



FMATS Bicycle and Pedestrian Advisory Committee Meeting

Thursday, June 14, 2018

5:00 – 7:00 P.M.

City of Fairbanks, 800 Cushman Street, FMATS Conference Room

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of the June 14, 2018 Agenda
4. Approval of the April 12, 2018 Minutes Pg 2 - 8
5. Staff Report/Working Group Reports/Chair Report
6. Public Comment Period
7. Old Business
 - a. Work Plan Overview Pg 9 - 11
 - b. Seasonal Mobility Task Force Update Pg 13 - 17
 - c. City of Fairbanks Sidewalk Maintenance Priority (Action Item) Pg 18 - 24
 - d. Walk/Wheel-about Community Assessment
8. New Business
 - a. Airport Way Functional Features Analysis
9. Other Issues
10. Committee Member Comments
11. Adjournment

Next Scheduled BPAC Meeting – Thursday, August 9, 2018, 5pm, Fairbanks City Hall, FMATS Conference Room



FMATS Bicycle-Pedestrian Advisory Committee Meeting
FMATS Conference Room, 800 Cushman Street
April 12, 2018 • 5:00-7:00PM

1. Call to Order

Mr. van den Berg, Chair, called the meeting to order at 5:00 p.m.

2. Introduction of Members and Attendees

*David van den Berg, Chair

*Pam Golden, Vice Chair

*Doug Toelle

**Alicia Stevens

*Judy Chapman

*Bud Kuenzli

Jim Richardson

Peter Stern

Jeff Jacobson

**Jackson Fox

*John Stowman

*Mindy O'Neall

Larry Knapman

Ruth Knapman

**BPAC Representative*

***FMATS Staff*

3. Approval of the April 12, 2018 Agenda

Motion: To approve the April 12, 2018 Agenda. (Toelle/Kuenzli).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the February 8, 2018 Meeting Minutes

Motion: To approve the February 8, 2018 Meeting Minutes. (Toelle/Stowman).

Discussion: Mr. Kuenzli wanted a correction to the minutes regarding who he was listed as representing on the list of members and attendees and wanted it to be changed to show that he was representing North Pole. Ms. Stevens suggested that they remove the representation list entirely on future meeting minutes if that was agreeable to everyone. No one had any objections.

Vote on Motion: None opposed. Approved.

5. Staff /Working Group/Chair Reports

Staff Report: Ms. Stevens explained that most of her Staff Report was included in the Work Plan and the only thing that was not included in the Work Plan was that FMATS was filing to become a non-profit organization and might change their name but it was not yet certain what that name would be.

Working Group Reports:

No work groups met since the last meeting.

Chair Report: Mr. van den Berg stated that he was a member of the Functional Features Analysis group that met once since the last meeting and he had missed some of the presentations that were given, but would attend the next presentation.

6. Public Comment Period

Peter Stern stated that he went to the meeting where they had discussed the Long-Range Plan and the thing that jumped out at him was the fact that the projected maintenance budget was going to be incredibly small and he thought that was going to pose a big problem for maintenance of bike paths and sidewalks. Mr. Stern stated that this was a tough winter for walking in town and the City had a problem with Public Works money so they were a little slow clearing the sidewalks in town. Mr. Stern stated that there was no coordination between the City of Fairbanks and the State for snow removal. Mr. Stern presented several pictures that he had taken of various bus stops around town where he had seen six to seven-foot berms. Mr. Stern stated that it made things difficult to walk or to ride a bike. Mr. Stern stated that there were entities in this town that were trying to develop winter tourism and there were issues with tourists trying to get to the stores. Mr. Stern stated that the situation on south University Avenue was bad because there was no sidewalk or shoulder and people almost had to walk on the road. Mr. Stern stated that the pedestrian rules in other countries were totally different than in the US and in Japan the rule was to walk on the right, against traffic. Mr. Stern stated that he did not know what the State needed to do to make the shoulders wider, but it was definitely something needed to be done for winter maintenance. Mr. Stern stated that the design on the north side of the Chena River also presented an interesting situation with the design and the maintenance potentially being handled by the Borough. Mr. Stern stated that the Borough did not have road powers or a maintenance department so would it fall to the Parks and Rec department. Mr. Stern stated that there were also no budgets for maintenance projects in the Borough. Mr. Stern stated that when the snow stacked up on the sides of the road, it encroached on, and narrowed, the roadway which meant that people had to walk on the roadway if the sidewalks in that area were not cleared.

Mr. Richardson stated he agreed with Mr. Stern and as a citizen riding his bike around a lot he did not want his city to look like that and hoped that other people felt the same way.

Mr. Richardson cited the area near the corner going into the Bentley Mall Complex where it was totally blocked and you had to walk into the turn lane.

Mr. van den Berg stated that the Seasonal Mobility Task Force was meeting at 8:30 a.m. on April 13th to discuss the maintenance this year and how they could improve things. Mr. van den Berg stated that they could discuss and submit some of their ideas for that meeting.

