



**TECHNICAL COMMITTEE**  
**800 Cushman Street, City Council Chambers**  
**City Hall, Fairbanks, Alaska**  
 Meeting Minutes – August 6, 2014

**1. Call to Order**

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

**2. Introduction of Members and Attendees**

The following were present:

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

<b>Name</b>	<b>Representing</b>
*** Donna Gardino	FMATS Coordinator
*** Bob Pristash	City of Fairbanks
*** Jackson Fox for Mike Schmetzer	City of Fairbanks
*** Bill Butler	City of North Pole
*** Joan Hardesty	ADEC, Air Quality Division
*** Brian Lindamood	AK Railroad Corporation
*** Judy Chapman	DOT&PF Planning Chief
*** Jerry McBeath	FNSB Planning Commission
*** Kellen Spillman for Planning Director	FNSB Planning
*** Glenn Miller	FNSB Transportation
*** Dave Sanches	Ft. Wainwright Planning
*** Melanie Herbert (absent)	Tanana Chiefs Conference
*** Scott Bell	UAF
*** Gage Schutte (absent)	Operations Mgr.- AK West Express
** Aaron Buckley	FMATS Transportation Planner
** Deborah Todd	FMATS Administrative Assistant
** Margaret Carpenter	DOT&PF Planning
* Shelley Potter	DOT&PF Planning
* Guy Sattley	FNSB Assembly
John Ringert (via telephone)	Kittelson & Associates
Phill Worth	Kittelson & Associates
Pete Higgins	Representative for District 5
Randy Fletcher	Citizen
Gabriele Larry	Citizen

**3. Public Comment Period (3 minute limit)**

**Randy Fletcher:** Mr. Fletcher stated: "In regards to the information put out on FMATS Facebook page regarding the public preference for the three lane project on College Road where you published information completely omitting the 450 signatures on the petition, completely disregarding all the overwhelming public testimony against this project--That kind of deliberate, deliberate misrepresentation of the facts--These

people need to be held accountable. The people that did it, the people that saw it and didn't stop it. You had that information prior to this information being put on your Facebook page. It was brought up in the last meeting. Lance Roberts had the petition. You knew about the public testimony and yet you published data that completely omitted all that information. You published information that would give people the indication that the public is in favor of this project when, in fact, exactly the opposite is true. I'm contacting the Attorney General's office. This degree of deliberate misrepresentation if not criminal, is awful close, and those responsible need to be held accountable."

**Guy Sattley:** Mr. Sattley stated that he was going to stay seated since he had a file cabinet of paper. Mr. Sattley stated that he was going to stick around since they had their Policy Meeting half an hour ago, to listen to what they talked about on College Road. Mr. Sattley stated that when we had a motion and he was sure that somewhere in the paper it was here. Mr. Sattley stated that the motion from Policy Committee was to send this back to the Technical Committee to talk about technical stuff, excluding the three-lane/four-lane conversion. Mr. Sattley stated that there were lots of things they appropriately could talk about, for instance, one of his sore subjects were the bus turnouts. Mr. Sattley stated that the idea of spending eight million dollars on a project resurfacing the road without putting in a few bus turnouts at bus stops, or within a hundred to two hundred feet of bus stop signs. Mr. Sattley stated that he understood they might have to be moved because of right-of-way issues, but the idea of spending that kind of money and not putting in appropriate bus turnouts, to him, was crazy. Mr. Sattley stated that this was the time to do that. Mr. Sattley stated that they could easily talk about that and that was a nice technical thing for them to mull over. Mr. Sattley stated that he just wanted to say that this was the pie chart they had at their Policy Meeting when they approved the existing four lane thing. Mr. Sattley stated that this was, he hoped, the pie chart that was currently in their packet on Page 96. Mr. Sattley stated that it looked remarkably the same, although when he went online two nights ago, he thought it said July 25<sup>th</sup> at the top if it, but maybe that was a different slide. Mr. Sattley stated that somewhere there was a tabulation of public comments. Mr. Sattley stated that the following pages after the pie chart, Page 99 and onward. Mr. Sattley stated that he had not had time to carefully look at this; but the testimony at their Policy Meeting, when people, and this was the last shot on College Road where people finally became aware of what was happening. Mr. Sattley stated that the testimony was one person; and the room was two-thirds full; and most of those folks came to the microphone and talked about College Road. Mr. Sattley stated that one person spoke in favor of the three-lane, two lanes with a passing lane in the middle, configuration of the road. Mr. Sattley stated that everybody else, and he did not know if it was 20, 30, or 35 people, the list would be in there somewhere. Mr. Sattley stated that everybody else spoke in favor of leaving it the same--new pavement, new striping, put the stripes right where they are now and that was the testimony at the Policy. Mr. Sattley stated that just in leafing through this he saw a whole lot of checkmarks for people that were supposedly in favor of the two lane thing. Mr. Sattley stated that maybe that was written stuff, maybe phone calls, he did not know what it was; but they were not testifying to the Policy Committee. Mr. Sattley stated that was when it had had some publicity and people took the trouble to come

down here and speak in front of the microphone. Mr. Sattley stated that was the input he had and he would just listen to what other people had to say.

**Pete Higgins:** Representative for District 5, Rep. Higgins, stated that he also would not mind speaking to the Committee here. Rep. Higgins stated that part of the old boundary of College Road had been in his district, so he had a lot of constituents that called him about this. Rep. Higgins stated that when this came to his attention, and actually it had been on his radar for a few years about this change, but really this year he had gotten a lot of phone calls, a ton of phone calls about it. Rep. Higgins stated that just like Mr. Sattley had said, it was overwhelmingly against going from a four-lane to a three lane. Rep. Higgins stated that he went around to the neighborhoods and he talked to people and he got the same results from just talking to people, especially the businesses too. Rep. Higgins stated that they didn't want it to happen. Rep. Higgins stated that as a Legislator, the money was approved for repaving and drainage fixing, and that was what they approved. Rep. Higgins stated that was what the original approval was and he was all for that. Rep. Higgins stated that it needed to be repaved, drainage needed to be fixed, and sidewalks needed to be redone. Rep. Higgins stated that he was all for that and so was the public. Rep. Higgins stated that the public was not in favor of changing from four to three lanes. Rep. Higgins stated that just as Guy had, he was thumbing through the paperwork and looking at the sheet and under the three lane, he guessed the blue meant that they were in favor of it, but there were no comments at all on it. Rep. Higgins stated that yet under the ones that were for the four-lane, they had some comments there about why they didn't think they should do it; and he was curious as to why there was no comments for those in favor. Rep. Higgins stated that he had checked into the thing that Mr. Fletcher had talked about a little. Rep. Higgins stated that he was not going to blame FMATS or their Facebook page or anything. Rep. Higgins stated that he kind of heard that Lance hadn't turned in the 500 signatures yet.

Mr. Fletcher stated that they were aware of it at the meeting.

Rep. Higgins stated that they were aware of it, but they weren't turned in.

Ms. Gardino stated that she did not get until 2 o'clock the day before.

Rep. Higgins stated so in FMATS defense, he got hold of Lance and told him that they had the signatures and they needed to be turned in. Rep. Higgins stated that they had the signatures and they had overwhelming support that basically said "don't do this" and they had overwhelming support against going from a four lane to a three lane.

Mr. Fletcher asked Ms. Gardino if they could print a retraction to that effect with the correct status.

Ms. Gardino stated that Rep. Higgins was testifying right now.

Rep. Higgins stated that they would get those petitions and those signatures.

Ms. Gardino stated that she had passed them out and everybody had them.

Rep. Higgins stated they he was talking about the 500 signatures.

Ms. Gardino stated that everyone had received a copy and it was on their desk.

Rep. Higgins stated that he knew that they had a lot of work ahead of them and the public really wanted to keep it a four lane.

