

FMATS 2015 – 2018 Transportation Improvement Program Project Nomination Form

Project nominations are accepted from the public and are scored based on the adopted Project Scoring Criteria. These criteria assign weight based on the project's impact on the following:

1. Health and Quality of Life
2. Safety Improvements
3. Public Support
4. Project Cost/ Project Length (\$/miles)
5. Road Functional Class
6. Road Maintenance and Condition
7. Other Considerations (economic development, security, utility conflict resolution, etc.)

The score the project receives will be used to determine the project's eligibility for funding in the Transportation Improvement Program, or TIP. The TIP identifies, prioritizes and allocates anticipated funding for transportation improvements over a 4 year period.

NAME: Donna Gardino
ADDRESS: Attn: FMATS City of Fairbanks, City Hall 800 Cushman St. Fairbanks, 99701
PHONE: 907-459-6786
EMAIL: donna.gardino@fmats.us

Name of Proposed Project: College Road Bus Pullouts

Project Scope/ Description:

Investigate the feasibility of installing bus pullouts at select, high-use locations along College Road in coordination with the MACS Transit System. Determine the locations, acquire right-of-way, and construct the pullouts and bus shelters,

The College Road Corridor Study identified the following potential locations based on high transit user demand: Hess Avenue eastbound, Hayes Avenue westbound, Westwood Way westbound and Kathryn Avenue eastbound and westbound. Bus pullouts should also be considered on the east approach to the College/Margaret/Antoinette intersection.

Is there a commitment from a public organization to maintain this project if built? If so please identify that organization below.

The Fairbanks North Star Borough will maintain the bus shelters and the DOT&PF will maintain the roadway.

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Has an organization agreed to pay the non-federal funding match for this project? If so please identify the organization that has committed to pay the non-federal share.

The DOT&PF will fund the non-federal share of the project.

Does this project support all or some of the four goals of FMATS? The four goals are listed below please explain the relationship between these goals and this project.

- 1. Coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy to grow.**
- 2. Provide a safe, efficient, secure, and interconnected multi-modal transportation system for all users.**
- 3. Protect the environment, improve air quality, promote energy efficiency, and enhance regional quality of life.**
- 4. Optimize the utility and lifespan of the existing transportation system.**

Goal 1: This project lines up with many of the Smart Growth Principles including, create walkable neighborhoods and provide a variety of transportation choices. This project focuses its efforts on an important east/west corridor that is a very popular transit route. The land use around College Road has some general commercial but it is particularly heavy on two-family and multifamily housing to the south.

Goal 2: This project directly creates a safe, efficient, secure, and interconnected multi-modal transportation system for all users. Safety is increased by widening the roadway and providing a safe place for transit busses to move out of the traveled way. It is also safer for pedestrians to load the bus and to place bicycles on the front of the bus outside of the travel lane.

Goal 3: This project enhances the regional quality of life by improving the safety of the public transportation system.

Goal 4: This project optimizes the utility and lifespan of the existing transportation system. It optimizes the utility by offering all users a corridor that supports their needs.

1) Does this project improve community health and/or quality of life? For example: improve air and water quality, enhance intermodal connectedness, reduce congestion, etc.

This project enhances intermodal connectedness by improving the transit riding experience through the use of shelters and bus pullouts.

2) Is safety a factor? For example, is there a history of accidents or safety complaints?

There is a history of accidents along this corridor. Several intersection, the Steese Highway, the Old Steese Highway, Illinois Street/Bentley Trust Road and University Avenue exceed the

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statewide average crash rate but are lower than the critical crash rate. The safety indices at the Steese Highway and Illinois Street/Bentley Trust Road exceed the .9 safety index. The Aurora Drive and Danby intersections do not have center turn lanes which may result in a higher number of rear-end crashes due to vehicles stopped in the travel lane waiting to turn left.

Total intersection crashes along the corridor from 2006 – 2010 totaled 407. Roadway segment crashes totaled 108. The roadway section between Margaret Avenue and Danby Street exceeded the average DOT&PF crash rate for similar roadways and the primary types of crashes are rear-end crashes between the Johansen and University Avenue.

3) Would you describe the public support for this project as broad-based, localized, or limited? Please provide a justification for this level of public support.

This was identified as a need in the College Road Corridor Study which was completed in July 2014. While future transit operations were not evaluated, the use of the existing bus pullouts will be more critical as traffic volumes increase.