7. Old Business

a. Work Plan Overview

Ms. Stevens explained that FMATS held a Charrette for the MTP and were planning an Open house soon. Ms. Stevens stated that the update of the MTP was not going to include an update of the Non-Motorized Transportation Plan. Ms. Stevens stated that the CMAQ targets were coming soon. Ms. Stevens stated that the Statewide Bike and Ped Plan Steering Committee met in March. Ms. Stevens stated that the 2018 Bike Maps were being printed and they hoped to have them available for distribution to the community for Bike Month in May.

Ms. Stevens stated that they needed volunteers for the annual Bike/Pedestrian Count.

Ms. Stevens stated that the week of May 14-18 was Bike Week and May 18 was Bike to

Work Day. Ms. Stevens stated that they would not have another meeting prior to Bike Month so if they were interested in spearheading an event for it, they should coordinate soon.

Mr. van den Berg stated that if there were any of the Bike to Work events that were going on near downtown, they could certainly help with that.

Ms. Stevens stated that if they wanted to do something, FMATS definitely needed their help.

Ms. Stevens stated that with respect to the Maintenance Improvements, they had invited Jeff Jacobson, Public Works Director, to discuss the City of Fairbanks maintenance.

Ms. Stevens explained that for Public Outreach, there would be a Super Open House Saturday from 10 am-2 pm at Hutchison High School and FMATS would be there.

Mr. Kuenzli stated that for Item 2F, he and Ms. O'Neall were going to create some video Public Service Announcements and would meet next week to start working on ideas and creating storyboards.

Ms. Stevens stated that for Item 2G, regarding the possible grant opportunities from the Highway Safety Grant Office, FMATS was going to try to apply for some Highway Safety Office Grants and they had reviewed applications from previous years and she thought that PSAs might be good to apply for. Ms. Stevens stated that FMATS was also discussing applying for a grant for Driver Education in the high schools. Ms. Stevens stated that when the application came out, she would send them an email containing the link to the website.

Ms. Stevens stated that there was an Open House on April 25 and if she received a flyer for that she would post it online.

Ms. Stevens stated that an Open House was held for the Chena River Walk-Stage III and only two members of the public showed up. Ms. Stevens stated that they were not required to go back for any other public input so they might submit documents containing what they intended to do there. Ms. Stevens stated that if the BPAC had any ideas they preferred for that, they could submit a letter or email about which alternative they supported. Ms. Stevens stated that she could also draft a letter or email after discussion that would be brought to the June meeting for their review and then they could submit it.

Ms. Stevens stated that the FMATS Improvement Program was out to bid.

Mr. Fox clarified that by saying that the FMATS Surface Upgrades Project was out to bid and not the Sidewalk Improvement Program Project which was still in design.

Ms. Stevens stated that they were still in the PEL process for the Minnie Street Project and the design was starting this fiscal year but they did not have the final PEL document for that so they could not start designing it yet.

Ms. Stevens stated that for the Yankovich/Miller Hill Road Reconstruction and Multi-Use Path Project, the BPAC had approved a motion to recommend support for the widened shoulders option and the Policy Board had agreed and approved that option.

Mr. van den Berg asked if the BPAC wanted to discuss it and come up with a consensus for the Chena River Walk Stage III and thought that they had all liked the tunnel option for that project and not under the bridge.

Ms. Chapman stated that she was concerned about the cost of the tunnel and liked the idea of the aesthetic concept for the boardwalk and would caution them on that.

Mr. Fox stated that he had heard from the City of Fairbanks that the tunnel option was not that expensive but at high water events, the tunnel might get water in it and he did not think they could raise the elevation because it was right under the bridge but they had not confirmed that it was truly feasible yet.

Mr. Kuenzli stated that there might be increased maintenance costs to clear out the mud after high water events.

Mr. van den Berg stated that they could support it and asked if everyone was okay with drafting a letter to the Technical Committee.

b. Trauma Data for Bike/Pedestrian Crashes

Ms. Stevens stated that Mr. Belz had brought some spreadsheets to the previous meeting but he and Ms. Taylor were not available for this meeting so they would table it until the next meeting.

c. 5th Avenue Project Update

Mr. Fox stated that the first thing they needed to do was to have a field trip to the project to get a look at it. Mr. Fox stated that the City had developed an estimate based on estimates to replace some of the sidewalk between Cushman and Noble Streets. Mr. Fox stated that they would send out a doodle poll to get a date for that.

8. New Business

a. Winter Maintenance and Bus Stops

Mr. van den Berg introduced Mr. Jacobson to discuss winter maintenance operations at the City of Fairbanks.

