

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS  
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE MEETING  
City Hall, Room #155  
Anchorage, Alaska**

**May 21, 2014  
6:30 p.m.**

Bicycle and Pedestrian Advisory Committee members Present:

<u>Name</u>	<u>Representing</u>
Karol Fink	State of Alaska/ Division of Public Health
John Weddleton	Business Seat / Anchorage Chamber of Commerce
Tina Tomsen	Public Seat
Todd Logan	Public Seat
Eric Gurley	Public Seat
Tim Kosednar	Public Seat

Also in attendance

<u>Name</u>	<u>Representing</u>
Craig Lyon	MOA/Community Development Department (CDD)
Joni Wilm	MOA/AMATS

**1. CALL TO ORDER**

ACTING CHAIR TODD LOGAN called the meeting to order at 6:45 p.m.

**2. ROLL CALL**

All members were present except HEATHER PHILP, BRIAN LITMANS and MATT JOHNSON. A quorum was established.

**3. APPROVAL OF AGENDA**

ACTING CHAIR LOGAN inquired with the group about approving the agenda for this meeting. ACTING CHAIR LOGAN suggested striking item C from the information items citing redundancy and inquired with JONI WILM if she would be presenting on information items B and C. MS. WILM stated that she would be presenting on these items. ACTING CHAIR LOGAN suggested that these items be presented on before the discussion of business items. MS WILM agreed. ACTING CHAIR LOGAN made a motion to approve the agenda as amended. KAROL FINK seconded the motion to approve the agenda. *Hearing no objections, the revised agenda was approved unanimously.*

**4. APPROVAL OF MINUTES**

ACTING CHAIR LOGAN inquired with the group about approving the minutes from the last BPAC meeting. ACTING CHAIR LOGAN suggested that a paragraph be added to acknowledge CHAIR PETERSON's good work with the BPAC and explain that CHAIR PETERSEN had suggested that TODD LOGAN be deemed the ACTING CHAIR for the next BPAC meeting. ERIC GURLEY commented that his name was spelled with a c at the end, not a k. TINA TOMSEN stated that a spelling correction was needed for her name as well. ACTING CHAIR LOGAN moved to approve the minutes. MS FINK seconded the motion to approve the revised minutes from the February, 2014 BPAC meeting. *Hearing no objections, the revised minutes were approved unanimously.*

**5. BUSINESS ITEMS**

**a. Decide on BPAC recommendations on planning/design priorities for the \$1M2014 "Pedestrian Plan Implementation" funds.**

ACTING CHAIR LOGAN inquired with the group as to who submitted actual formal comments on pedestrian projects for the 1M to work on pedestrian projects. MS WILM stated that the BPAC members who submitted ped project recommendations included ACTING CHAIR LOGAN, JOHN WEDDLETON, MS FINK and TINA TOMSEN. MS WILM stated that all of the submittals were very different and that she would feel more comfortable if the BPAC submitted one list as a group. TIM KOSEDNAR questioned why we were re-ranking projects when this has already been done. MR GURLEY concurred with this statement. MS WILM stated that the Pedestrian Plan already included an extensive ranking and prioritization process, however at the last BPAC meeting, ADOT&PF representative MR JONGENELEN had stated that between 2007 and now there may have been significant changes that may place a project in a higher priority than previously thought. So if there is project that BPAC feels should be placed higher on the list, it should be stated to the consultant who is brought on board to design these projects. MS FINK stated that a lot of the projects are very close in priority and that looking at the projects that were very high in scores and determining which of those were the most important was how she had re-prioritized the projects. MR WEDDLETON agreed that the projects had already been prioritized but if he looked at anything that he happened to know that situations have changed then the project would be worth looking at again. MR WEDDLETON stated that an example that a good example was project #207 (Old Seward and Diamond – Special Crossing). Some things that have changed in that area is that there are a lot more retail in the area and they are building a whole new mall. There is also 2 million in the TIP for Diamond Center bike/ped transit enhancements which won't make sense if you can't get there. Another example is #209 Hightower Road cross Alyeska Highway which was funded through the state this year, so maybe that one should be taken off because they got their money. MR LOGAN stated that something the pedestrian plan did that the bike plan did not was to break up the city

