traveled that road continually.

- (10) **Randall Fletcher**-Mr. Fletcher stated that he was a little dismayed to hear that this was a done deal, so to speak. Mr. Fletcher stated that he had worked at the corner of College and Aurora six days a week and had been doing that coming up on nine years. Mr. Fletcher stated that he had occasion to witness the traffic on College Road almost all day long during business hours. Mr. Fletcher inquired, prior to the recommendation being adopted, what public testimony was taken, what public notice had been given, prior to the decision being made, if any. Mr. Fletcher stated that he would challenge the proponents of this plan. Mr. Fletcher stated that they were willing to trade off a few potential savings in minor fender benders for the certainty of severe head-on collisions involving serious injuries or even fatalities. Mr. Fletcher stated that if they were certain enough of their data, then sign a legal document accepting liability for any head-on collisions that occurred in the center turn lane. Mr. Fletcher stated that if they were not sure enough to do that, then they should put it all back on the shelf where it would never come off of.

Mayor Hopkins stated that there was a public notice about this decision process and whether it was seen by all people or not, there was a process. Mr. Fletcher stated that he thought there needed to be a better public notification process for this kind of thing, because it was not getting out there. Mayor Hopkins thanked Mr. Fletcher for his comment.

- (11) **Dan Foltz** –Mr. Foltz stated that he owned and managed about 60 rental units along College Road. Mr. Foltz stated that he worked that road quite a bit, so was pretty familiar with the road at all hours of the day. Mr. Foltz stated that he was a busy guy and was kind of surprised when he heard about the restriping. Mr. Foltz stated that it was just a no-brainer that they could not be doing that with that much traffic. Mr. Foltz stated that the other hazards that you ran into on that road were the busses. Mr. Foltz stated that if they were going to divert traffic from College Road, they needed to just naturally start fixing the intersections at Johansen/University. Mr. Foltz stated that he avoided that himself. Mr. Foltz stated that College Road fed a lot of subdivisions, schools, and businesses and there was going to be a lot of traffic there and they needed a four lane for it. Mr. Foltz stated that he was constantly using the inside lane just to merge into traffic, so he just saw it as a big hazard. Mr. Foltz stated that whether or not he would be one of those lawbreakers; he was not going to testify there today. Mr. Foltz stated that to sit behind a Borough bus or sit behind ten to fifteen people lined up in traffic where they would have to wait before they could even cross into the lanes. Mr. Foltz stated that he did see it as a hazard, he agreed with a lot of people that were opposed to it, and believed that they should reconsider the restriping of the road. Mr. Foltz stated that the winter ice would create an even bigger hazard when you had the lanes shrink up and you were

not able to see the center lines for turning, and so on. Mr. Foltz stated that he was opposed to it.

Mr. Sattley stated that he wanted to use Mr. Foltz' comment regarding reconsideration as a way to clarify.]Mr. Sattley stated that on the Agenda there were two items and the first one item was to reconsider the College Road design. Mr. Sattley stated that they had not talked about the agenda yet since it was after the public comment period, but he just wanted to clarify that it was on their agenda and was an issue that they intended to address at that time.

- (12) **Mike Thomas**-Owner of University Chevron on College Road- Mr. Thomas stated that he was pretty disappointed that he had not known about the meeting until about ten minutes before it started. Mr. Thomas stated that he had then received or had heard incorrect information about the location of the meeting and had gone to the Fairgrounds before arriving at City Hall, which was why he was late. Mr. Thomas stated that he had sent a letter to Mr. Johnson of DOT about the College Road project that said most of what he wanted to say, so he would read it into the record. The letter read as follows: *"I was in attendance at the Open House on June 25 at the Fairgrounds regarding the proposed changes to College Road. The work Mr. Johnson and the other members of his team did was excellent and well planned except for the limited space for all the people who were there. He did a good job keeping the meeting moving forward and trying to let everybody have a say. As in all meetings, some people sound off louder than they should, but all in all it went well. Being in business for many years, I understand the importance of moving forward with upgrades, improvements, and safety issues. This is progress and without it things would fall apart. My business works to improve every day, so I do understand the rationale behind the project. After listening to Mr. Johnson and his team discuss the proposal, I feel that there are more negatives than positives to the plan they seem to be pushing for. Although there would be some added safety in some areas these would be offset by lots of other problems. Rear-end collisions from people making left turns would now be rear-end collisions from right turns. Drivers would also be frustrated from the very slow traffic and they will try to pass in the center, no passing lane. Cars pulling onto College Road will be a hazard leaving the other traffic no place to go around. Not only vehicles turning right will slow everything to a crawl, busses stopping on the bus stops, large trucks trying to navigate in and out of businesses, like the fuel tankers that pull in and out of University Chevron. One lane traffic at three to five o'clock, or almost any time of day for that matter, will be difficult for these vehicles and the waiting time excessive waiting for traffic to clear. What a mess! If I heard Mr. Johnson correctly, they said there were 15 accidents last year and the study says this configuration will reduce it by 30 percent. That's five. Also, he said there was 8100 vehicles a day that traveled on College Road. If my calculation is correct, that's over 2.9 million cars traveling on College Road each year. Of course, nobody wants anybody to get hurt, but what are the odds of having an accident. I don't care what is done, accidents do happen. Even if College Road was turned into a bicycle and pedestrian road only, you would still have people being run over by bicycles. I'm not sure about the statistics, but this is probably one of the safest roads in Fairbanks. College Road is a main artery in and around Fairbanks and I suspect*

traffic will continue to increase for the years to come. The favored plan will take two lanes of traffic each way and reduce it down to a single one. I'm sure the design people are very smart and paid a lot of money to study all the different options, but this plan is a poor idea. In addition, most people in attendance were opposed to this configuration. I respectfully vote to leave College Road a four lane. It has worked well for the 36 years I've been in business on College Road. Thank you very much.