Mr. McBeath asked Rep. Higgins how he had figured out how the public stood on four versus three lanes and whether it was just by the number of calls that they received, or by a systematic survey of all the people in the College Road area.

Rep. Higgins stated that it started with telephone calls and then he did a neighborhood poll and told residents that they needed to speak up.

**4. Approval of the August 6, 2014 Agenda**

**Motion:** To approve the August 6, 2014 Technical Committee Agenda. (McBeath/Bell).

**Discussion:** No discussion.

**Vote on the motion:** None opposed. Approved.

**5. Approval of the July 2, 2014 Meeting Minutes**

**Motion:** To approve the July 2, 2014 meeting minutes. (McBeath/Lindamood).

**Discussion:** No discussion.

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

**6. Committee Reports**

None.

**7. Old Business**

**a. UPWP Public Review Draft Funding Alternative (Action Item)**

Ms. Gardino explained that they were tasked with devising an alternative funding scenario in the event funding allocations were not received, but then they received short-term funding through May 31<sup>st</sup> so it was a short-term fix. Ms. Gardino explained that the alternative funding report was included in the meeting packet and she expected DOT and FHWA to be at the Policy Committee Meeting on the 20<sup>th</sup> of August with a revised allocation for the PL funding. Ms. Gardino stated that in the event there was no Highway Bill after May, they would have to have an alternative for their funds if they weren't made readily available to them. Ms. Gardino stated that she had gathered input from all the different entities affected by the potential funding shortfall. Ms. Gardino stated that the DOT funding scenario would most likely use offsets from their program to fund the PL funding that they currently received. Ms. Gardino stated that FMATS had consistently operated under budget, so they did not have to come up with additional funds and could use funds that were obligated but not used. Ms. Gardino stated that Community Planning had

unexpended salary budgets due to open positions; they were considering charging for highway plat reviews similar to how DNR plat reviews were handled; and they may recoup costs associated with public notices they did on behalf of the State and FMATS. Ms. Gardino stated that the Borough Computer Services Division would cut all GIS training and FMATS GIS-related tasks would continue, but most likely they would have a need for a General Fund appropriation to take up the shortfall; and the Transit funding source would most likely be a General Fund appropriation from the Borough and they would have to pursue that process in the event the planning funds were not available.

Mr. McBeath asked Ms. Gardino if that meant there was offset money available for a full year and they had money available the next nine out of twelve months.

Ms. Gardino explained that it meant that there was money available for the next eight out of twelve months.

Mr. McBeath asked Ms. Gardino if they knew what that amount was to be.

Ms. Gardino stated that they did not really know yet. Ms. Gardino stated that DOT might not give them the amount that they requested. Ms. Gardino stated that they looked at it as if they were planning for the entire year and what that would take. Ms. Gardino stated that their UPWP was due August 20<sup>th</sup> and they were supposed to provide six weeks for the FHWA and FTA to review and approve it so they were right at the deadline.

**Motion:** To recommend to the Policy Committee the alternative funding scenario for the UPWP. (Bell/Hardesty).

**Discussion:** Mr. McBeath stated that he was still trying to figure out if the figures reflected what each entity contributed to the projected budget and if that meant that it would be a quarter of that \$15,000 amount for each of them.

Ms. Chapman stated that if that were to happen they would be facing a lot of problems statewide for transportation, and would have no projects going forward. Ms. Chapman stated that so far Congress had always come through so they hoped that they would do that otherwise the whole state would be shut down as far as construction projects went and it would not be pretty.

Mr. Butler asked Mr. Gardino if she was saying that August 20<sup>th</sup> they might get more firm information. Ms. Gardino stated that was her hope because now there was a bill awaiting the President's signature and the DOT had emailed and said that they hoped to have an allocation distribution to them and planned on hopefully coming to their meeting. Ms. Gardino stated that to her that meant they were continuing the consultation process.

Mr. Butler asked Ms. Gardino if there was really a value in passing this since it was all unknowns, and why not wait until after the 20<sup>th</sup> when they had figures.

Ms. Gardino stated that she had to get it out the door the day of the meeting and they did not have time to have another meeting. Ms. Gardino stated that her quandary really was that when putting together the packet for the next Policy Committee Meeting what funding scenario to put in there, the one she had right now based on receiving PL funds, or beef up the section that said fiscal uncertainty that they had as an issue in the current draft. Mr. Butler stated that his concern was that it seemed like it was almost moot what they passed here today. Ms. Gardino stated that it was just a backup plan. Ms. Gardino stated that they were asked for a backup plan to find out how each entity would handle the situation. Ms. Gardino stated that she did not think they would have to implement it, given that there was a highway bill.

Mr. Miller stated that the backup plan might change given the information that they received later on.

Ms. Chapman stated that she did not see any harm approving this since it showed that they were looking ahead for that contingency.

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

**b. UPWP Draft for Public Comment**

Ms. Gardino stated that the UPWP was out for public comment and they had not received any public comment. Ms. Gardino stated that FMATS had placed an ad in the newspaper, on the radio, and on the website as well explaining what the plan was.

**8. New Business**

**a. Planning NPRM Comments**

Ms. Gardino explained that this was the new rulemaking for transportation planning, Metropolitan and Non Metropolitan Transportation planning and put in the meeting packet what Title 23 would look like based on all the proposed changes.

Ms. Gardino stated that she had sent everyone a link to it. Ms. Gardino stated there was renewed focus on non-metropolitan planning. Ms. Gardino stated that Pages 88-93 contained the draft comments that she had prepared after reviewing it.

Ms. Gardino stated that she would be bringing the final draft to the Policy Committee Meeting.

**Discussion:** Mr. McBeath stated that rulemaking was extremely important and if there was an opportunity to participate they should do so and he thanked Ms. Gardino for reviewing and presenting the information to them.

Ms. Gardino stated that it was very lengthy and quite detailed, especially establishing new performance targets and evaluating their performance.

Ms. Gardino stated that it was difficult to evaluate performance levels every year when there was a huge data lag, coordination issues with the State, and planning factors that made implementation difficult. Ms. Gardino stated that the transit targets had to be updated annually, which she found a bit cumbersome. Ms. Gardino stated that there was also new emphasis on non-metropolitan planning and the rule

specifically said that the State should be using Statewide Planning and Research Funding (SPR Funding) or Surface Transportation Funding (STP) funding for those non-metropolitan planning efforts. Ms. Gardino stated that their state was choosing to use the PL funding for part of that which she thought was a comment that was significant. Ms. Gardino stated that they would have to revise their TIP and the State would have to revise the STIP to include performance measures. Ms. Gardino stated that the State's Long Range Plan was a policy-based document and FMATS' was more of a project document that had a project list in it, so there was a disconnect there as well. Ms. Gardino stated that the phasing schedule was one thing she had not commented on yet, but she did like it, as they had two years after publication of the final rule, or a grace period, to implement the performance target changes. Ms. Gardino stated that if they had any comments, let her know and she would incorporate them into the memo.

Mr. Spillman inquired about Public Transportation Operator representation on the Policy Board and if since the Alaska Railroad was a Public Transportation operator would they be represented on the AMATS Policy Board or the FMATS Policy Board. Mr. Lindamood stated that they had been going through that with both AMATS and FMATS for the last six months. Mr. Lindamood stated that there was a difference in designation based on size between AMATS and FMATS. Mr. Lindamood stated that from a size standpoint they dropped out of the FMATS side of things, but on the AMATS side of things there was a grandfather clause that basically said if their organization was set up prior to 1991 they were also relieved of that requirement. Mr. Lindamood stated that the Railroad was talking with the FTA to get concurrence for AMATS. Mr. Lindamood stated that the AMATS Board was primarily made up of Legislative-approved members so they were trying to leave things the way they were within the rules. Mr. Lindamood stated that they could work out an agreement to where one representative could represent all the transit entities.