Mr. Jacobson stated that he shared their concerns about keeping the streets and sidewalks open during winter snow events. Mr. Jacobson stated that depending on what kinds of snow operations they had from graders to snowblowers and staffing depended on when they deployed the articulated tractor to clear the sidewalks. Mr. Jacobson stated that getting the motorized routes cleared was their first priority. Mr. Jacobson stated that the sidewalks were not necessarily coordinated the same way and they tried to group them to coincide with what was going to be the best use of their equipment so it was not necessarily the highest prioritized sidewalks consistently being plowed. Mr. Jacobson stated that the other challenge was that the weather and the tractor did not operate well at lower temperatures. Mr. Jacobson stated that they also had the problem where crews were clearing bridges and the sidewalks and the plows went over and covered that all up. Mr. Jacobson stated that they also had a very low number of permanent employees and hired temporary ones. Mr. Jacobson stated that he felt for people that used the sidewalks because the City had monetary constraints and it was sometimes on a need basis. Mr. Jacobson stated that funding deficits had limited his ability to shift funds around to address the heavy snowfall so he had to go back to the City Council to request additional funding but had not been successful in obtaining that additional funding this March. Mr. Jacobson stated that the more snow that they left on the street, the higher the potential for flooding so thankfully they had a wonderful spring this year that had taken care of a lot of the flooding that could have potentially happened.

Mr. Kuenzli asked Mr. Jacobson if the sidewalks did not have any prioritization in terms of specific areas they cleared because it had just never been done. Mr. Kuenzli stated that

he understood they were trying to make efficient use of the machinery so they could do long stretches, but he thought that the heavily used sidewalks would be a higher priority to get cleared even though it might not be the most efficient use of equipment.

Mr. Jacobson stated that the heavily used sidewalks were a priority, but it was just a question of how quickly they got to them because they were connecting the dots to get to them unlike the streets where they could mobilize a piece of equipment somewhere else more rapidly so it was a little bit slower getting to all the sidewalks. Mr. Jacobson stated that there were certain sidewalk areas that received priority over residential sidewalks.

Mr. Kuenzli asked about the pictures they were shown with snow that completely blocked bus stops.

Mr. Jacobson stated that most of those were not in the City of Fairbanks maintenance area and were the responsibility of DOT such as College Road. Mr. Jacobson stated that he made it a priority that any of the streets with bus stops got the bus stops cleared, but when it came to a heavy snowfall and all they were doing was plowing roads, they were going to leave a berm for many days. Mr. Jacobson stated that they tried to alternate plowing and berming and then went back and picked up those berms. Mr. Jacobson stated that they got slammed so much this winter that some neighborhoods still had hard pack from three winter storms of snow berms that never got picked up.

Mr. van den Berg asked how they got a list of what the priority sidewalks were.

Mr. Jacobson stated that he had sent one to Ms. Stevens.

Ms. Stevens stated that she had a list of the road priorities but it did not include sidewalk priorities.

Mr. Jacobson stated that he could go through and highlight the heaviest traffic sidewalks but it was difficult to prioritize sidewalks due to all the variables.

Mr. van den Berg asked if a high priority road with sidewalks on either side got those sidewalks cleared when the road was cleared.

Mr. Jacobson stated that in a perfect world that would happen, but that was not always the case. Mr. Jacobson stated that he would like to deploy many articulated tractors, but he just did not have the staff for that. Mr. Jacobson stated that he thought they had done a good job this year but no sooner than they cleared a sidewalk, they had drifting snow so it looked like they had not even been there.

Mr. Jacobson stated that the City of Fairbanks was facing revenue caps and it impacted snow operations.

Mr. Kuenzli asked if the City was involved in clearing gravel.

Mr. Jacobson stated that as soon as the roads started drying up, the City would be sending out sweepers.

Mr. Toelle asked if there was a website or anywhere they could go to determine what areas or roads were going to be worked on and when.

Mr. Jacobson stated it was listed on the City of Fairbanks website where they were projected to be working, but it was not always accurate.

Mr. Stern asked if they had the ability to use equipment that operated better in colder temperatures if that would have made a difference in their clearing operations.

Mr. Jacobson stated that he did not know if that would have helped because there were other variables. Mr. Jacobson stated that for Chena River Walk Stages I and II he thought there had been a partnership effort for maintenance of that sidewalk.

Ms. Stevens stated that they should have in their comments that if it was a boardwalk, it would only be seasonally maintained.

Mr. Jacobson stated that the ADA ramps in the downtown core area were a priority area for clearing.

Ms. Stevens added that the meeting packet included a memo from FHWA stating that facilities constructed with Federal funds were required to have snow removal.

Mr. Jackson explained that the Statewide Title VI and ADA Compliance Officer had brought up his concern about the lack of snow removal on pedestrian facilities and bus stops, because the DOT might get sued if snow were not removed at bus stops and ADA facilities were not accessible. Mr. Jackson stated that reasonable snow removal efforts must be made to ensure accessibility. Mr. Jackson presented pictures depicting bus stop locations that were inaccessible to wheelchairs.

Ms. Chapman stated that it did say “reasonable time for snow removal” and she thought that everyone at the City and State was doing as good of a job as they possible could with the budget restraints they had. Ms. Chapman stated that they might try to get other entities to do snow removal at some of those stops.