- (13) **MaryAnn Nickles**- Ms. Nickles stated that she was there on behalf of all the people who attended the first open house for this road redesign. Ms. Nickles stated that she was there and the majority of people there were in favor of bike lanes. Ms. Nickles stated that she would like to see more bike lanes in Fairbanks. Ms. Nickles stated that there was one on each side of 23rd and she was pretty sure that it was the same width as this was. Ms. Nickles stated that it was not marked but it was parked on, so people did not understand it was not a parking lane. Ms. Nickles stated that she thought they should be encouraging biking more. Ms. Nickles stated that this subject had been mentioned frequently in FMATS-published advertisements in the paper that were every other week between the Technical Committee one week and the Policy Committee two weeks later, so there had been many opportunities for people to come and listen to what the discussions were and there were comment periods in those meetings as there was in this one. Ms. Nickles stated that she had sent her comments in so she did not want to reiterate all of them.
- (14) **Bill Larry**-Alaska Fun Center owner since 1959-Mr. Larry stated that he had been through gravel roads, two lane roads, then they got a two lane, paved road. Mr. Larry stated that he could not believe that this group of FMATS people would go along with this as they all lived here. Mr. Larry stated that it would be the most safety hazard thing there could ever be. Mr. Larry stated that with four lanes they had been doing fine, why turn it back. Mr. Larry asked what was wrong with them and stated that whoever had voted for this was just nuts to go this way. Mr. Larry stated that it was just ridiculous to turn back something like this. Mr. Larry stated that with four lanes many people were out there and he could just imagine how it would be if you shoved all those people into two lanes. Mr. Larry asked what they were going to do with that passing lane. Mr. Larry stated that people were going to go out and break the law because they were not going to wait. Mr. Larry stated that you could just stand there at his business and watch them go by. Mr. Larry stated that there were semis coming into his yard every day, two at a time, and unloading. Mr. Larry stated that he did not know who voted for this, but whoever did it was just ridiculous. Mr. Larry stated that in the winter time the roads were two-lane since DOT did not clean them out. Mr. Larry stated that DOT would clean the bicycle paths but not the road, so you were forced into two lanes. Mr. Larry stated that he could not believe it and asked what was going on. Mr. Larry stated that he was so shook up right now that he had forgotten everything he was going to say. Mr. Larry stated that this was not helping Fairbanks. Mr. Larry stated that if anything they needed another road with four lanes somewhere. Mr. Larry stated that they needed to put five lanes out there. Mr. Larry stated that they could take some of his property if they needed to but, please don't go back to two lanes out there.

- (15) **Stephen Davila**-Store Manager for Alaska Feed Company, 1600 College Road. Mr. Davila stated that he had been with the store for six years and a customer to the store previous to that. Mr. Davila stated that he could appreciate the thought of trying to make the road safer, but felt that the three lane change from four was not the right way to do it, just in terms of the store traffic. Mr. Davila stated that they had tractor trailers that came into their parking lot every day of the week week and he thought that would create problems with traffic flow. Mr. Davila stated that just to give them an extreme example of how he thought the road would not work with the new configuration versus the way it was now: Mr. Davila stated that during the Fair the traffic heading west going to the Fairgrounds, that right lane was quite often backed up all the way past their store. Mr. Davila stated he knew that the plan was to have a right turn there but the problem with that was that even if the light was continuous green, traffic did not move until the parking lot traffic could move. Mr. Davila explained that if people were stopped because there was nowhere to go, all that traffic continued to back up. Mr. Davila stated that when that happened, people could not get in and out of the store so they tried to avoid it. Mr. Davila stated that he just saw that change intensifying that aspect. Mr. Davila stated that stories in the newspaper and some of the comments he had seen online stated that if the road changed people would stop being their customers because they did not want to endure the new traffic configuration because they felt it was problematic. Mr. Davila stated that it was a concern for them as well, because if they changed the road it would hurt their business. Mr. Davila stated that they would ask that they kept the road two lanes in both directions and not do the three lane change.
- (16) **Arlan Buckmeier**-1725 Cottonwood Street-Fairbanks-Mr. Buckmeier stated that he had lived there since the mid-80s. Mr. Buckmeier stated that they all had seen many things, good and bad happen on College Road and the direction they were heading was not positive. Mr. Buckmeier stated that there was no way on God's green earth that it could be positive. Mr. Buckmeier inquired if anybody had ever considered ice fog and a bus stopped in the middle of College Road what they would do and whose fault it was going to be. Mr. Buckmeier stated that they should look themselves in the mirror when they did this because it was wrong. Mr. Buckmeier stated that it would slow traffic down and did not see how they could ever think that it wouldn't. Mr. Buckmeier stated that if the fifty seconds or minute or whatever they came up with could slow traffic down, he was on the road ten to fifteen times per day. Mr. Buckmeier stated that he worked there, his help worked there, and what benefit did it bring them to spend a bunch of money. Mr. Buckmeier stated that if they wanted to spend a bunch of money, they should improve the road. Mr. Buckmeier stated that they should widen it, improve the intersections that were bad such as going through Lemeta that had sucked since the day he got there. Mr. Buckmeier stated that there was property available and State had bought property on the side, they should fix that. Mr. Buckmeier stated that to take this broad approach and paint it with a brush to pluses and minuses was not going to work. Mr. Buckmeier stated that you would fix some and hurt others. Mr. Buckmeier stated that he was all for riding bikes and had raised family. Mr. Buckmeier stated that he was the biggest fan of going to Hot Licks on a bike, but that did not mean he wanted to take a

lane out to do that. Mr. Buckmeier stated that there were many people with facts and figures that he did not have in his hands right here, but hiring some outside firm to come up with some damn study, did not work. Mr. Buckmeier stated that there should have been a bloody sign on the side of College Road announcing what was brought up. Mr. Buckmeier stated that he did not know about it until his neighbors called him. Mr. Buckmeier stated that maybe he should read the paper every day, but he was self-employed and spent all night in his own office not reading the paper except maybe on the weekends. Mr. Buckmeier stated that the fact was that if this was ever advertised, he could not imagine that it would have ever passed. Mr. Buckmeier stated that if they wanted to force something down the throats of those people that used it, then so be it. Mr. Buckmeier asked if they all used the road but maybe once or twice a day, but what about those of them that used it all the time. Mr. Buckmeier stated that he had to say that he was far negative about this, leave it alone, fix the places that could be fixed, but let's not go back and make it a smaller road. Mr. Buckmeier stated that he was on Aurora Drive all the time and he thought it was adequate for the traffic on Aurora Drive. Mr. Buckmeier stated adequate was the word, but not great. Mr. Buckmeier stated that they should not make College Road the same damn thing. Anyways, thanks for the time.