4) Please provide a cost estimate for each phase of this project if available. For example: design, right-of-way, utilities, and construction

The FMATS 2040 MTP spending plan lists \$1.2 million for this project.

AADT on College Road varies from 16,720 at Illinois Street to 8,690 at Westwood Way.

5) If this is a road project please provide the functional classification of the road or roads. For example: arterial, urban collector, or local road.

The functional classification of this road is urban arterial.

6) Will this project improve drainage, decrease operating cost, promote efficient system management or improve overall facility condition? Please explain:

This project will need to be cognizant of the drainage and accommodate it accordingly.

7) Are there other benefits of this project? For example: national security, community development or otherwise economic benefits.

The use of bus pullouts can be controversial because of the difficulty they can create for buses trying to merge back into the traffic stream. One way to encourage vehicles to allow the buses to merge, short of a law requiring motorists to yield to buses attempting to merge back into traffic, is the use of a flashing yield sign on the back of the bus. This should be considered if buses have difficulty utilizing bus pullouts.

8) Please address other issues that have not been addressed concerning this project. (Attach additional pages and/or photos as necessary)

This project addresses the following performance measures: air quality, congestion mitigation, and safety,

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For more information, please contact:

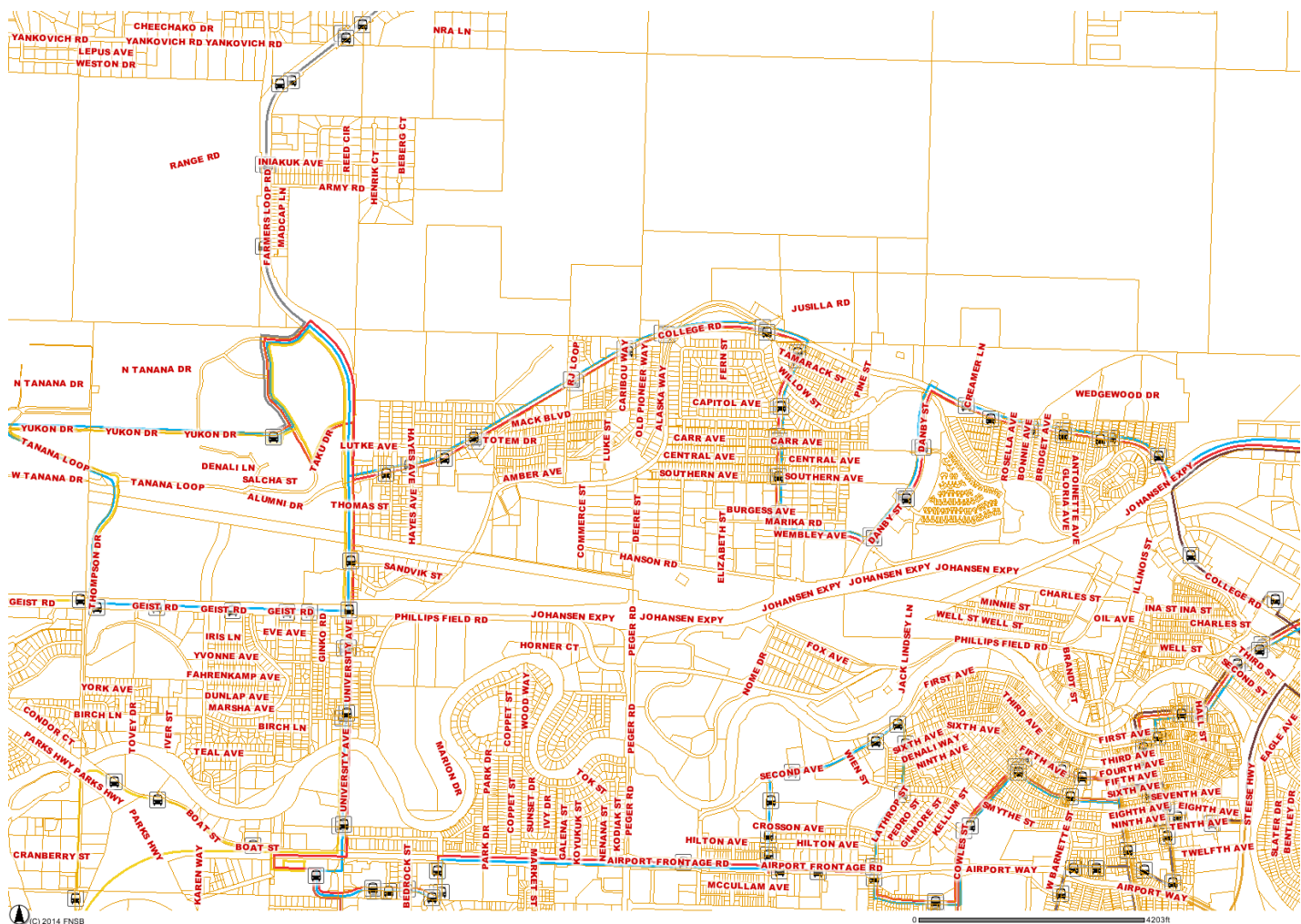
Donna Gardino
FMATS MPO Coordinator
800 Cushman Street
Fairbanks, AK 99701
Phone: (907) 459-6786
Fax: (907) 459-6783
donna.gardino@fmats.us