Mr. Stern stated that the big problem this year had been the discontinuity of clearing on the bike paths.

Ruth Knapman asked if the businesses and homeowners were responsible for clearing the sidewalks in front of their homes and businesses.

Mr. Jacobson stated that in the City limits they were by code.

Ms. O’Neill asked about the possibility of having seasonal sidewalks and if people knew they were going to be cleared, they could plan accordingly.

Ms. Knapman asked Mr. Jacobson what sidewalks and businesses the City of Fairbanks was responsible for clearing.

Mr. Jacobson stated that the City cleared all the sidewalks but asked that businesses and homeowners cleared the sidewalks in front of their properties as soon as there was a snow event, but they tried to clear all of them in the downtown core. Mr. Jacobson stated that when businesses or homeowners were asked to clear their sidewalks that did not necessarily mean that they would be cleared down to pavement.

Ms. Stevens asked their feeling about doing a downtown walkabout and if there was something they were concerned about, they could ask what could be done to make it accessible.

Mr. Jacobson stated that they had some sidewalks with impediments such as sign posts, light posts, garbage cans, or planters and it would be helpful if those could be as far from the curb as possible to ensure better clearing.

Ms. O’Neill stated that it might be a good idea to build that in to the schedule to do a walk around once a month and check on the sidewalk clearing.

Mr. Jacobson stated that if they noted gaps in connectivity of clearing, it would be helpful to bring that to their attention so they could have their crews take care of it.

Mr. Jacobson stated that he was working with Teal Soden, the City of Fairbanks Public Information Officer, so that people could take a picture with their cell phone and send it to Public Works without having to purchase an app to do that.

Ms. Stevens stated that the new fiscal year started in October and the Policy Board would reevaluate the BPAC and see if it was still necessary but she did not see any reason to stop the group.

Mr. Jacobson stated that the more information they received, the better but it did not ensure that they would be able to get to it immediately but it would be helpful in creating a work plan.

Mr. van den Berg asked if they needed more snow dumps.

Mr. Jacobson stated that they currently had six snow sites and were working with the Borough to expand the Hamilton Acres and Arctic Park sites, and make the best use of what they had. Mr. Jacobson stated that the City had acquired the Reflections Lounge property to maximize their snow storage.

Ms. Stevens stated that BPAC would develop a list of the sidewalks that were higher priority to maintain.

b. Airport Way Functional Features Analysis Open House

Ms. Stevens stated that there would be an Open House on April 25th but she did not have a flyer so she was not sure of the time or location of that Open House.

9. Other Issues

No other issues.

10. Committee Member Comments

- Ms. Chapman stated that this was her first meeting, really interesting, and hoped that she would be able to attend in the future. Ms. Chapman stated that she thought the monthly walkabout was a good idea and they should probably have Dan Schacher of DOT come to the meeting at some point and discuss maintenance priorities with them.
- Mr. Kuenzli stated that he thought the walk through was a brilliant idea in terms of educating and encouraging and had a lot of potential.
- Ms. O’Neill stated that she thought the conversation would switch from snow removal to the unevenness of the sidewalks, curbs, curb access, and whether bicycles should be on the sidewalk or the street.
- Mr. Stowman stated that it seemed like they had some access issues this year and it might be better if they had a plan in place for next year.
- Ms. Knapman commented that they should have a bike through as well as a walk through.
- Mr. van den Berg stated that they would have to have more meetings to do that.

11. Adjourn

Motion to Adjourn: (Toelle/O’Neill). The meeting adjourned at 6:53 p.m. The next BPAC meeting is Thursday, June 14, 2018 at 5 p.m. in the Fairbanks City Hall, FMATS Conference Room, 800 Cushman Street, Fairbanks, AK.

Approved: _____
David van den Berg, Chair
Bicycle and Pedestrian Advisory Committee

Date: _____



Bicycle and Pedestrian Advisory Committee FFY 2018 Work Plan

Section 1. Policy Issues				
Review of current policies or possibilities for a policy				
Title Description	Committee Lead	Schedule	Priority	Status
1a. MTP Update Process: Review released materials such as the Existing Conditions Report and Future Conditions Report.	Pam G. & Randi M.	MTP being updated now. To be finalized in December 2019.		
1b. Non-Motorized Transportation Plan: Review current plan and new plan once updated and give input on desired network; bike lanes and shoulder use input.	Pam G. & Randi M.	Not going to be updated this year		
1c. State Performance Measures & Targets: Review state targets and identify possible non-motorized issues in the Fairbanks Area.	Pam G. & Randi M.	Safety and Pavement & Bridge were approved. CMAQ & TTR were approved by ADOT		FMATS need to approve CMAQ & TTR
1d. Statewide Bike and Ped Plan: stay updated on the plan progress and give comments on Fairbanks Area as necessary. http://akbikeped.com/	Pam G. & Randi M.	In the process of being updated.		In progress