- (17) **Senator Click Bishop**-Senator Bishop stated that he thought that everybody had just about covered everything he wanted to talk about. Senator Bishop stated that he was glad to see there was a reconsideration on the agenda and he thought that was great and the people had spoken. Senator Bishop stated that there was one other piece that he looked at in the study and could not say with 100 percent certainty under the Executive Summary under the Future Traffic Impacts. Senator Bishop stated that they were facing, and it was a good thing, the possible construction of an LNG Gas pipeline. Senator Bishop stated that they all knew how many yellow pickups were around this town in 1974 and would just like that added into the mix of what this town could look like again. Senator Bishop stated that he would like that taken into consideration as well and thought they had covered everything else from the safety standpoint. Senator Bishop stated that he there was one more safety point he wanted to mention as someone who built roads almost half of his working lifetime. Senator Bishop stated that they changed the traffic pattern one night on heavy haul trucks from left-hand to right-hand traffic. Senator Bishop stated that they had been hauling for two months with right-hand to left-hand traffic when they switched from left-hand to right-hand traffic, which was due to safety, because the driver sat on the left-hand shoulder in his haul truck. Senator Bishop stated that he had asked if that was really a good idea at the time since they had been driving on the right-hand side of the road since they had automobiles and were going to change the traffic pattern in the middle of the night. Senator Bishop stated that needless to say, it did not turn out very well. Senator Bishop stated that going forward they should take into consideration all the comments regarding: ice fog, blowing snow, and turning lanes. Senator Bishop stated that personally, invariably that it, God forbid if they did build it, that it didn't cause an accident but thought it had the potential to since somebody was going to mentally check out because they had been driving on a four lane road for 35-plus years.

4. Approval of the July 16, 2014 Agenda

Motion: To approve the July 16, 2014 Agenda. (Sattley/Heil).

Discussion: Mr. Sattley stated that there were two items on the agenda for College Road and one of them was there because he asked for it at the last meeting. Mr. Sattley stated that the first items said: "Possible Reconsideration" and should say "Possible Rescinding". Mr. Sattley stated that he thought they all just wanted to have this conversation once, not twice even though there were two items on the agenda. Mr. Sattley stated that what he was suggesting, and Mayor Hopkins was the Chair, so he was looking for guidance. Mr. Sattley stated that when they got to Item 8F, they first should have a vote on "rescinding" the previous vote of six to one to approve the three-lane configuration. Mr. Sattley stated that hopefully that vote would pass and all that would do was put it back on the floor for discussion, just as it was two months ago. Mr. Sattley stated that then they could have a conversation and vote on it. Mr. Sattley stated that the voting could then end up either way. Mr. Sattley stated that to him that was the simplest solution to this. Mr. Sattley stated that another solution would be to reverse the two agenda items but thought that was trickier. Mr. Sattley stated that was what he would prefer but he looked for guidance.

Mayor Hopkins stated as he understood it, the motion to reconsider would be the first vote as was noticed and then they would be back at the end of their debate as if they had not had a vote and then they could make amendments as they wanted to. Mayor Hopkins stated that the action to reconsider or rescind both were debatable by the body and then if Mr. Sattley wanted to make a motion to rescind he would say that a motion to rescind rather than reconsider would be in order. Mayor Hopkins stated that it would be his call unless someone wanted to challenge that. Mayor Hopkins stated that they had the discussion about whether or not to change Item 8F from "reconsideration" to "rescinding", but were going to let it stand and take it up in the form of a motion when they got to that part of the agenda so currently there was no change to the agenda.

Mayor Ward stated that he could make a motion if needed, but there could be no reconsideration of Item 8f as the reconsideration was not made within the time allotted. Mayor Ward stated that they could not take the action of reconsideration, they could rescind, but that motion was not on the table at this time. Mayor Ward stated that he wanted to clarify that rescinding the vote would retract the vote as if they never voted on it and he did not see how they could bring it back for discussion at this meeting if that was the intent. Mayor Ward stated that the question he would ask Ms. Gardino was what that did to the work that had been done as far as the direction that had been given to DOT for this project.

Mayor Hopkins stated that regarding the issue of a reconsideration vote according to Roberts Rules of Order there could be an immediate reconsideration. Mayor Hopkins stated that it was his understanding of Roberts Rules of Order that they could have a reconsideration vote on any issue that they wanted. Mayor Hopkins stated that it had to be made by a member on the prevailing side, which could be one of six, for reconsideration. Mayor Hopkins stated that if the vote is reconsidered then the item is back before the body for reconsideration.

Mayor Hopkins stated that there were two categories of reconsideration, one was immediate and one was whenever the motion was made and had been noticed.

Mayor Ward stated that those were the rules for a committee but for the Assembly it had to be within 24 hours for reconsideration if he was not mistaken.

Mayor Hopkins stated that those were the Fairbanks North Star Borough rules for reconsideration that had to be made by 5 o'clock of the following business day and was not in Roberts Rules of Order according to their Borough Clerk that he had checked with prior to coming to the meeting.

Mayor Ward inquired if that meant reconsideration could be made at any time.

Mayor Hopkins stated that it was an acceptable motion if it was made by a member who voted on the prevailing side, which could be one of six so, in other words, it could not be made by Mr. Sattley. Mayor Hopkins stated that Mayor Eberhart was also looking it up in Roberts Rules of Order

Mayor Eberhart stated quoted Roberts Rules of order in response to what Mayor Ward had said regarding a reconsideration vote. Mayor Eberhart stated that it appeared to him that there was a time limit in Roberts Rules of Order, it had to be made on the prevailing side, and it had to be moved within a day or so.

Mr. Sattley stated that he would suggest that rescinding was a cleaner motion.