Ms. Gardino stated that currently the rule allows flexibility in representation within each individual MPO. Ms. Gardino stated that the question that they wanted answered was, in theory, if a policy board member could represent two entities or did it have to be separate individual and if they did have to have a separate person, did that person have to be elected or could they be a staff member. Ms. Gardino stated that if it had to be a separate person that might be an issue. Ms. Gardino stated that with a larger TMA type situation she thought there might be more flexibility with elected officials and not have a staff member representative like Mr. Miller sitting on the Policy Committee. Ms. Gardino asked Mr. Miller if the Borough was planning on responding.

Mr. Miller stated that they were already looking at some of this stuff like the Capital Asset Management Plan within the Borough.

Ms. Gardino stated that she had spoken with Mike Crabb at DOT Headquarters and one of the things FMATS had to do was tie their performance measures into the State Asset Management Plan. Ms. Gardino stated that DOT had a working group working on the Asset Management Plan, but FMATS had no participation in that effort at all. Ms. Gardino stated that she did not know the status of that plan or have

any input to it. Ms. Gardino stated that she had heard the group had not been moving very fast on it. Ms. Chapman stated that they had had some personnel changes and it was currently in flux.

Ms. Gardino stated that the NHS system was in their planning area so they would be tied to that but did not really know anything about it. Ms. Gardino stated that they had to consider the Strategic Highway Safety Plan and she knew something about that plan but the same could not be said for the Asset Management Plan. Ms. Gardino stated that she would like to receive any comments by Wednesday so that she had them for the meeting packet.

**b. College Road Corridor Study Project Discussion and Implementation (Action Item)**

Ms. Gardino explained that the action item from the Policy Committee which was an amended motion: "To approve the College Road Corridor Study Final Report excluding the three lane option and to recommend to the Technical Committee to review the scopes of affected projects and report back to the Policy Committee." Ms. Gardino stated that this motion had passed by a four to three vote from the Policy Committee.

Ms. Gardino stated that the meeting packet included a spreadsheet of summarized comments prepared by DOT that were received by the July 11, 2014 deadline after their project Open House. Ms. Gardino stated that 166 comments had been received by email either to her or to the DOT. Ms. Gardino stated that the petition that was referenced by Mr. Roberts at the Policy Committee Meeting was received yesterday at 2 o'clock and was signed by people that were against the shrinkage of College Road.

Ms. Gardino stated that they had looked at the comments and clearly there were a lot of concerns by the public regarding the College Road Corridor Rehabilitation project so she had asked Kittelson, who developed the corridor study, to look at the comments to see what effect keeping the four lanes would have on the affected projects. Ms. Gardino stated that usually when they prepared a TIP they did a responsiveness summary and when they received public comment they posted those comments to their website. Ms. Gardino stated that in that light, given the public interest, it was appropriate to post those comments to the website as well.

Ms. Gardino stated that it might require further study and introduced Mr. Worth to provide an explanation of the memo that highlighted the key information.

Mr. Worth stated that the meeting held on June 25<sup>th</sup> was not the only meeting held for the project. Mr. Worth stated that there were several open houses, a public website, and several other opportunities to comment during the development of the study. Mr. Worth stated that they could account for approximately 300 participants that provided some form of written comments that they could track. Of those 254 comments, 143 were in favor of the three lane cross section, 11 were neutral, and 100 preferred either a different cross-section or were opposed to the three lane option. Mr. Worth stated that what that boiled down to was that 56 percent of the

comments received were in favor, 39% preferred a different treatment, and the remainder had no preference.

Mr. Worth stated that the first category was identified as bus stop delays and four comments were received suggesting that when moving to a three-lane cross-section, the bus would stop in the travel lane and that bus would cause delays from people loading and unloading. Mr. Worth stated that what they currently had was one bus an hour going in the westbound direction and a bus every 30 to 45 minutes going in the other direction so that was pretty minimal. Mr. Worth stated that of the 19 bus stops on the corridor, 14 stops had bus pullouts so only 5 stops out of 19 would be impeding traffic flow.

Mr. Worth stated that the second category was that there would be added traffic congestion and delay. Concerns were expressed regarding congestion during events and weather conditions such as snow. Mr. Worth stated that they identified the current causes such as recurring delay when people commuted to and from work every day in the morning and evening. Mr. Worth stated that the recurring delay was currently happening and as a result of that when a motorist wanted to make a left turn they had to wait for a gap in traffic and that did not happen as often when there was less traffic but during peak traffic times you lost that maneuverability so a turning lane would reduce that delay. Mr. Worth stated that the other cause of delay was referred to as “non-recurring” delays which were caused by incidents or crashes on the corridor. Mr. Worth stated that the delay was much longer when emergency service vehicles responded. Mr. Worth stated that was highlighted because there was federal research that had shown that going from a four-lane to three-lane option reduced crashes and if nothing was done on that corridor crash rate frequency would continue and as traffic volumes increased on that corridor, the crash rates were likely, but not guaranteed to increase.

Mr. McBeath inquired how much the federal research had been broken down in looking at four lanes as opposed to three lanes, in terms of special kinds of conditions. Mr. McBeath stated that many people in Fairbanks believed that we had unique circumstances that were not replicated anywhere else in the world so any federal study would be irrelevant. Mr. Worth stated that there was a partial answer to his question that he could provide that was documented later in the memo. Mr. Worth stated that they could identify through the federal research of facilities of a similar type as College Road; a four-lane roadway with the posted speeds that this roadway had and then looking at the proposed three-lane cross-section and how it would be treated in terms of its width as well as the posted speeds, and the large database of other roadways throughout the country with similar characteristics.

Mr. McBeath asked Mr. Worth if those similar characteristics included weather and climate. Mr. Worth stated that they had. Mr. Worth stated that what they would find was that there were roadways from Florida or New York, Minnesota, Washington, Idaho, and all over the country. Mr. Worth stated that if one were to try and separate only those roadways that were in areas of similar weather conditions, it would

reduce the database but without checking further he could not tell him one way or the other the effect on the results.

Ms. Gardino stated that a study had been done of nine different roadways in Minnesota and it was a 42% crash reduction. Mr. Worth stated that would be greater than what the total database produced.

Mr. Worth stated that the next concern raised was the potential for lower travel speeds and the study itself said that it was likely that between a four and a five mile per hour reduction in 85<sup>th</sup> percentile travel speed was likely occur if you went from a four-lane to a three lane. Mr. Worth stated that study also documented a speed study that had been done on the corridor that showed that the 85<sup>th</sup> percentile speed for the corridor in that location was between 43 and 45 miles per hour. Mr. Worth stated that the posted speed in that segment was 40 miles per hour which meant that 15% or more of the traffic was going greater than three to five miles an hour above the posted speed limit. Mr. Worth stated that if they went to the three-lane configuration they could expect a reduction in that travel speed, but it would most likely bring travel speeds closer to the posted speed which would inherently make that facility operate more safely. Mr. Worth stated that reduced crash rates associated with the three-lane option result in fewer injuries, less property damage and substantially less recurring delay which benefitted all users of the corridor.

Mr. Worth stated that concerns were raised regarding the Tanana Valley Fair and the Farmers Market which generated significant traffic. Mr. Worth stated that the Fair was an annual event and the Farmers Market happened much more regularly and the concern was if there would be more delay and would people continue to park along College Road. Mr. Worth stated that they had looked at some of the causes for the congestion with DOT and FMATS staff. Mr. Worth stated that what happened particularly at the Farmers Market, was that once a motorist pulled into the Farmers Market, they looked for a parking spot and often stopped and waited for someone pulling out, but they did not proceed in and as a result they quickly created this sense of queuing and congestion right in the driveway. Mr. Worth stated that a suggestion or recommendation was to work with the staff at the Farmers Market to do a better job of managing the on-site parking, especially that ingress movement for vehicles so that potential for queuing was minimized and did not spill into the intersection with College Road. Mr. Worth stated that in terms of the Tanana Valley Fair they had similar recommendations to take a look at the way event traffic management was handled and whether or not there were opportunities to improve that traffic management to take care of those issues. Mr. Worth stated that it was acknowledged that by going from the four-lane cross-section to a three-lane cross-section that there would be a loss of travel capacity in the corridor of between 15 and 17 percent. Mr. Worth stated that when looking at the future year volumes in the year 2035, all the intersections that were studied in the corridor operate acceptably based on DOT standards. Mr. Worth stated that in either case, you had acceptable operations as a result.