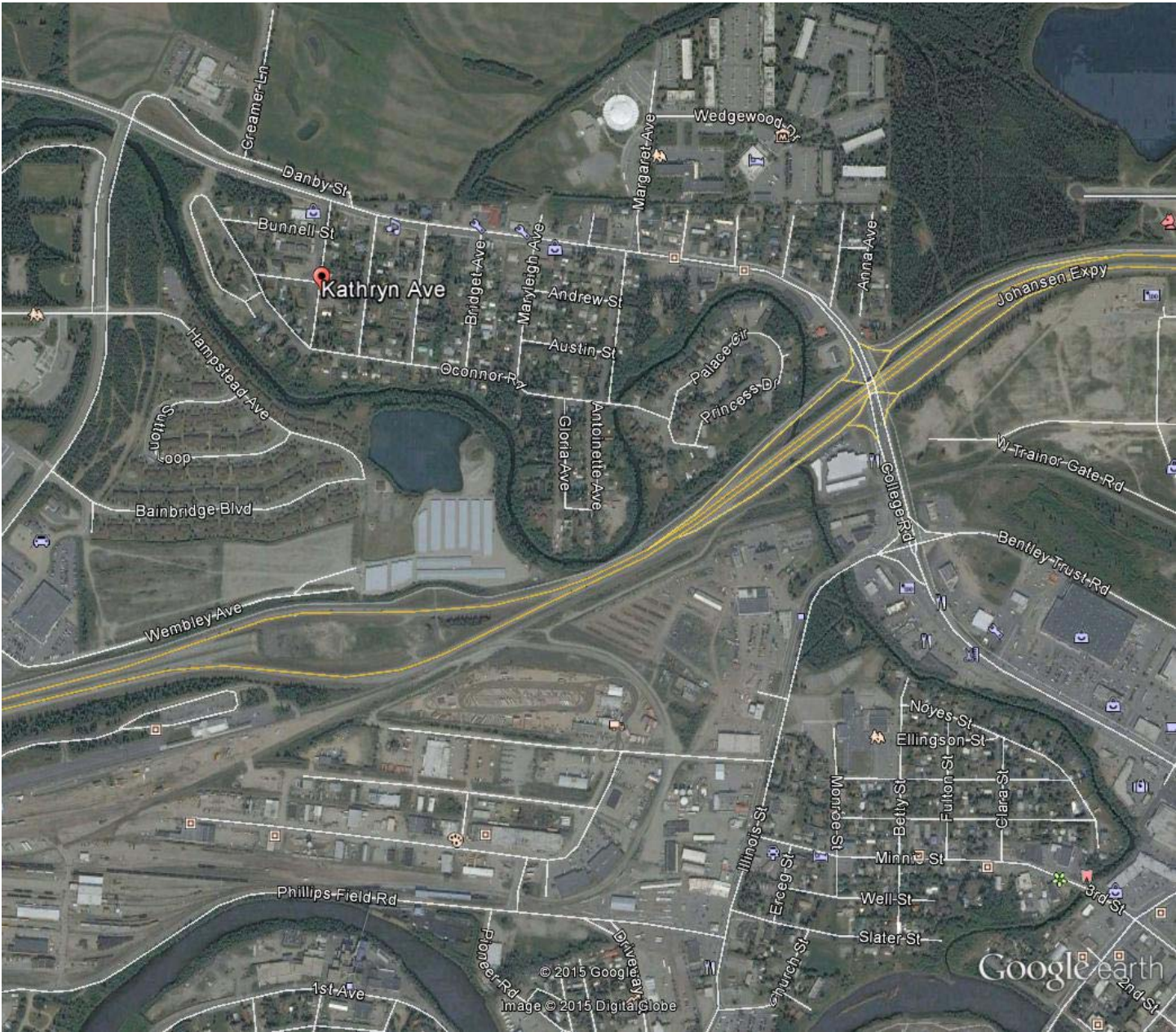
Margaret Carpenter
DOT&PF Fairbanks Area Planner
2301 Peger Road
Fairbanks, Alaska 99709
Phone: (907) 451-2388
Fax: (907) 451-2313
margaret.carpenter@alaska.gov