Mayor Hopkins stated that they had the item to rescind on their agenda and he would be making the call for that motion to be made as a rescinding motion and then it could be challenged, if necessary, by the body. Mayor Hopkins asked Mayor Ward if that gave him any clarity.

Mayor Ward inquired if Mayor Hopkins was now making a motion. Mayor Hopkins stated that he was not. Mayor Hopkins stated that when they got to that point of 8f. Mayor Ward stated that he would have to object to Item 8f being listed as "reconsideration" because it was in violation of their Bylaws. Mayor Ward stated that if a member wished to rescind they could make that motion otherwise he was going to have to vote against the agenda.

Amendment to the Motion: To change Item 8f. to College Road Design Possible Rescission. (Sattley/Walley).

Discussion: Mr. Campbell inquired what the technical difference was between the motions.

Mayor Hopkins explained. Mr. Campbell inquired what that meant for them now Mayor Ward stated that for clarification the motion was a reversal of an action taken on an item or agenda and when voted down could not be renewed at the same meeting unless sufficiently different from what was previously voted on.

Vote on Motion: None opposed. Approved.

Amended Motion: To approve the Agenda as amended.

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

5. Approval of the June 18, 2014 Meeting Minutes

Motion: To approve the June 18, 2014 meeting minutes. (Ward/Campbell).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

6. Committee Reports

a. Coordinator's Office Report and Technical Committee Action Items

Ms. Gardino presented the highlights from the monthly report that were included in the meeting packet.

7. Old Business

a. UPWP Draft Recommendation (Action Item)

Ms. Gardino explained the Draft UPWP which was a two year transportation planning document is included in the meeting packet. Ms. Gardino stated that the DOT Headquarters in Juneau had forwarded a Notice dated July 1, 2014 that stated that the funding allocation could not be given since the Highway Transportation Fund was scheduled to go bankrupt in August which would delay payments to the States from FHWA for current projects under construction. Ms. Gardino stated that they could not guarantee receipt of planning funds pending the reauthorization bill. Ms. Gardino stated that on a positive note, the House passed a bill that appropriated \$11 billion dollars from the General Fund to keep the fund solvent. Ms. Gardino stated that she had been advised by DOT to move forward with public review of the document since other sources of funding are available. Ms. Gardino stated that the Technical Committee should lay out a strategy for the use of those funds in the interim.

Motion: To issue the United Planning Work Program (UPWP) for public review. (Eberhart/Ward).

Discussion: Mr. Campbell stated that in light of the recent Badger Road issues they had the opportunity within the UPWP to develop a Corridor Study in that area. Mr. Campbell stated that an LIO meeting there were several requests to facilitate that Badger Road Study so he would like to request that it be included in the UPWP as an active agreement instead of a future or contingent agreement.

Amendment to the Motion: To include a corridor study on Badger Road in the active part of the UPWP. (Campbell/Sattley).

Discussion: Mayor Hopkins inquired if it would be under a Task 300 Item.

Ms. Gardino stated that it could either be listed as a Task 300 item as an FMATS priority or it could be listed as a Task 400 item should planning funding become available but would recommend that it go into Task 300 and trying to estimate a dollar amount for it, and then seeing what happened with the PL funding allocation.

Mayor Ward asked Ms. Gardino if their planning efforts were not approved by the Technical Committee since there was scoring for actual projects, and if there was a process for that.

Ms. Gardino stated that this was the process for that and there was not a scoring mechanism for planning activities. Ms. Gardino stated that most of the planning things that they did were the five that were required. Ms. Gardino stated that there was not a scoring mechanism or policy in place regarding planning activities and those usually came up out of different plans like the College Road Corridor Study, was identified as an element of the 2010 Long Range Transportation Plan and also identified in the Non-Motorized Transportation Plan in 2012. Ms. Gardino stated that in the new Long Range Transportation Plan Update that they were currently working on had been identified that there was a need for the Badger Road Corridor Study and that was usually what drove other planning studies.

Mayor Hopkins asked that some direction be given to Ms. Gardino as to priority or whether a priority order was desired for the Badger Road project. Ms. Gardino clarified that there did not need to be any specific order of priority. Mr. Campbell stated that he was having trouble locating the plan. Mayor Hopkins stated that there was a freight plan and bike/pedestrian plan.

Ms. Gardino stated that the FMATS Freight Mobility Plan had already been submitted to Federal Highways for funding but had not been approved yet. Mayor Hopkins inquired if they could possibly be submitting to Federal Highways to do the Badger Road Corridor Study as well. Ms. Gardino stated that was correct if the funding was available. Ms. Gardino stated that the items were broken out but the dollar amount had not changed.

Vote on Amendment to the Motion: None opposed. Approved.

Amended Motion: To issue the United Planning Work Program (UPWP) for public review and to include a corridor study on Badger Road in the active part of the UPWP.

Vote on Amended Motion: None opposed. Approved.

8. New Business

a. Banking Request (Action Item)

Ms. Gardino explained that the Technical Committee had recommended forwarding the Banking Request to the DOT Headquarters as shown in the meeting packet on Page 60.

Motion: To forward the Banking Request to the DOT&PF. (Campbell/Sattley).

Discussion: Mayor Ward inquired what it would do to the project and banking request if they were to rescind the motion. Ms. Gardino stated that funds were held back for the project but if money was not available next year then they might have to find a different source of funding for the project. Mayor Ward inquired if the College Road vote were rescinded what would happen to the College Road project.

Ms. Gardino stated that if the recommendations on Page 120 of the meeting packet were rescinded then the next item on the agenda was to approve the Corridor Study report and those recommendations would have to be modified.

Mayor Ward asked Ms. Gardino if that were changed or altered whether it would affect their ability to request the funds again next year. Ms. Gardino stated that the College Road project considered the three-lane concept in 2002 so whether they rescinded that or not, it would not affect the funding.

Vote on Motion: None opposed. Approved.

b. South Cushman Sidewalk and Drainage PH2 Increase (Action Item)

Ms. Gardino stated that the City of Fairbanks was requesting additional funds for the South Cushman design to cover retro pay increases that occurred since the approval of the new City worker's contract in the amount of \$15,000.