Mr. Worth stated that other concerns were raised about snow and ice covered roadway impacts and what those would be if they switched to a three-lane

cross-section. Mr. Worth stated that part of what happened was that as snow conditions became more prevalent, traffic volumes decreased. Mr. Worth stated that they decreased when comparing summer to winter because they did not have the tourism traffic that they had in the summer and in the middle of the calendar year was the summer and that was where the highest volumes were occurring. Mr. Worth stated that drivers in the wintertime only drove on three lanes and used one lane as a kind of buffer like a turning lane.

Mr. Worth stated that the last concern that was raised was the impact of snowplows. Mr. Worth stated that snowplows typically operated at night when traffic volumes were lower so there was less likelihood of conflict with traffic.

Mr. Worth stated that there was a concern for additional head-on collisions that might occur from going from four lanes to three lanes. Mr. Worth stated that crash rate reduction would result from the three-lane configuration. Mr. Worth stated that crash statistics showed that injury crashes were reduced with the change in lane configuration. Mr. Worth stated that staying with the four-lane configuration showed no change in crash rates, but the crash rate would be lower with the three-lane configuration.

Mr. McBeath inquired if that meant that if they reduced the number of lanes from four to three there would be a definite reduction in crashes. Mr. Worth stated that was what the statistics said based on the volume of federal data collected.

Mr. McBeath inquired if that statement could be changed to say that if they “did not reduce the number of lanes from four to three, they could expect the same rate of crashes they had now to continue, and they would be providing the public no increase in safety at all.” Mr. Worth stated that Mr. McBeath was correct.

Mr. McBeath asked if that meant “to improve safety along College Road, therefore we must reduce the number of lanes from four to three.” Mr. Worth stated that Mr. McBeath was correct. Mr. McBeath inquired if that meant there was no other way to bring about the same result such as speed bumps and rumble strips which probably did not make a lot of sense along College Road. Mr. McBeath inquired if the national data showed any other means to improve safety rates along College Road other than through a lane reduction.

Mr. Worth stated that they cited a document called the National Highway Safety Manual and that manual provided a number of different techniques such as those that they discussed that could lead to a reduction in crash rates, but he did not have that document memorized since it was thick enough that it warranted going back and taking another look. Mr. Worth stated that they could look that up for Mr. McBeath if he would like. Mr. McBeath inquired if that AASHTO Manual was indeed the Bible of Departments of Transportation throughout the United States. Mr. Worth stated that Mr. McBeath was correct.

Mr. Pristash asked Mr. Worth if going from four to three lanes reduced crashes and if that was mainly because of the two-way turning lane. Mr. Worth stated that he could not say it was mainly because of the turning lane.

Mr. Pristash stated that he thought the rear-end crashes would be reduced mainly because they had a turning lane to pull out of the way of the through lane. Mr. Worth stated that Mr. Pristash was correct but the other type of crash that was likely to be reduced was when two vehicles were moving in the same direction and the vehicle on the inside lane saw a motorist making a left turn and wanted to avoid that so he did not use the best judgment and moved to the other lane to avoid a turning vehicle and there was already a vehicle in that lane which resulted in a sideswipe accident which was less likely to happen with that three lane cross-section.

Mr. Pristash stated that with only one lane you had nobody to turn into supposedly. Mr. Worth stated that Mr. Pristash was correct.

Mr. Pristash stated that from listening to it and reading part of the traffic analysis it seemed like what was driving the three lane from a safety concern was the two-way turning lane and he wondered if they had considered putting a two-way turning lane in there in the four-lane configuration. Mr. Worth asked if Mr. Pristash meant really creating a fifth lane. Mr. Pristash clarified that he meant just leaving it four lane and have two one direction and one in one direction and turning one of those lanes into a turning lane; figuring out which direction had the highest volume. Mr. Worth stated that they had not considered that option.

Mr. Pristash explained that it seemed like everyone might get a little wounded, but you would have the same capacity that you had before, supposedly the level of service was not going to drop anyway, but yet you would provide the safety with this turning lane. Mr. Pristash stated that you did not have the bike lane, but you did have eight-foot sidewalks on both sides. Mr. Pristash stated that in the future you could go to five lanes with a separate bike path, but that would be a right-of-way acquisition deal. Mr. Pristash stated that he rode College Road on a motorcycle quite a bit, and with only one lane he was worried about getting rear-ended, with two lanes depending on what was going on or if nothing was in the way. Mr. Pristash asked Mr. Worth if he had said that bus traffic was higher going east because they stopped twice as much or something.

Mr. Worth stated that they operated at 30 and 45 minute intervals and alternated. Ms. Gardino stated that the other direction was once an hour.

Mr. Pristash stated that maybe they would not have a bus stopping issue if they had two lanes going into town and they stopped twice as often going in that direction. Mr. Pristash stated that maybe since there was such a problem with going to three lanes, maybe they could consider something like that.

Ms. Gardino stated that they had next steps, so that could be considered.

Mr. Worth stated that Page 9 showed a chart that summarized the relative crash frequency by the facility type with a quick comparison of four lanes versus three lanes. Mr. Worth stated that the next topic that was raised was under the category of additional head-on collisions, part of the concern that was raised had to do with bicycle and pedestrian safety. Mr. Worth stated that what they summarized had come from the AASHTO "Guide to Bicycle Facilities" which stated that there were significantly higher incidents of bicycle/motor vehicle crashes with bicyclists riding on the sidewalk, than with bicyclists operating on the roadway. Mr. Worth stated that the concern that was expressed was that if those bicyclists were invited onto the roadway by giving them a shoulder bike lane were they not making it more unsafe for bicyclists and would there be more bicycle/auto crashes when in fact AASHTO stated that it was just the reverse and was actually safer for the motorist/bicycle duo.

Mr. Worth stated that the next category of concern was potential negative business impacts. The concerns that were raised were: 1) It might be more difficult to enter and exit business driveways; 2) Drivers would not be able to drive as fast to get to their destination and 3) Concerns were expressed about the ability to accommodate large delivery trucks. Mr. Worth stated that in a three-lane versus four-lane, if you were thinking of entering a driveway on College Road--in the three lane circumstance if you were making the left turn, first of all, you were out of the travel lane, you were waiting for oncoming traffic and that oncoming traffic was just in one lane as opposed to two; so your decision-making challenge of when there was a gap to make the turning movement was simplified, thus safer. Mr. Worth stated that because all of that traffic during high traffic demand times was in one lane, there might be fewer gaps and you might have to wait longer. Mr. Worth stated that when traffic volumes were lower, it was quite likely there would be gaps and the traffic signals along the corridor always created gaps in the traffic stream, so you had that to take advantage of.

Mr. Worth stated that the right turns into the businesses was the same or, in fact, improved slightly. Mr. Worth stated that the reason for that improvement was because when you went to the three lane and provided that shoulder bikeway there was that additional space between the right-hand edge of the vehicle and the driveway apron that they were turning onto, so they inherently had a larger radius that they were negotiating and were not adjacent to the curb like they were on the current four lane section so that could be negotiated as easily or more easily in that three-lane setup. Mr. Worth stated that the mere fact that there would be fewer crashes on the corridor made access to those businesses easier, first, and secondly, if people perceived a corridor to be safe they were more likely to use it and if they perceived it to be unsafe they were less likely to use it.