Section 2. Program Implementation

Create or maintain a bike/ped program

Title Description	Committee Lead	Schedule	Priority	Status
2a. Bikeways Map Update: to include more educational information about expectations and use of different bikeways. Educate on signage.	Bud K. & Pam G.	Begin update in January. Have maps printed by April to distribute in May.		Printed
2b. Bike/Ped Count Program: pool resources to keep count program alive	Nathan B. & David vdB.	Counts are done in mid-May. Have volunteers in place weeks in advance.		Done
2c. Bike Benefits Program: Community program to promote biking. Booklet of participating businesses	Nathan B.			
2d. Bike/Walk events: Promote Bike to Work Day, Bike to School Day and Walk to School Day	Bud K. & Corlis T.	In May		Over
2e. Maintenance Improvements: Review current non-motorized maintenance practices and research improvements or alternatives	Doug T.	SMTF to met April 13 th Panel to be held in Fall.		Received information from City of Fairbanks on priority
2f. Public Outreach: Develop public outreach ideas, such as PSAs, to educate the public on bike/ped related items	Mindy O. & Bud K.	PSA's to begin this spring and run through the summer		
2g. Identify Grant Possibilities: such as TAP		Highway Safety Office Grant. BUILD Grant.		
2h. Pedestrian Focused Issues: Identify Pedestrian concerns through outreach and activities.				

Section 3. Project Review

Review of projects being designed or nominated in FFY18 or otherwise significant

Title Description	Committee Lead	Schedule	Priority	Status
3a. Airport Way Functional Features Analysis		Open House on April 25 th . Presenting to FMATS this month		In progress
3b. City of Fairbanks Striping and Signing Project: to sign and stripe for bike infrastructure on City roads.		Nominated in December. Field Visit in spring.		
3c. Chena River Walk Stage III: Design input	Mindy O.	In Env. Phase. Looking further into elevated walkway for 600-800ft		Open House was held
3d. FMATS Sidewalk Improvement Program: Cowles (23 to 29 th), Loftus, 5 th Ave, Homestead Path, Lathrop Street, Badger Road.		To be constructed in 2019.		
3e. Minnie Street Upgrade		Design to start in FFY19		PEL in process
3f. Travel Diary Project: UAF data collection of transportation modes	Nathan B.			
3g. Yankovich/Miller Hill Road Reconstruction and Multi-Use Path:		Design to be continued into FFY19. Widened Shoulders option passed @ Policy Board		
3h. 5th Avenue Reconstruction:	David vdB.	Nominated in December. Field visit done.		



**Seasonal Mobility Task Force Meeting Summary
April 13, 2018 • 8:30-10 AM**

FMATS Conference Room, 800 Cushman Street, Fairbanks

1. Introduction of Members and Attendees:

Name	Representing
Jackson Fox	FMATS
Alicia Stevens	FMATS
Dan Schacher	AK DOT&PF M&O Superintendent
Jason Sakalaskas	AK DOT&PF Northern Region M&O Chief
Glenn Miller	FNSB Transportation
John Haas	FNSB Parks & Recreation
Don Galligan	FNSB Planning
Bill Butler	City of North Pole
Ryan Hinton	FNSB School District Transportation
Michael Bredlie	FNSB Manager of Rural Services
Jeff Jacobson	City of Fairbanks Public Works Director
Jim Richardson	Citizen
Peter Stern	Citizen

2. Old Business

No old business.

3. New Business

a. Bus Stops

Mr. Miller provided some photos to the group of winter issues with bus pullouts and bus stops. Mr. Miller explained that it was common this past winter to have berms in front of the stops making it difficult to board the bus when carrying bags or having a mobility issue. Mr. Miller stated that the bus schedule was also completely obscured by snow at the stops creating a variety of problems for riders. Mr. Miller stated that they it had gotten to the point where the Borough went out and cleared snow from the bus route signs and people had to stand in the road to wait for the bus due to the berms in front of the stops. Mr. Miller stated that to deploy a wheelchair ramp, the bus had to be out in the middle of the road which created a hazard for the bus as well as the passengers boarding the bus.

Mr. Stern stated that he had seen a berm as high as 6-ft. on College Road. Mr. Miller provided a photo of a four-foot berm in front of a bus stop where people had to either stand on top of the berm or in the road to wait for the bus.

Mr. Schacher stated that DOT had cleared the sidewalk as far back as they were legally allowed to.

Mr. Miller stated that the bus stops signs were obscured from view from the sidewalk.

Mr. Miller stated that DOT had cleared the bus pullouts/turnouts and they had not had any complaints from their operators about that, but when berms were left on the shoulder of the road for long periods of time it made them inaccessible.

Mr. Miller stated that there were high use stops that were problematic such as the one between Lowes and Wal Mart. Mr. Miller stated that the road in that area got so narrow due to the berm that people were standing in the road and it was a good example about who maintained it.

Mr. Miller stated that it was Fairbanks, Alaska and it was going to snow so they had to plan for removing that snow. Mr. Miller stated that there were no shoulders on the roads for the most part in the winter. Mr. Miller stated that if a car broke down on the road in the summer, it was removed because it created a hazard so it was ashamed that they did it differently in the winter.