Vacant
FMATS MPO Transportation Planner
800 Cushman Street
Fairbanks, AK 99701
Phone: (907) 459-6805
Fax: (907) 459-6783

Vacant
FNSB Community Transportation Planner
P.O. Box 71267
Fairbanks, Alaska 99707
Phone: (907) 459-1266
Fax: (907) 459-1255

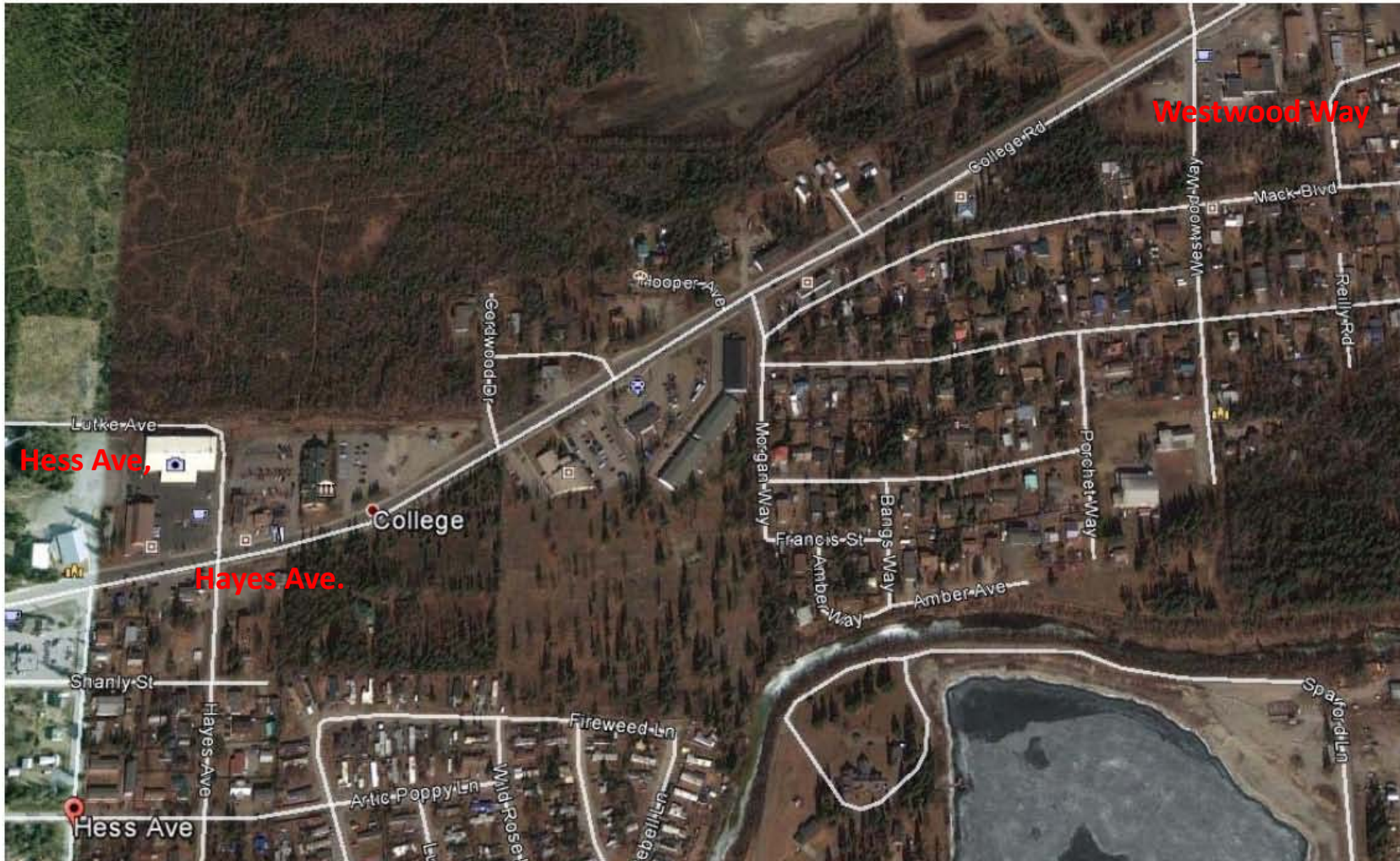
Please submit completed form and attachments to the MPO Coordinator via mail, fax or email.