Mr. Worth stated that Page 11 provided a table that tried to give them some metrics to work with as they thought about this with regard to accessing the driveways. Mr. Worth stated that the table provided comparisons in the amount of delays a driver would experience; first when leaving a driveway and making a left turn. Mr. Worth stated that currently the average delay making that exit movement for a left turn was a little over 14 seconds and with the three lane section it dropped to

11 seconds so there was less delay making an outbound left turn movement from a driveway on College in the three lane versus the four lane. Mr. Worth stated that they also looked at volume to capacity ratio for that outbound movement. Mr. Worth stated that the simple summary was that there was greater capacity for that outbound left turn movement in the three-lane versus the four-lane. Mr. Worth stated that in each case the volume to capacity ratio was very low: .05 versus .04, but was, in this case, measurable.

Mr. Worth stated that Category 6 of the comments were concerns for going to a three-lane and moved into two categories of comments that were in favor of moving to the three lane. Mr. Worth stated that the first one was bicycle safety improvements that resulted from the three-lane cross-section. Mr. Worth stated that had been part of the driver or the mission of the College Road Study to begin with and what could be done to the corridor that would improve the safety of all modes of travelers and they paid particular attention to bicyclist and pedestrian modes as they went through the process. Mr. Worth stated that bicycle safety was the second most cited reason for supporting the three lane cross-section of the 166 people that provided comments. Mr. Worth stated that by putting the bike lane on the roadway and still allowing cyclists to operate on the sidewalk what you had been able to do was allow the inexperienced cyclist, or the cyclist fundamentally afraid to ride with traffic to still be on the sidewalk. Mr. Worth stated that those were most likely to be the cyclists traveling at the lowest speeds so the concern for the speed differential between a bicycle and an automobile was reduced because those young kids or people that just did not want to be next to the cars would likely be on the sidewalk. Mr. Worth stated that experienced, capable bike riders were much more likely to choose to ride in that bike lane if it was available to them.

Mr. Worth stated that the last category was traffic safety improvement benefits. Mr. Worth stated that this had been the primary reason for those commenters that submitted information saw for supporting the three-lane option. Mr. Worth stated that the AASHTO Highway Safety Manual was cited for the 29 percent reduction in crashes that could be expected and all of what came with that: fewer injury crashes and crashes that involved property damage.

Mr. Worth stated that there were a couple comments that they received and had taken the opportunity to address with this memo. Mr. Worth stated that one of those questions had been regarding the reason the Florida Department of Transportation was cited for any of this work. Mr. Worth stated that the analysis done for the College Road Study was based on the Highway Capacity Manual which was used for virtually all work that DOT did and was done absolutely consistent with DOT methodologies. Mr. Worth stated that what the Florida DOT had done was research to help themselves and other DOTs understand how Average Daily Traffic could be converted to Level of Service. Mr. Worth stated that it served as a look-up table that when they looked at a four-lane roadway with an Average Daily Traffic volume of X what was the likely Level of Service that driver was experiencing on that corridor with that volume of traffic. Mr. Worth stated that the Florida data was only used as a reference and in no way drove the specific analysis or results of this study.

Mr. Worth stated that it was useful information, but in no way reflected Florida conditions applied to an Alaskan roadway.

Mr. Worth stated that the last part of the memo addressed the charge that the Technical Committee received from the Policy Committee. Mr. Worth stated that the charge had been to evaluate the effect of not doing the three-lane improvement on the other projects that were on the list of projects for the College Road Corridor. Mr. Worth stated that they had created the table on Page 15 divided into three parts to view and summarize it. Mr. Worth stated that the west segment was at the top, the middle segment was in the middle, and the east segment was at the bottom. Mr. Worth stated that reading left to right you had what was proposed to be done, and in the far right hand column, the effect of not implementing the three lane improvement.

Mr. Worth stated that on the west segment in the near term, for the Margaret/Antoinette intersection realignment, the net effect would be no modification of the existing design required for that intersection improvement by setting aside the three-lane improvement. Mr. Worth stated that, in other words, you could go forward without changing the design.

Mr. Worth stated that at the bottom of the near term for the west segment the installation of bus pullouts there was a note that said that the need for bus pullouts should be verified through additional study if staying with the four lane cross-section. Mr. Worth stated that they had studied them assuming the three lane cross-section and found that they were warranted at those seven locations. Mr. Worth stated that further study would be required to determine whether or not any of those seven or the other five warranted bus pullouts.

Mr. Worth stated that in the long term for the west segment there were recommendations to enhance pedestrian crossings as warranted. Mr. Worth stated that recommendation remained applicable.

Mr. Worth stated that for the middle segment, the realignment of the Johansen off-ramp contained a note on the far right that it would still be beneficial but not required since they were not installing the bike lane at the beginning of the Johansen Expressway. Mr. Worth stated that installing the bus pullouts had the same note as the other. Mr. Worth stated that all other planned improvements were not affected by this decision if it went forward.

Mr. Worth stated that he appreciated their patience with him walking them through the highlights and contents contained in the memo and would be happy to discuss it further with them or take notes on any of the questions they might still have that he was unable to answer.

Mr. Miller stated that he had a question regarding the bicyclists. Mr. Miller stated that he guessed he was a little confused by the part of the presentation where it indicated that getting cyclists off the sidewalk onto a dedicated part the roadway was safer, but yet they still allowed or encouraged the slower traffic to stay on the

sidewalk where they were more likely to be injured or hit by a car. Mr. Miller asked why they would do that when it seemed opposite to what the initial purpose was.

Mr. Worth stated that Mr. Miller's recollection matched his as well. Mr. Worth stated that College Road was an unusual circumstance in that cyclists were already allowed to ride on the sidewalk with pedestrians. Mr. Worth stated that during the course of the study, the decision was made to perpetuate that even if they went with a three-lane cross-section that allowed the installation of an on-street bike lane. Mr. Worth stated that the rationale was, just as Mr. Miller summarized, there were still going to be those cyclists who they collectively felt really were best up on the sidewalk because they were inexperienced, not as likely to be in control, and also not as likely to be riding fast so they did not create a strong safety concern to the pedestrians using the sidewalk which was the rationale that he recalled from the committee discussion.

Mr. McBeath stated that he was trying to figure whether the cycling community was like the car driving community. Mr. McBeath stated that the car driving community was unanimous in wanting to drive on roads and not on the sidewalks, but the bicycling community doesn't seem to be unanimous in believing that slow riders should be on sidewalks and fast riders should be on roadways. Mr. McBeath stated that he got different kinds of comments from them when they appeared to make public comment at meetings and asked if Mr. Worth could enlighten him.

Mr. Worth stated that he would try and Judy or Margaret could chime in as well. Mr. Worth stated that what they were finding through experience and research being done with bicycle treatments was that when a bike lane was established on the street, its use and the presence and capabilities of the cyclists began to create an understanding between motorists and cyclists about where they should be and what the relative speed differential was, so that they had safer operating conditions. Mr. Worth stated that when they talked about young cyclists; three, four, six, eight year old children who were still trying to learn to control themselves as well as their bicycles, he thought that a lot of parents would prefer that cyclist was with them on the sidewalk as opposed to out there in the travel lane unless the parent was on the bike as well. Mr. Worth stated that what they saw in practice was that when parents were on bicycles out there then children were out there on the bike lane as well.