Mr. Jacobson stated that from the City standpoint he was going to be paying closer attention to the bus stops that were in the City, but keeping sidewalks open was a lower priority and keeping bus stops was an even lower priority because they were going for a maximum bang for their buck. Mr. Jacobson stated that he would be looking at the City bus stops closer to see what they could be doing better. Mr. Jacobson stated that one reality was that being able to see the bus schedule was going to be an even lower priority so people should be encouraged to use their phone apps or the printed schedules for that.

Mr. Miller stated that he agreed with that but those with a disability who could not get to the bus stops were switching to the VanTran system which was more expensive to use than a scheduled bus route.

Mr. Butler asked about whether an argument could be made to CMAQ to get funds to get that cleared due to inability to access those bus stops.

Mr. Miller stated that was something that they would have to look in to and see if they had any operational money for that.

Mr. Jacobson stated that if the City cleared the sidewalks, they still had to address the berm and the articulated tractor did not clear those berms.

Mr. Bredlie asked Mr. Miller how many bus stops were in the Borough.

Mr. Miller stated that there were just under 400 signed bus stops.

Mr. Bredlie stated that the problem was that there were State-maintained roads, service area roads, and City-maintained roads, so there might be some value to having some money for a couple of maintenance guys with a small loader whose sole purpose was to clear those stops.

Mr. Butler stated that the City of North Pole snow removal was complaint driven.

Mr. Stern stated that it was challenging in Aurora Subdivision for the mail trucks to deliver due to berms created by people clearing their driveways and leaving a berm.

Mr. Miller stated that the stop on Peger Road had no walkway to it and people were walking on the road in traffic to get to that stop so it was not just the stop itself, it was access to that stop.

Mr. Schacher stated that the 29% DOT budget reductions had been devastating to their ability to clear snow as well as having had high snowfall for the past two years. Mr. Schacher liked the idea of having a team focused on just clearing the bus stops and thought might be a way to handle that issue if they all agreed to fund a portion of it. Mr. Schacher stated that it would split the maintenance cost and make it more efficient and cost effective.

Another idea was to have future stops placed so the they were easier to maintain in the winter and the possibility of moving certain stops that were currently problematic. Moving snow from the right-of-way onto private property was another issue that had to be taken into consideration. Removal of design features that were impediments to snow removal was discussed and it was decided that they should address snow removal when designing features on future projects to alleviate maintenance problems going forward.

Ms. Stevens suggested adding something about winter snow removal on the project checklist so when they go out and initially look at the project, usually in the summer months, they had that on the checklist to remind them.

b. School District Issues

Ms. Stevens introduced Ryan Hinton who was at the meeting representing the Fairbanks North Star Borough School District.

Mr. Hinton stated that all schools in the district had a 1.5-mile walk zone where students were not picked up, except for hazardous route service. Mr. Hinton stated that when the roads were cleared early in the morning, sometimes the sidewalks were not so kids were walking on the road next to the sidewalk to get to school. Mr. Hinton stated that there were over 100 bus routes that started at 6 a.m. for the high school students and at that time of day a lot of the roads were not cleared yet. Mr. Hinton stated that they had one delayed start day this year that helped significantly because none of the busses got stuck that day due to having traffic on the road before the busses to beat down the snow. Mr. Hinton stated that there was a door to door requirement for the Special Education busses and when there were incimate weather days, that requirement did not go away. Mr. Hinton stated that some busses were getting stuck in people's driveways. Mr. Hinton stated that the problem this year was not just due to snow conditions, they also had a 40 percent turnover in bus drivers this

year and there were drivers without a lot of experience or not used to driving in snow and ice conditions. Mr. Hinson stated that one of the things they looked at when they did alternate stops was the impact and ridership. Mr. Hinson stated that there were 128 alternate stops, a little over 60 in the morning and 60 in the afternoon and those were the busses that went up into the hills. Mr. Hinson stated that out of the 20 percent of the routes going into the hills was the smallest ridership population. Mr. Hinton stated that the middle school was the lowest ridership because it was only two grades and the high school was the next lowest since a lot of those kids drove themselves or rode with friends. Mr. Hinton stated that they went out and inspected the routes and decided whether to use alternate stops or have delayed starts. Mr. Hinton stated that one of the factors they looked at was the small ridership and they planned for alternate stops. Mr. Hinton stated that one of the things that was happening was that they were losing their alternate bus stops such as the Mushers Hall where the parent traffic was tearing up their parking lot so they were no longer allowed to use that. Mr. Hinton stated that another question was who was responsible for clearing the alternate stops. Mr. Hinton stated that when there was inclement weather, they tried to get service to as many stops as possible but some of the roads were not passable or were not in a service area. Mr. Hinton stated that in areas that were not in a service area, they put the stop on the main road but then the problem became where people parked while waiting for the bus which created a hazardous situation. Mr. Hinton stated that he thought that communication about who was responsible for certain areas and coordinating clearing the highest use turnouts was a good idea.