Motion: To approve \$15,000 in State funds (SB160) for Phase 2 of the South Cushman Sidewalk and Drainage Improvement project. (Walley/Eberhart).

Discussion: Mr. Campbell requested clarification from Ms. Gardino of whether when they talked about State funds they were talking about FMATS funds. Ms. Gardino stated that FMATS had different pots of money and they could use State funds for it.

Vote on Motion: None opposed. Approved.

c. Illinois Street Reconstruction PH3 Increase (Action Item)

Ms. Gardino stated that this request from the State was to fund an additional \$500,000 for Phase 3 which was the right-of-way phase for expenses related to preparing and recording the final record of survey for the project estimated at \$200,000, and \$300,000 to cover Attorney General office expenses on remaining condemnation and relocation appeal cases, and to cover potential judgment or settlement costs on pending litigation. Ms. Gardino stated that they had the federal funds available to cover the request with offset funding.

Motion: To approve \$500,000 for Phase 3 of the Illinois Street Reconstruction project, using offset funding. (Campbell/Heil).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

d. North Pole Pedestrian Interchange Facility PH4 Changes

Ms. Gardino explained that the North Pole Pedestrian Interchange Facility project increase was to build a new sidewalk in front of the Forbes Laundry that would be maintained by the City of North Pole.

Motion: To approve 1,000' of additional sidewalk for the North Pole Pedestrian Interchange Facility project, as included in the initial plan, and allow Ms. Gardino to approve it within her authority. (Ward/Walley).

Discussion: Mayor Ward stated that it would consist of demolition of what was currently there and relocation of the streetlights to the right-hand side of the street.

Mayor Ward stated that the lights had acted as a buffer and kind of kept people off the curb but they would no longer be there.

Mr. Sattley inquired if the conflict between parking and the bike path would change.

Mayor Ward stated that curb stops would have to be installed to put a stop to parking on the sidewalk.

Mayor Hopkins inquired if people regularly drove off the curb and kept going or backed out.

Mr. Campbell stated that there was quite a bit of controversy with adjoining landowners when the project began about changing the sidewalk in that location and DOT was currently in a contract and would work with their Contractor to amend his contract, but if any issues were encountered, DOT would decline that opportunity as it was not their intent to get into a big battle with the landowners there.

Mayor Hopkins inquired if it would require a second phase of the project if conflicts or opposition were encountered.

Mr. Campbell stated that it would probably require a new project contract if opposition occurred.

Mayor Ward inquired if one property owner were not in favor of the construction, would they be able to construct a portion of the sidewalk in that area.

Mr. Campbell stated that they might be able to fix the areas around the property that was in opposition to the project.

Vote on Motion: None opposed. Approved.

e. Noble Street Upgrades PH2 Increase (Action Item)

Ms. Gardino stated that DOT had requested additional funds in the amount of \$270,000 to complete the final design of the Noble Street Upgrades project.

Motion: To approve \$270,000 in offset funding for Phase 2 of the Noble Street Upgrade project. (Campbell/Eberhart).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

f. College Road Design Vote to Rescind (Action Item)

Motion: To rescind the previous motion to accept the College Road Corridor Study Recommendations. (Sattley/Ward).

Discussion: Mayor Hopkins explained that if there was not a previous notice to rescind a motion, it required five of seven votes to approve the rescission. Mayor Eberhart recited Roberts Rules of Order regarding majority vote for rescinding a motion.

Mr. Sattley stated that he wanted to have the discussion only once and to have that discussion the previous action needed to be rescinded. Mr. Sattley stated that when the discussion was over there would be another motion. Mr. Walley asked for clarification if this was just a vote to rescind to get it back for discussion.

Mayor Hopkins stated that the motion would have to be significantly different than the motion made in March and that would be discussed later. Mayor Ward stated that he definitely appreciated everyone's time spent to come and speak about the project, but was concerned about the effects on the project and availability of funds in the future if this action were taken after previous approval. Mayor Ward inquired if Ms. Gardino could clarify what that would mean for those projects.

Mayor Hopkins stated that a different motion could be considered for the next item if it were a significantly different item. Mayor Ward stated that he would like to have clarification about what the result would be of rescinding the previous motion.

Ms. Gardino stated that was her understanding that changing from four lanes to three lanes was mainly a striping exercise and the major expense would be incurred from adding the additional 2,000-foot section of roadway to the east to Mary Leigh. Ms. Gardino stated that adding the 2,000-foot to the project was the added expenditure.

Mr. Campbell stated that safety issues were the primary concern for FHWA funding and when you had a project that was based on safety issues of a three-lane configuration and went back and changed it to four lanes, that was

a question of timing rather than funding. Mr. Campbell stated that he did not think it would be insurmountable but would definitely be a setback timewise.

Mr. Sattley stated that he thought that they heard that regarding funding there had already been a loss of a year in the process due to the right-of-way issues. Mr. Sattley stated that was when he suggested that possibly bus turnouts could be worked on since they took more time.

Ms. Gardino stated that DOT could not obligate Federal funds without right-of-way certification and that was the reason for the one year delay.

Mayor Ward was concerned about how the vote would impact other project funding, wanted to be consistent with the engineers that they used and not send mixed message, and wanted to encourage the public to participate in the process and use the website in the future to get their thoughts and concerns out there.

Mayor Hopkins asked Ms. Gardino if the three-lane to four-lane recommendation was made prior to the July DOT Open House.

Ms. Gardino stated that the thought of going from four lanes to three lanes was included in the original project start in 2002 and asked to be considered as a safety measure, so it did not require any further action to include it in the project because it was already in the project scope that was submitted to FHWA.

Mr. Campbell stated that when a project scope was submitted to FHWA, it was fairly broadbased and considered conceptual items, the environmental document was then approved in design, then a scope was derived for the project, and those were the types of things on the project description sheet when it went to FHWA for funding. Mr. Campbell stated that they would probably require resubmittal of the funding request for a four-lane configuration rather than a three-lane. Mr. Campbell stated that they were in a situation where they were designing by committee and he respected the public viewpoint on these things, but this could be problematic. Mr. Campbell stated that he was not sure that as a Policy Committee it was a good use of their time or direction. Mr. Campbell stated that he respected the public input but they already had years into this project and to go back to a four lane scope was probably not going to be a huge cost, but would probably take another year to accomplish and be another hump in the process.