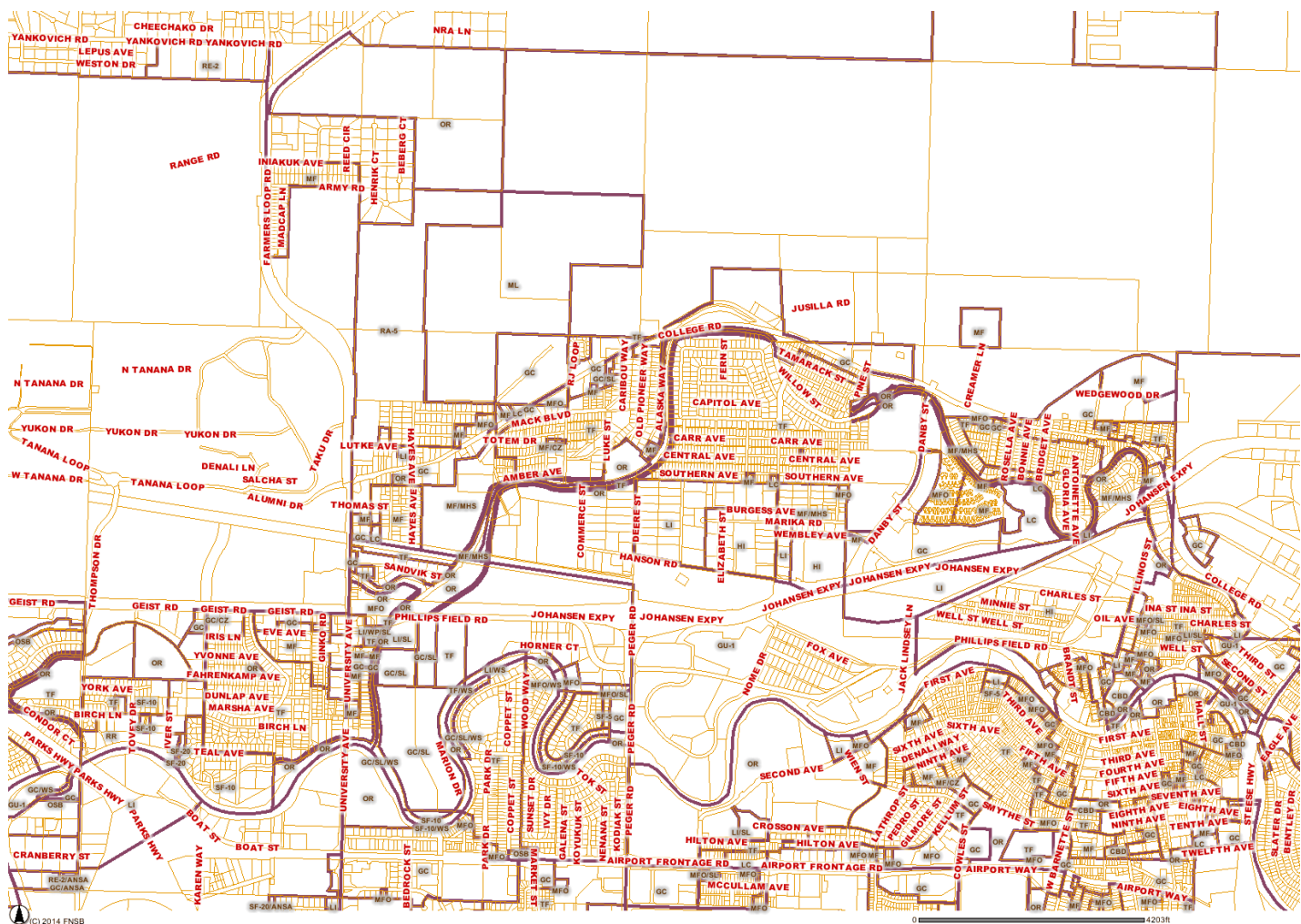




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