Mr. Schacher stated that what would help him was to have a list of the pullouts the School District was currently using.

Mr. Hinton asked if it would be helpful to have maps of the routes.

Mr. Schacher stated that DOT knew they had moved some of the pullouts on certain routes.

Mr. Haas asked what the Road Service Area responsibilities were with respect to getting people to clear the road.

Mr. Bredlie stated that there were some road service districts that did not have the funds to clear the pullouts.

Mr. Haas asked what happened if emergency services could not get down a service area road that had not been maintained.

Mr. Bredlie stated that every road service area was different and the larger service areas were very focused on removing snow from the bus stops. DOT used small pickups so that the drivers were not required to have CDLs to initially plow the areas where they knew that the School District was having issues.

c. Maintenance Priorities for Bike & Ped Facilities

DOT got a new piece of equipment for clearing sidewalks and had used it all winter. Mrs. Stevens asked if they had an issue with the equipment in low temperatures and Mr. Schacher stated that they did not have any issues.

Mr. Stern discussed the lack of coordination with snow removal on the roads and sidewalks and the challenge with walking and biking on uncleared sidewalks and bike paths.

Mr. Schacher stated that DOT sidewalks are cleared using the same priorities as the road clearing.

d. Salt Brine

Mr. Miller explained that the Borough was experience much higher rates of corrosion not only on body components but also on electrical systems of the vehicles. Mr. Miller stated that that had to retire a vehicle due to the rust. Mr. Miller stated that the transit system had operated in Fairbanks since 1977 and never had to retire a vehicle due to rust. Mr. Miller stated that he currently had two wheelchair vehicles that had rusted ramps that were not useable and the VanTran vehicles were also suffering damage. Mr. Miller stated that the vehicles were washed daily, but that did not alleviate the problems underneath the vehicles especially with the electrical systems. Mr. Miller stated that it would cost them more money in the long run because they were having to replace the vehicles sooner. Mr. Miller stated that these were the consequences of using the deicing agents on the roads.

Mr. Schacher stated that there were corrosion issues due to the chemicals on the road but they were trying to improve safety and mobility.

Mr. Schacher stated that the brine solution was only used when they knew it would work and put it down at a low rate. Mr. Schacher stated that anti-icing reduced crashes. Mr. Schacher stated that he had concerns as well but they were looking at the safety and mobility factors. Mr. Schacher stated that they were trying to develop a solution that was less corrosive. Mr. Schacher stated that it took 55 pounds of salt to de-ice the roads and they had reduced their usage by going to the brine solution. Mr. Schacher stated that they had installed wash bay to reduce the chemicals on the vehicles and were trying to find ways to reduce the amount they used on the roads but safety was still the determining factor for its use.

e. Sidewalk Salt

Mr. Fox explained that the City of Fairbanks sent messages out for the first time this winter to local businesses about what type of salt to use on the sidewalks in front of their businesses and at what temperature it should be applied. Mr. Jacobson thought it would be helpful to have a discussion with property owners about the corrosiveness of salt and limiting its use.

4. Other Issues

Mr. Galligan stated that Borough Community Planning was in the process of doing some modifications to their Platting Code which would change road standards. Mr. Galligan stated that currently the Borough had an exemption

process where if you were building five or fewer lots in a subdivision you could get an exemption if outside a road service area so that you did not have to construct to Borough standards. Mr. Galligan stated that the Borough was trying to modify that process so there were at least some standards for roads with the idea of improving the road standards to be able to have vehicles on those roads including busses. Mr. Galligan stated that while the Borough did have road standards, there were no maintenance standards for those roads. Mr. Galligan stated that one of the things that he had noticed was the variation in mil rates in different areas and in areas where the mil rates were higher there were better maintained roads and when the mil rates were lower, there was less maintenance to the roads.

5. Next Steps

Mr. Stern stated that FMATS should look at a public presentation so the public could get more information.

Ms. Stevens suggested a panel discussion before next winter that FMATS set up.

Mr. Richardson stated that the City of Fairbanks plows that cleared the sidewalks behind Ryan school could only be extended so far and only cleared about ½ the sidewalks and left a berm that would get covered by berms and then there were telephone poles or signs and curves where you could not see the berms and they needed to clean the sidewalks by some other means and that should be a priority over the streets.

6. Future Meeting Date

Ms. Stevens asked when the best time would be for the Seasonal Mobility Task Force to meet and if earlier in the season would be better.

It was suggested that they should also meet in the middle of winter to see how things were going. It was agreed that they should have two meetings, one in the middle of the season and one at the end of the season.