Mayor Hopkins asked Mr. Spillman what the local project approval process included when it came in front of the Borough Planning Commission. Mr. Spillman, Transportation Planner for the Borough, stated that DOT applied for and received local planning approval in 2012 for the resurfacing section of the project including right-of-way actions at Aurora Drive, then reapproval was requested due to the change in the termini from Hess to University and from Danby to Mary Leigh Avenue as well as the restriping. Mr. Spillman stated that there was a Public Hearing in front of the Planning

Commission scheduled for August 5, 2014. Mayor Hopkins inquired if Mr. Spillman remembered if the four lane to three lane was part of the plan in 2012. Mr. Spillman stated that it had been part of the 2012 plan. Mr. Sattley asked Mr. Spillman what happened after the Planning Commission approval according to the MOU.

Mr. Spillman stated that the project was classified as a non-significant public hearing item but due to the right of way acquisition, was set to go to the Borough Assembly after Planning Commission action.

Mayor Hopkins stated in discussions he had with the Transit Department about the bus stop issues he would be voting to rescind.

Mr. Walley stated that he appreciated everyone's testimony the numerous meetings they had for gathering the information. Mr. Walley stated that in the future they should possibly rethink their public notice policy. Mr. Walley stated that after reading over the data presented over the last year, weighing it, and reviewing the petition that was presented with overwhelming opposition to the project, although he was initially against the project based on the safety data and the comments received today, specifically from the users and business owners on the road; he was now concerned. Mr. Walley stated that with discussions of safety issues which the project was put forth to address, which he agreed with some aspects of, and all that taken into consideration he would be supporting rescission as well.

Mr. Campbell stated that he was new and not present for the March discussion. Mr. Campbell stated that College Road was a well-used road in the community, but did not believe that the road had statewide implications in terms of its connectivity with major resource development areas or connecting major communities in our state, and as a statewide transportation agency he did not believe that was where his primary focus was. Mr. Campbell stated that he believed it to be more of a community issue and as such would support Mayor Hopkins decision.

Ms. Heil stated that she would like to point out that in the future they should treat studies differently than projects. Ms. Heil stated that this was just a study that was contracted out to get recommendations. Ms. Heil stated that whether or not you agreed with that or not it was just a study. Ms. Heil stated that from the studies you then developed projects and a project went through its own process. Ms. Heil stated that projects could either be consistent or inconsistent with the studies. Ms. Heil stated that they needed to recognize the difference in studies versus projects and studies changed over time.

Mr. Sattley stated that his view of the vote was to simply take back their previous motion of two months ago so it was on the floor all over again. Mr. Sattley stated that they could then discuss it cleanly and go where they wanted to go with it but they needed to rescind it in order to start over cleanly.

Vote on Motion: None opposed. Approved.

g. College Road Corridor Study Final Report Approval (Action Item)

Ms. Gardino stated that the recommendation from the Technical Committee had been to approve the College Road Corridor Study Report.

Motion: To approve the College Road Corridor Study Final Report. (Eberhart/Heil).

Discussion: Ms. Gardino stated that the report was up for approval as written.

Mayor Hopkins stated that in the March meeting they had discussions and presentations about three lanes from four lanes and was on Page 150 for consideration in the near term to restripe the western segment of College Road.

Ms. Gardino clarified the short and medium term considerations in the report.

Mr. Sattley stated that it was his suspicion that the decision to switch from four lanes to three lanes with a turning lane was all wrapped up in the report and impossible to make specific changes to the report without unraveling the whole thing.

Ms. Gardino stated that the Policy Committee directed the Technical Committee to go ahead with the College Road Corridor Study which had been about safety and there had been constraints. Ms. Gardino stated that they were not imagining going beyond the current right-of-way footprint, which limited their options. Ms. Gardino stated that was why they had not studied going to five lanes or building separated path on the north side because they were not within their purview to study because of the restrictions put on them. Ms. Gardino stated that was why they had presented the options in the report.

Mr. Sattley asked Ms. Gardino about his unraveling question.

Ms. Gardino stated that this was the recommendation after the study was completed and the report that had been presented. Ms. Gardino stated that she did not think that the Consultant was going to change their report after 15 months of study. Ms. Gardino stated that if they chose not to proceed with the report, she would recommend they not approve the report.

Mayor Hopkins stated that the motion on the floor was to approve the final study. Mayor Hopkins stated that if Mr. Sattley wanted to he could amend the motion to not recommend restriping to three lanes as the body.

Mayor Ward told Ms. Gardino that he thought the actions they took in the past were to approve the study and then make specific recommendations implementing certain aspects of the study. Mayor Ward stated that he thought that even if they approved the study, it was still one more tool that they could use specific pieces or parts of. Mayor Ward inquired whether they could

approve the study and not use all aspects of it. Ms. Gardino stated that the study could be approved with caveats but that did not change the study.

Mayor Ward stated that his concern was that if they approved the study they would implement it as a project or if that would take another action.

Ms. Gardino stated that the action that was just rescinded specifically said to use those recommendations within the project.

Mayor Ward asked Ms. Gardino if the motion currently on the table was just to approve the study. Ms. Gardino stated that Mayor Ward was correct.

Mayor Hopkins asked Ms. Gardino if the motion made in March was to recommend those items to DOT or to just approve those items.

Ms. Gardino stated that the motion made in March was to accept the College Road Corridor Study recommendations which would be used to scope projects within the College Road Corridor.

Ms. Heil asked Ms. Gardino if the College Road Rehabilitation Project was a line item in the TIP. Ms. Gardino stated that the project was listed in the TIP.

Ms. Heil stated that it seemed to her that the more appropriate thing to do would be to amend the scope of the College Road Rehabilitation Project as listed in the TIP and change the scope of that project from three lanes to four lanes if that was the desire. Ms. Gardino stated that the last action that was taken was to extend the project termini of the project from Danby to Mary Leigh. Ms. Gardino stated that there was no need to amend scope because that was a consideration of the project. Ms. Heil stated that was a consideration and now they could make that a requirement. Ms. Gardino stated that the TIP could not be amended since they were in a conformity lapse.