Mr. Lindamood stated that he biked year round. Mr. Lindamood stated that when he rode back and forth to work or wherever he used the roadway since he usually did 20 mph and it was not good for him or anybody involved to use the sidewalk. Mr. Lindamood stated that when he was dragging his kids all over the place, he was going a lot slower and was on the sidewalk at that point. Mr. Lindamood stated that he would also point out anything much above 35 mph, in his experience particularly in Anchorage where they had some bike lanes on 45 mph streets, you were really pushing the upper limits to where even those that were out there every day were comfortable riding with cars because the speed differential was too much. Mr. Lindamood stated that it was one thing when a car zipped by doing 30-35 mph and you were doing 20, but another thing when they were doing 40, 45 or 50. Mr. Lindamood stated that it just did not work at all. Mr. Lindamood stated that he

thought that was something that sort of got lost in the analysis of these bike lanes. Mr. Lindamood stated that when you were at 30-35 mph you were really kind of at the upper limit and would start seeing even some of the moderate use cyclists going back over to the sidewalk that would have used the bike lane had the cars been going slower.

Mr. Spillman stated that there was actually a provision in the Alaska State Statute that made it illegal to ride your bicycle on sidewalks in business districts and it went on to further define what a business district was. Mr. Spillman stated that there were sections of College Road that, by their definition, met the definition of a business district so technically it would not be legal to ride your bicycle on that sidewalk.

Mr. Sanches asked what the Fairbanks Cycle Club thought or if they had offered up a collective opinion.

Ms. Gardino stated that they not offered a collective opinion but the President of the club had been at the Policy Committee meeting in March and spoke in favor of the three-lane conversion, but they did not receive a collective opinion.

Mr. Pristash stated that he rode bicycles quite a bit at one time and tried to ride in the winter and he would want to be on a separate bike path when it was dark and the road was slippery in the wintertime. Mr. Pristash stated that on a dry, sunny day he would ride down the edge of College Road too, but not in the winter, not with rush hour traffic when it was dark.

Mr. Lindamood stated that he thought that also got lost in the wintertime, three lanes, four lanes it did not matter, you were not going to ride on the road, some people would.

Mr. Pristash asked Mr. Worth about in the report where there was talk about the capacity for vehicles being good enough if they went to three lanes and if capacity was reduced by going to three lanes.

Mr. Worth stated that the report said that reduction was between 15 to 17 percent depending on the location.

Mr. Ringert stated via telephone that he wanted to clarify that at each intersection it was a little different based on turning movements and such and the average was in that range. Mr. Ringert stated that the most significant impact was about 25% at one of the intersections. Mr. Ringert stated that you would definitely see a capacity reduction but did not mean you would see something hitting capacity, because you're glass had the same amount of water but had less air if you thought about the size of the glass.

Mr. Pristash stated that the report mentioned a level of service improvement for pedestrians and bicycles but did not mention the level of service for vehicles. Mr. Pristash inquired what happened to the Level of Service for vehicles if they went to a three lane configuration.

Mr. Worth stated that the Levels of Service shown in the report were for year 2035 volumes and were proposed to be between Level of Service A and C and no intersection on the corridor in 2035 that went below Level of Service C even with the three lane cross-section. Mr. Pristash stated that he guessed that meant that there was a reduction in the Level of Service. Mr. Worth stated that in this case there was at least one intersection that went from a Level of Service A to a B. Mr. Pristash stated that in this case if he was going down the tangents even if he was in one lane wouldn't that level of service have to go down even if it was the same volume.

Mr. Ringert stated that an urban condition was different than a rural condition because in an urban area that was based on delays experienced getting through the intersections and how often you had to stop. Mr. Ringert stated that the procedures in an urban area were based on delays experienced getting on and off the corridor. Mr. Ringert stated that Mr. Pristash was correct in the fact that it would feel different because rather than having cars in five lanes beside you and around you, they would be in front of and behind you. Mr. Ringert stated that Level of Service was not captured in the Level of Service Analysis for an urban setting the way it was done in a city.

Ms. Gardino stated that there had been a lot of interest in the project and it was good that they spent the time to look at what people's concerns were. Ms. Gardino stated that the motion from the Policy Committee was: "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 the affected projects and report back to the Policy Committee."

Ms. Hardesty inquired if they could have further discussion or had to wait until after the motion. Ms. Gardino stated that they should have a motion of some kind since it was an action item.

Mr. McBeath stated that he was unclear as to what they were going to be recommending so he thought that one way would be to review the Kittelson report and discuss whether they agreed with it or not and send it on since it addressed the questions from the Policy Committee. Mr. Lindamood inquired if for the sake of discussion they could suspend the rules until they could figure out what it was they were going to do before making an actual motion.

Ms. Gardino stated that they would need a motion.

**Motion:** To move to suspend the rules. (Lindamood/Chapman)

**Discussion:** None.

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

**Discussion:** Mr. Lindamood asked what they were going to do.

Mr. Fletcher stated that they were directed not to consider the three lane option. Ms. Gardino instructed Mr. Fletcher that it was not an appropriate time for public comment.

Mr. Butler stated that Ms. Gardino knew FMATS and its purpose much better than he did and inquired if they, as the Technical Committee, were supposed to make decisions based on the technical information. Ms. Gardino stated that she guessed it was inherent in what a Technical Committee was and that was why they had people from all different agencies present and typically made recommendations to the Policy Committee. Mr. Butler stated that Policy Committee made decisions on policy issues rather than technical issues which was not their charge.

Mr. Lindamood stated that his understanding was that they were a technical advisory committee to the Policy Committee and they were the ones that said yay or nay when fully considering what was best for the community. Mr. Lindamood stated that he thought that they did study and came up with a technical answer and gave it to them. Mr. Lindamood stated that what he was hearing was that some of the assumptions that went into that study were probably outside of the realm of what was politically acceptable, so they effectively had decided that they would like the Technical Committee to look at a four-lane section, and get back to them with recommendations. Mr. Lindamood stated that he was a little bit conflicted that they actually accepted the report though they redacted the three-lane section piece of it which he was not entirely sure what that meant, other than they had a report in front of them that told them from a safety standpoint, the three-lane was best but were not going to look at that and do four lanes. Mr. Lindamood said the Policy Committee could have done two things: 1) They could have said the report was great but they were not going to accept it and do four lanes and be done, which would have been one option; 2) The other one was that they did not accept the report at all because there were a bunch of assumptions made in it that were unacceptable, please go back and redo it. Mr. Lindamood stated that they did not do that either. Mr. Lindamood stated that where he was stuck was that they had a report in front of them that said that this was the safest thing to do, but don't do it. Mr. Lindamood stated that in his mind there were really only a couple different options: 1) They went back and did a bunch of additional studies trying to figure out what the safest way to get four lanes was, which might put the project in peril if they had to get bunch of right-of-way; or 2) They gave it back to them and told them that the three lane option was the safest option and the technical solution was that. Mr. Lindamood stated that was where he was stuck.

Mr. McBeath stated that they made a decision on the report and on what was going to be done with the report in terms of the ongoing work. Mr. McBeath stated that they were not being asked to revisit or reconsider that. Mr. McBeath stated that he was not interested in reconsidering and thought the report was a good one. Mr. McBeath stated that what they were being asked to do was to make a recommendation to give back to the Policy Committee on what the effect of excluding the three-lane configuration would be. Mr. McBeath stated that the only thing that they had heard that was relevant to that request and discussion was in the report in the table on Page 15. Mr. McBeath stated that they should send it on to

the Policy Committee and share it with them. Mr. McBeath stated that he did not want to get into the issue of looking at what the public thought about four versus three. Mr. McBeath stated that they had all these red herrings, 500 of them, that they should not be involved in, as those were policy and political kinds of considerations. Mr. McBeath stated that they had evidence that was collected systematically by the Consultant that looked at all of the comments that people made in view of the evidence presented to them, and they had done that so they did not have to do that again.

Mr. Spillman stated that his question was for the DOT. Mr. Spillman asked Ms. Chapman whether going back to four lanes would affect either the Margaret/Antoinette or College Road Rehab projects by delaying them a year or add any costs to them. Ms. Chapman stated that they had already designed Margaret/Antoinette for both scenarios, so they had that ready to go either way. Ms. Chapman stated that she did not think they would make obligation this year, so it was kind of a moot point and they actually probably had some time, ironically enough since they were looking at next year.