Sidewalks Route 1 Lathrop

East side of Lathrop to 21th

21st right on East Cowles

East Cowles right on 23rd

23rd to Lathrop

South on 23rd to East Cowles

East Cowles to Lathrop

Lathrop to 21st

21st to East Cowles

East Cowles to 23rd

North 23rd to Lathrop

South side of 23rd to South Cushman

Bjerremark 23rd to 27th **NEW 2017**

South Cushman to north side of 23rd

23rd to East Cowles

East Cowles to 19th

19th to 17th

17th to South Cushman

West side of South Cushman to 28th

East side of South Cushman to Airport

West side of South Cushman to 17th

17th to Gilliam

East side (to 16th then west side) Gilliam to Airport

Revised October 2017

Gilliam to 17th/19th to East Cowles

East Cowles to Cowles

East side of Cowles to Airport Frontage

West side of Cowles to Kennicott

South side of Kennicott to Ash

North side of Kennicott to Cowles

Cowles to Airport Frontage

Sidewalks Route 2 Lower 1st

East side of Wilbur to 2nd

South side of 2nd to Stewart

West side of Stewart (up 2 blocks turn around)

2nd to west side of Lathrop to Airport frontage

East side of Lathrop to 1st (2nd turns into 1st)

South side of 1st to west side of Cleary to north side of 2nd to east side of State, back to 1st

South side of 1st to west side of Cowles

East side of Cowles (to 5th, skip to 10th) to Airport

East side of Cowles Airport to 1st

1st to Barnette

West side of Barnette to 5th

South side of 5th to Wickersham

West side of Barnette to 10th

South side of 10th to End

Revised October 2017

Barnette to Airport

East side of Barnette to 10th

North side of 10th to Cushman

Barnette to 9th (dead end, both sides)

Barnette to 8th

8th to Cushman (both sides)

Barnette to 7th

7th to Cushman (both sides)

Barnette to 5th

5th to Cushman (both sides)

Barnette to 1st

1st to Cushman

North side of 1st to Wilbur

West side of Wilbur to Eagan

Drive Eagan to Moore

West side of Moore to End

Sidewalks Route 3 Lacy

Start at Noble end of Gaffney

South side of Gaffney to Barnette

North side of Gaffney to Noble

East side of Noble (~~start at park before 12th~~) Gaffney to 1st **NEW 2017**

West side of Noble to ~~10th~~ Gaffney **NEW 2017**

Revised October 2017

North side of 10th to Cushman

South side of 10th (starting at Lacy) to Steese

East side of Lacy (starting at 11th) to 6th

West side of Lacy to 11th

East side of Cushman (starting at Airport) to 7th

West side of Cushman (starting at 6th) to Airport

Sidewalks Route 4 Illinois

Barnette Bridge (2012) and Cushman bridge

East side of Illinois to Church Street

South side of Church to bend

North side of Church to Illinois

East side of Illinois to North side of Minnie

Minnie to Old Steese

South side of Minnie over bridge

East side of Illinois to College

West side of Illinois to Terminal

Terminal to Driveway (both sides)

Sidewalks Route 5 Old Steese

Wendell at 1st

South side of Wendell to east side of Dunkel

Revised October 2017

Dunkel to 5th

Wendell to Old Steese

East side of Old Steese to Trainer Gate

West side of Old Steese to north side of Bentley Trust

Bentley Trust to roundabouts **2013**

Go across Johanson and do northside blvd (by Holiday & Brown Jug) 2013

North side of Helmericks Ave from Old Steese to Roundabouts **2013**

North side of Bentley Trust to College Rd

South side of Bentley to Roundabouts **2013**

Old Steese at Bentley Trust

Old Steese to Wendell

Wendell to 1st

Sidewalks Route 6 Farewell

North side of Trainor Gate at Steese to Gate

East side of F Street to Craig Street

South side of Farewell to Hamilton Ave

North side of Farewell to Trainor Gate

West side of Eagle at 3rd Street to Slater

East side of Eagle from Front St to 3rd Street

South Side of Front Street, 40 Mile to Steese Expressway **NEW 2017**

Sidewalks Route 7 Island Homes

All double sidewalks

Slater Drive

Bentley Drive

Kody Drive

Island Drive East

Island Drive West

Sidewalks Route 8 Kellum

South side of 10th at Steward Street to Pedro Street

Both sides of Pedro Street

10th to Gilmore Street

Both sides of Gilmore Street

10th to west side of Kellum

Kellum to Lathrop

East side of Kellum to McGown Ave

Both sides of McGown

Kellum to south side of 10th

10th to Cowles

North side of 10th to Vagabond

Vagabond one block both sides

Revised October 2017

10th to Gilmore Street

Gilmore both sides

10th to Lathrop

9th both sides from Lathrop to Smythe Street

Sidewalks Route 9 Washington

East side of Washington at Adams Drive to Rewak Drive

North side of Rewak to Kalakaket Street

West side of Kalakaket Street to Frontage Rd

Rewak to University

South side of Rewak to Washington

West side of Washington to Airport

South side of Sears Frontage Rd

West side of Market Street (north of Airport) to Westgate

Westgate, Sunset, Riverview to Ivy **(all have double sidewalks)**