Mayor Hopkins stated that FMATS Policy Committee would be making a recommendation and thought DOT would hear it and do what they thought was appropriate.

Mayor Ward inquired if it would be appropriate to amend the motion to recommend it be sent back to the Technical Committee to consider the scopes of affected projects. Mayor Ward stated that they now had enough time to do that and had effectively by their motion given no direction to DOT. Mayor Ward stated that he believed that it might be appropriate for the Technical Committee to review that.

Amendment to the Motion: and to recommend to the Technical Committee to consider the scopes of affected projects and report back to the Policy Committee. (Ward/Sattley).

Discussion: Mr. Sattley inquired if they were suggesting that they not approve the report and instead send it back to the Technical Committee.

Mayor Ward stated that what he was saying was to approve the report and since they had no action based on anything that was in the report, they tell the Technical Committee to review the scopes of the projects they had in the UPWP and TIP right now and report back as to what effects there were.

Mayor Hopkins stated that he would not recommend it. Mayor Hopkins stated that he believed they should be giving the Technical Committee that they were not restriping the three lanes, but thought some direction should be given to Technical Committee when reviewing the scope.

Mr. Campbell commented that his belief was that they had rescinded approval, but had not redirected anybody to do anything at this point.

Vote on Amendment to the Motion: Six in favor. One opposed. (Eberhart).

Amendment to the Motion: add excluding the three lane option after the motion. (Walley/Sattley).

Vote on Amendment to the Motion: Six in favor. One opposed (Eberhart).
Approved.

Amended Motion: To approve the College Road Corridor Study Final Report, excluding the three-lane option, and to recommend to the Technical Committee to consider the scopes of affected projects and report back to the Policy Committee.

Vote on Amended Motion: Four in favor. (Ward, Sattley, Hopkins, Walley).
Three opposed. (Campbell, Heil, Eberhart). Approved.

Discussion: Mayor Hopkins inquired if there was a resolution from DOT with termini change and would treat it like any other application and could amend and a hearing would be rescheduled on the item. Send out new letters to inform the public of change in scope and meeting date.

Mr. Sattley asked Mr. Campbell if other than the four-lane to three-lane issue, the other issue was the change in termini and if he thought DOT would be going to the Planning Commission. Mr. Campbell stated that he did not know the answer to Mr. Sattley's question.

Mayor Hopkins asked Mr. Spillman if he had seen a resolution that was ready to come forward or had not been put together yet for the project. Mr. Spillman stated that the DOT had already applied for local planning authority earlier for the project with a change in termini and typical section. Mr. Spillman stated that he imagined that they would treat this just like any other application for any other property owner and they could amend their application and the Borough would reschedule a new public hearing date for the item.

Mayor Hopkins asked Mr. Spillman if the resolution had been noticed to the public yet. Mr. Spillman stated that the "Dear Property Owner" letters went out earlier in the week, so they would probably send out new letters letting them know about either the change in date or scope, etc..

Mr. Sattley asked Mr. Spillman if other than the three lane/four lane issue, the other change from the previous approval was the change in termini. Mr. Spillman stated that Mr. Sattley was correct. Mr. Spillman stated that the right-of-way acquisition was always involved in the project.

Mayor Hopkins asked Mr. Spillman if DOT had the option to amend their application. Mr. Spillman stated that Mayor Hopkins was correct.

h. Badger Road Legislative Information Office (LIO) Meeting Discussion

Mayor Hopkins stated that he had asked that this item be placed on the agenda for discussion. Mayor Hopkins stated that there had been a meeting called at the LIO by possibly the Interior Delegation members for some group and the Commissioner had come and the Borough was surprised to hear about it. Mayor Hopkins stated that he had gotten very little notice of the meeting. Mayor Hopkins asked Ms. Gardino and Mr. Campbell to have DOT inform them of any future meetings of that nature.

Mr. Campbell stated that he would gladly have had Mayor Hopkins go in his place as it was not DOT's intent to slight anyone at the Policy Committee and were merely invited to appear as he was summoned to the meeting had not felt it was role to send out invitations. Mayor Hopkins stated that it would be nice to be notified at a local level about any future meetings that were held.

i. Demonstration Project Planning Level Greenhouse Gas and Energy Analyses (Action Item)

Ms. Gardino explained the information included in the meeting packet was a solicitation regarding applying for a grant to track greenhouse gasses to gather baseline data for developing future projects.

Motion: No motion was made.

9. Public Comment Period (3 minute limit)

- (1) Lance Roberts, 2821 Totem Drive-Mr. Roberts thanked the Policy Committee for their unanimous vote on rescinding the College Road three-lane project. Mr. Roberts stated that he was kind of disturbed that when this was taken in March it seemed like it was directing DOT and now everyone was talking like it was only a recommendation so he hoped that DOT would take it seriously and amend to focus on the intent of the action taken and public testimony. Mr. Roberts stated that he would be watching the agendas for the Planning Commission and hoped it would come forward as four lanes rather than three lanes. Mr. Roberts stated that he wanted to point out that they had talked about how changing the project would require submission to FHWA for re-approval. Mr. Roberts stated that this whole project was planned as four lanes up until March when it changed. Mr. Roberts stated that Mr. Titus had brought

up the point then that they could not submit it with bike lanes labeled “bike lanes” if they wanted the shoulders because it would interfere with the process but that nothing else would have interfered with the process. Mr. Roberts stated that they had the approvals already, and he told them that they would have to amend if they made bike paths so they did not and made them shoulders so they did not have to go back for approval. Mr. Roberts stated that changing it back to four lanes from three lanes should not be an obstacle since they already had approval and that part came up at the last minute, unless there was more to it that Mr. Titus had not told them. Mr. Roberts stated that when traffic flow was cut down and there was more congestion that would lower the response times for emergency vehicles using College Road which was pretty frequent. Mr. Roberts stated that College Road was a major road and emergency vehicles used that road quite a bit.