Mr. Spillman stated that it seemed to him like that was the answer that the Policy Committee was looking for and that was why they had made the decision to remain with four lanes.

Ms. Hardesty stated that she was not sure whether it was the appropriate time to do this but she had been talking to Cindy and Alice about the three-lane, four-lane thing and Cindy brought up conformity. Ms. Hardesty stated that there was already a TIP project that was approved in the TIP and was not sure whether it was designed as a three-lane or four-lane, but thought maybe it was designed as four-lane, but if it was designed as a three-lane it brought up the conformity issue and they would need to look at conformity. Ms. Hardesty stated that she was not sure if that needed to be looked at as to whether it applied to a four-lane or three-lane facility.

Ms. Gardino explained that when conformity was done she did not know whether it was based on three or four lanes or two lanes with a center turn lane. Ms. Gardino stated that the project was originally scoped to consider going from four lanes to three back in 2002, so she would have to check with the modeling folks to see how that was presented.

Ms. Larry interrupted from the audience and stated: That did not happen until....

Ms. Gardino stated Excuse me. This is not public comment.

Ms. Larry stated: Well you know what I know. We were right here in the same room.

Mr. Gardino stated Excuse me. It's inappropriate.

Ms. Larry stated: You know the answer.

Mr. Fletcher stated: It's inappropriate (inaudible).

Ms. Larry stated: I understand it's inappropriate, but you know the answer!

Ms. Gardino stated: Please. It's inappropriate Ms. Larry. If you can't be respectful, I'm going to have to ask you to leave. Thank you.

Ms. Gardino continued stated that she would have to check with the travel consultant to see whether when conformity was done it was based on a four lane or three lane, because she frankly did not know, but it was something that she would check on.

Mr. Butler stated that Mr. Spillman had summed it up appropriately and had been responded to in the table and they should move forward to advance the Kittelson recommendations on Page 15 back to the Policy Committee for their consideration.

Ms. Chapman asked Ms. Gardino if Mr. Butler was saying that he meant forwarding Page 15 or the entire document.

Mr. Butler stated that what he meant was to forward Page 15 since it was a nice technical response to their motion.

Ms. Gardino stated that they needed to make a motion to un-suspend.

Mr. Sanches stated that he would like to ask one question before they un-suspended. Mr. Sanches stated that Mr. Pristash had made comments regarding turn lanes and leaving it four lanes with turn pockets and wondered if that had been thoroughly vetted in the study.

Ms. Gardino stated that they had not included turn lanes in the study. Ms. Gardino stated that the purpose of the College Road Corridor Study had been to improve safety for all users so clearly they were not doing that if they went with the four lane and were not really addressing the conflicts on the sidewalk. Ms. Gardino stated that if they did nothing, obviously they were not improving safety for bikes, peds, or vehicles if they did nothing.

Mr. Lindamood stated that Policy Committee could do whatever they wanted, but when they sent it back here and they were looking at technical information.

Mr. Pristash stated they if it was not looked at and was it appropriate to ask them look at it now, it was a compromise and he realized that was not the objective here.

Mr. McBeath stated that it would be nice to consider this and then consider that, but it is beside the point because the Policy Committee had decided that they did not want to evaluate or look at the three lanes, which was why they sent it back to them.

Rep. Higgins: I have a question.

Ms. Gardino: No. I really, I have to keep order. I really have to keep order.

Rep. Higgins: No, no I understand. I understand that, but as a Legislator I just want to--and not as a public member, and the rules are suspended at this point. Would you allow leeway for a comment from, from a legislator, at this point because the rules are unsuspended? So it's up to you guys so, it's not as a public person cause I have to leave. I have a prior, another commitment with another commissioner. It's up to you guys.

Ms. Gardino: Is that? Go ahead.

Technical Committee Members: Sure, Sure.

Rep. Higgins: Sure? Alright. Real quickly, just a comment that you had made on the appropriations of the funds for this road, was made on a four lane. I mean there was no mention of a three-lane at the time, alright? So, when you hear a comment saying that the appropriations funds was made to go either way, that's not true. It was made for repaving of a four-lane and drainage issues. That's where the funds came from the state for that. The three lane came up afterwards, just so that you guys understand that. That's the way it worked then the three-lane came in. So the other, the other, my other comment is this: I appreciate the study, I really do, but we all have lived; I have lived in Alaska my whole life and I know how studies come and what makes sense in a study sounds good, but in the reality of it, does it make sense in common sense? I'm gonna tell you right now the worst road I avoid like the plague is the Old Steese Highway over there it is a three lane by the new Fred Meyers." I avoid it like a plague, ok-and so do other people. Now I agree with what you're saying, traffic will, you know, go down, accidents will go down, because traffic will actually have to slow down, because of traffic. That, that's why. You know, but once again though you know I'm just going to-my comment just as a Legislator that I've got is we do not want this to go to a three lane and we have the authority to re-appropriate the funds if we have to, but we don't want that. We want this road to stay. We want College Road to improve and we want to look at it in different ways, too. So, anyways, I, I have another meeting, but that was just my comment. Thank you, appreciate it.

**Motion:** To move to un-suspend the rules. (Lindamood/Butler).

**Discussion:** No further discussion.

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

**Motion:** To submit the Kittelson memo (Technical Memorandum) to the Policy Committee with special consideration of Table 3 on Page 15. (Butler/McBeath).

**Discussion:** Mr. Fox inquired if it would be apparent to the Policy Committee from the table that the exclusion of the three-lane option would result in no net reduction of 29 percent in traffic accidents. Mr. Fox inquired if during the Policy Committee it was pointed out to the Policy Committee.

Ms. Gardino stated that it had not been emphasized as she had not presented a staff report at the meeting. Mr. Fox inquired if that had been the intent of the Memorandum. Ms. Gardino asked Mr. Fox if he would like to make an amendment to the motion.

Mr. McBeath stated that they wanted to add an amendment as to the Technical Committee's interpretation of what the Consultant said. Mr. Fox stated that he agreed with Mr. McBeath.

**Amendment to the Motion:** with added emphasis that there will be no expected reduction of crashes by 29% thus no improvement to safety. (Fox/McBeath).

**Discussion:** Mr. Sanches inquired if the 29% was an assumed percentage.

Mr. Worth stated that it was based on the research so he would not put the label of assumed on it. Mr. Lindamood stated that he would say "predicted".

Mr. Butler inquired if they were rewriting the Consultant's memo or just attaching a notation. Ms. Gardino stated that it would be part of the motion. Mr. Fox stated that they just wanted to point it out to the Policy Committee since it had not been in writing at the prior meeting.

**Vote on Amendment to the Motion:** Nine in Favor. One Opposed (Miller).  
Approved.

**Amended Motion:** To submit the Kittelson memo (Technical Memorandum 6) to the Policy Committee with special consideration of Table 3 on Page 15, with the added emphasis that there will be no expected reduction of crashes by 29% thus no improvement to safety.

**Discussion:** No further discussion.

**Vote on Amended Motion:** Nine in favor. One opposed. (Miller). Approved.

**c. Public Involvement Process Discussion**

Ms. Gardino stated that they heard a lot of comments and received comments from the public regarding the College Road Rehabilitation project, had two open houses, and discussed the College Road Corridor Study at eleven different meetings of the Policy and Technical Committees. Ms. Gardino stated that they had heard that there public involvement was lacking and wanted everyone to think about what it was that they could do better.

Ms. Gardino stated that the Badger Road Corridor Study was coming up and they needed to ensure that they heard from the public and they were involved throughout the study and in all phases of project development. Ms. Gardino inquired how could they best hear from people during the study as opposed to after the study.  
Ms. Gardino stated that they had two open houses for the College Road Corridor

Study and had sent out mailers for each one. Ms. Gardino asked Mr. Spillman how many mailers were sent out for each meeting.