Ms. Gardino read a comment from Russ Ash regarding Badger Road into the record.

- (2) **Russ Ash**, Badger Road- Mr. Ash wrote that he would like to see the speed limit on Badger Road dropped to 45 mph. He would like traffic signals on the intersections of Bradway, Holmes, Nordale, Repp, and Dennis Roads. Holmes and Bradway Roads could be improved as they cut from Badger to Dennis Road and could take some of the traffic off of Badger. Because those roads were in such bad shape, people took Badger instead of the faster way of going to Dennis Road and then the Old Rich. More police during the daytime hours doing random speed traps would help also.

Mayor Hopkins stated that he had read other emails and comments about Badger Road as well.

10. Other Issues

None.

11. Informational Items

a. Interim TIP and MTP

Ms. Gardino explained that the interim MTP and TIP had been approved by FHWA.

b. Veterans’ Memorial Bridge Traffic

Ms. Gardino explained that Mayor Eberhart had requested that this item be placed on the agenda. Mayor Eberhart stated that a Constituent had contacted his office regarding the fact that there was no sign designating the bridge as a “Veteran’s Memorial Bridge.” Mayor Eberhart stated that he spoke with Ms. Gardino and that would be rectified and a sign would be placed to identify that bridge as a Veteran’s Memorial bridge. Mayor Eberhart stated that there were also a few complaints about the speed of traffic coming off that bridge. Mayor Eberhart stated that the City Council previously passed one or more resolutions to have Barnette and Cushman Streets become two-way, but then the bridges were put in as one-way bridges. Mayor Eberhart stated that one of the complaints came on behalf of the Bridgewater Hotel

regarding elderly guests trying to cross the street there and recently a business owner on Barnette made the same complaint that to get through the light at First it was sometimes like a straightaway all the way to Fifth. Mayor Eberhart stated that when he came across that bridge he was the slowest car on the road. Mayor Eberhart stated that he just wanted everyone to be aware of that and if they had any recommendations for that he would appreciate it.

Mayor Hopkins stated that he had made the recommendation of 30 mph all the way along Illinois Street.

c. Artwork Update

Ms. Gardino stated that the artwork was progressing and the artists were working on the last three finishes to the spires. Ms. Gardino stated that the piece would be shipped and slated to arrive September 10th.

d. Highway Reauthorization

Ms. Gardino stated that the House had passed HR5021, the Highway Transportation Act of 214 with a vote of 367-55. Ms. Gardino stated that she was waiting for the Senate vote and would keep everyone informed.

Mr. Campbell stated that it was not unusual for Federal funding allocations to be received in varying amounts.

e. Obligations/Offsets

Ms. Gardino explained the obligations/offset list included in the meeting packet.

12. Policy Committee Comments

- Mr. Walley stated that he no comment about what transpired today but wanted to make an observation. Mr. Walley stated that he had an opportunity to go out Chena Hot Springs Road to ride four wheelers and Mile 1 to Mile 22 was the worst road he ever ridden or driven on in the State of Alaska. Mr. Walley stated that it was like a rollercoaster ride. Mr. Walley stated that he knew it was not in our area, and there were no plans for it, but wanted to bring it to light and thought it could be discussed in the future.
- Mayor Eberhart thanked everyone who came out and spoke and it was very valuable. Mayor Eberhart stated that the opinion here was overwhelmingly against going from four lanes to three lanes while most of the written comment emails he received were in favor so it was a split decision.
- Mr. Sattley stated that it was good meeting with great public testimony and thanked City Council for use of their Council Chambers.
- Mayor Hopkins stated that he was pleased with the public comment and attended an open house on same project at the Fairgrounds and there were very constructive comments even though there was not the same sampling that was presented at the agricultural building on the Fairgrounds. Mayor Hopkins stated that he looked forward to seeing what came back to the local planning authority as a project. Mayor Hopkins stated that in terms of impacts, had heard a lot about impacts to the community with public comments and would be bringing back an overview of what he understood

about discussions that had occurred at the Municipal Advisory Group of the LNG with regard to local impacts. Mayor Hopkins stated that they had huge public process and voted as they should today. Mayor Hopkins stated that public participation process had lots of opportunities for the public to be involved and thanked Ms. Gardino for making that happen. Mayor Hopkins stated that he would be watching the Federal Highway Reauthorization and funding allocations.

- Mr. Campbell stated that regarding the future of College Road he was not sure where they would go in terms of the recommendations received and did put them in a challenging position. Mr. Campbell stated that they as a Policy Committee they should be looking at was establishing a framework of policies that was not project related but policy related that gave them specific guidance and use that framework to set and discuss policies. Mr. Campbell stated that they were continually changing the direction that was given every time there was an election. Mr. Campbell stated that they should not try to re-manage a project every two years recognizing that it might take six or seven years for the project to move forward. Mr. Campbell stated that he would encourage thinking longer term, bigger picture when developing projects. Mr. Campbell stated that it was better to have a guide and framework in place then to discuss individual projects. Mr. Campbell stated that for most community level projects, he felt it was not his role, as DOT, to get into their business. Mr. Campbell stated that it was always an issue when a DOT road went through a community and community politics were involved. Mr. Campbell stated that to the extent they could work cooperatively in that arena, he was all for it.

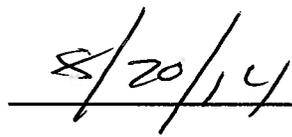
Mr. Sattley stated that based on what Mr. Campbell said he would respectfully point out that Fairbanks was a little different than the Municipality of Anchorage as they did not have road powers.

Mr. Campbell stated that he wanted to clarify that by saying that he was a strong believer in doing things as much at a local level as possible.

13. Adjourn

Motion to adjourn. (Ward/Eberhart). Meeting was adjourned by Mayor Hopkins at 1:30 p.m.

The next Policy Committee Meeting is scheduled on Wednesday, August 13, 2014 at 10 a.m. in the Main Conference Room, DOT&PF, 2301 Peger Road, Fairbanks.

Approved:  Date: 
Mayor Luke Hopkins, Chair
FMATS Policy Committee