Mr. Spillman stated that mailers were sent out to all property owners adjacent to College Road and additional areas along the College Road corridor there were requested by the Consultant.

Ms. Gardino stated that they had extensive public involvement but still were not getting the word out to everyone and needed to gather ideas from them as to how that process could be improved.

## **9. Public Comment Period**

Randy Fletcher: Mr. Fletcher stated that he was more than a little disturbed.

Mr. Fletcher stated that he was at the meeting in this office not long ago where votes were taken and this committee was specifically precluded from discussing or considering the three-lane option. It was dead and yet they just spent an hour and a half wasting everybody's time doing exactly what they were told not to do. Mr. Fletcher asked if anybody could answer that? Ms. Gardino asked Mr. Fletcher if that was his comment. Mr. Fletcher stated that it was his comment.

Gabriele Larry: Ms. Larry stated that she had been following this College Road project for years. Ms. Larry stated that she owned a business, the Alaska Fun Center, on the corner of College and Aurora; was also on the board of the Tanana Valley Fair Association; and lived in Aurora so she knew what went on on College Road.

Ms. Larry stated that to say that Ms. Gardino did not know about the question that Mr. Spillman asked--it was not so. Ms. Larry stated that they had discussed it before and the three-lane change did not happen until recently and a year ago she sat at a DOT office and the same question was asked, and they said that no changes would be made to the road. Ms. Larry stated that this proposal for this road happened way back when, when Gary Wilken was there and he told them to watch College Road because they were going to do some changes. Ms. Larry stated that it had taken all these years to get to those changes. Ms. Larry stated that she had received a couple flyers in the mail at the business. Ms. Larry stated that when she started calling the businesses up and down College Road to ask them if they knew about the meeting, they had not known about them. Ms. Larry stated that they had called all the businesses so they would come to the last meeting and they came. Ms. Larry stated that more people would come if they addressed it properly and maybe she could help them with that. Ms. Larry stated that she thought each and every one of them took their jobs very, very seriously, but even though Ms. Gardino was the Chair, she thought that they all needed to come prepared with questions and thought it was great that they did ask questions, but they should not rely on just one person to provide that information because sometimes they might be led down the wrong path. Ms. Larry stated that she thought all of them were doing a great job and it was hard to make a decision for the whole community. Ms. Larry stated that she knew how that went because she was on the Fair Board, but you had to use your resources really strongly. Ms. Larry stated that the 465 signatures were brought to the last meeting and nobody asked for them, but knew they had them. Ms. Larry stated that then when DOT put their little package together, it really was a slap in the face for everything that everyone was trying to do

and to be heard, as Don Young had told her the other day, because no one was listening to you. So then you had to get your Legislators involved and then things got rolling. But for her to spend all this time here when she was supposed to be running a business, taking care of things at the Fair, all on top of her other jobs, and then come over here for two hours-really did not set well with her. Ms. Larry stated that she would love for them to meet at a different time so more people could come, because the hour of noon to two, most people could not come. Ms. Larry stated that on this College Road issue, when she, her husband, and Pete Kelley came over and sat with Ms. Gardino and asked some questions. Ms. Larry stated that the incidences of crashes were not at Aurora and College, they were up at Illinois, they were up at Margaret/Antoinette, and they were cleaning up Margaret and Antoinette. Ms. Larry asked if they had ever witnessed an accident on College Road. Ms. Larry stated that she had witnessed two; one at Margaret/Antoinette by Joy School when her kids went to Joy School right on the corner, and the last time she had witnessed an accident was a bicyclist who was on the pedestrian sidewalk, yes, but things did happen. Ms. Larry stated that she had worked there, and been up and down College Road for forty years, and the people that lived there did not want it changed, the people that used it did not want it changed, and that incident of accidents; they really needed to go back and look at that, and that was only going to change. Ms. Larry stated that she knew what they did today was hard on them because they had studied this, but people would come out if they let them know what the situation was. Ms. Larry stated that they had not known that College Road was changing to a three-lane until some months ago so that was a quick turnaround time.

Mark Andrews with Allstate. Mr. Andrews requested a copy of the Kittelson report.

## **Other Issues**

None.

## **10. Informational Items**

### **a. Fairbanks International Airport Master Plan Presentation**

Ms. Gardino introduced Mr. Vanderzanden, the Director at the Fairbanks International Airport, who provided a brief presentation of the Fairbanks Airport Master Plan which was being done in conjunction with the Anchorage International Airport Master Plan. Mr. Vanderzanden explained that both airport plan forecasts were done using the same methodology and they tried to work together. Mr. Vanderzanden stated that the Airport Master Plan comment period ended August 30, 2014.

### **b. STIP Amendment #11 Comments**

Ms. Gardino stated that a Policy Committee meeting that was held prior to the meeting so STIP Amendment #11 comments could be approved.

### **c. CMAQ Project Evaluation Board Meeting Summary**

Mr. Miller stated that eight (8) projects were submitted and scored the previous Monday. Mr. Miller stated that two of the eight projects were dropped due to ineligibility and the recommendations would go to the Mayor this week sometime. Mr. Miller stated that it would recommend possibly funding one of the projects

through the STIP process. Mr. Miller explained that the other projects that would be moved forward depending on funding were: the Air Quality Education project, the Diesel Retrofit project, and four (4) different Plug-in projects: Carlson Center, Big Dipper, Fairbanks and North Pole Libraries. Mr. Miller stated that they would see how much could be accomplished in the first year.

**d. Correspondence**

Ms. Gardino explained that a letter regarding the Chena Small Tracts Pedestrian Path had come to her and was included in the meeting packet. Ms. Gardino stated that she had seen the final PS&E from the DOT in her office yesterday.

**e. Artwork Update**

Ms. Gardino stated that art would arrive on either September 12th or 13<sup>th</sup>. Ms. Gardino stated that it was getting ready to be shrink-wrapped and was highly reflective. Ms. Gardino stated that there were four programs available for the lights and the default color would be: the Northern Light color, a gold color, a circulating blue and gold color, and a circulating blue and white color with more colors programmed in later, as necessary.

**f. Interim MTP and TIP**

Ms. Gardino explained the FHWA/FTA letter was included in the meeting packet.

**g. Status of Highway Reauthorization and Appropriations**

Ms. Gardino stated that she had just attended a Town Hall Meeting where Secretary Foxx was taking live questions and there was discussion about focusing on getting long-term rather than short-term solutions to the highway infrastructure since it was hard to develop large projects when funding was so uncertain.

**h. 07.16.14 PC Action Items**

Ms. Gardino explained that the Policy Committee action items were included in the meeting packets.

**i. Obligations and Offsets**

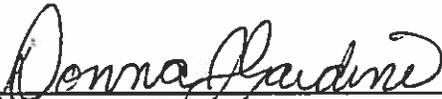
Ms. Gardino stated that the Obligations and Offsets were included in the meeting packet.

**11. Technical Committee Comments**

- Mr. Miller stated that he wanted to thank Ms. Gardino for running a good meeting under challenging conditions.
- Mr. Sanches stated that if you had not been out on Post lately, Hangers 2 and 3 were finally gone. They were built in 1939 and were finally down, which had been a big SHPO exercise over the past ten years.
- Ms. Chapman stated that she wanted to thank Mr. Worth for coming up and doing his presentation on College Road and thought it was very useful and well done.

**12. Motion to Adjourn.** The meeting was adjourned by Ms. Gardino at 2:19 p.m.

The next Technical Committee meeting is Wednesday, September 3, 2014, at noon in the City Council Chambers, 2<sup>nd</sup> Floor City Hall, 800 Cushman Street, Fairbanks, AK.

Approved:  Date: 9.3.14  
Donna Gardine, Chair  
FMATS Technical Committee