into quadrants (or about eight areas) which left the impression that we shouldn't do everything downtown where most of the people are. There are some needs scattered around even though they don't necessarily rank the highest on the list. ACTING CHAIR LOGAN stated that he looked at all the projects on Google maps and he felt that putting a needed sidewalk where there is none currently, is more important than improving an existing sidewalk in most cases. ACTING CHAIR LOGAN stated that it is a challenge to compile four sets of fairly scattered comments into one list. MS TOMSEN said that with 319 projects to review it is no wonder that the recommendations are scattered all over the place. ACTING CHAIR LOGAN agreed with this comment. He suggested submitting the four lists of projects to Lori Schanche for information purposes and letting her use her expertise to decide which projects should be placed above others. MR WEDDLETON stated that perhaps explaining the rationale behind projects selection might be of use to Lori Schanche. MS TOMSEN stated that all of these projects are points on the map. She stated that when she bikes to work she mostly uses Chester Creek Trail, but otherwise she mostly uses Benson. She stated that Chester Creek has become a commuter highway. If that traffic were put on Benson or Northern Lights, then the city would recognize how many people were commuting by bike. MS TOMSEN suggested that a priority should be placed on entire routes being completed so that a person could go across Anchorage from east to west or north to south on an entire bike/ped route because making small fixes creates an intermittent bike infrastructure that is less desirable. MR LOGAN stated that we have to remember that we have pedestrian facilities, bike facilities, and a lot of on street facilities for bicycles. The 2.3 million that is supposed to be spent on bike improvements will mostly be spent on painting bike lanes on existing asphalt and those are slated to go in and across town so in 2015-16 when these projects are appearing on the actual roads, the network will become much more apparent. MS TOMSEN stated that she also took into consideration the crash locations that were in the middle of very long blocks. MR LOGAN stated that he didn't feel that crash data does a really good job representing where the real work needs to be done. MR KOSEDNAR stated that he didn't want to second guess the municipal employees who are reminding the consultants about the bike and ped plans, but he did think he could contribute specific information about improvements that needed to be done in neighborhoods that he was familiar with. He stated that getting this information to the consultants early enough for them to utilize it would be beneficial. MR LOGAN agreed. MR WEDDLETON asked MR KOSEDNAR if he knew of specific improvements that needed to be done. MR KOSEDNAR confirmed this and gave a few examples of specific improvements that he knew about. MR WEDDLETON stated that this is the process he went through to prioritize projects. MS WILM stated that at the last BPAC meeting, Kevin Jackson had stated that process for designing these improvements would go through another extensive public process and that there would be an opportunity to meet up again with groups like BPAC to gather input. MR WEDDLETON stated that he supported ACTING CHAIR LOGAN's suggestion to forward these project prioritizations to Lori Schanche. MR GURLEY stated that one of his goals is to be able to present one day on the ADA access issues. He stated that curb cuts are really important, especially in the winter and the lack

of adequate infrastructure presents a hazard to the ADA populations. MR GURLEY stated that he would get a list to MS WILM. MS WILM inquired with CRAIG LYON about HSIP funds and if they could be utilized for these types of improvements. MR LYON said that the state decides the prioritization of the HSIP program. They are federal funds that are included in the TIP but AMATS does not decide their allocation. MR LYON stated that there is a public process for this but he was not familiar with it. MR WEDDLETON stated that he had spoken with a woman at ADOT&PF who exclaimed that there was an overabundance of funds that had to be spent. MR LYON stated that he had also heard this and that this money was usually spent on more quick spot fixes and not so much long term projects. They usually look at locations where there is a higher than average crash rate. If the road project is federally funded, you have to take care of all ADA requirements. ACTING CHAIR LOGAN agreed with this statement. He proposed that the comments that have been submitted so far be distributed to Lori Schanche and that when the selected consultant formulated the list of projects that would be designed, that the BPAC would like to be consulted to review this project list. MR KOSEDNAR put forward this motion and MR WEDDLETON seconded this motion. MR WEDDLETON added that the BPAC should not be shy about promoting big projects because other groups, UAA bike group supporters for example, were not shy about requesting big dollar projects. *Hearing no objections, this motion was approved unanimously.*

**b. Elect a new BPAC chair**

ACTING CHAIR LOGAN stated that he would be resigning from the BPAC and that he was very excited to be on this committee and felt that it was doing good work here in Anchorage. The BPAC group discussed options for nominating a new chair. Brian Litmans' name was put forth but it was determined that he might be too heavily involved in the BCA to be an effective chair. MS WILM suggested that MS FINK consider the role. MS FINK expressed concerns about signing letters for the BPAC that might conflict with the SOA administration. MR LYON stated that the vice chair could always sign any letters that would go out. MR KOSEDNAR expressed confidence in all the BPAC members and inquired with MS TOMSEN if she would be interested. MS TOMSEN stated that she may have time constraints because of her other professional obligations. MR LYON gave a brief description of chair duties and concurred with MS FINK's reasoning for hesitance toward being the chair. MS FINK asked if there was anyone who would be willing to co-chair the BPAC with her. MR GURLEY volunteered to co-chair the position with MS FINK. MS TOMSEN expressed appreciation for the variety of representatives on the BPAC. MS TOMSEN moved to put forth MS FINK and MR GURLEY as co-chairs and to leave Brian Litmans as vice chair. MR KOSEDNAR seconded. *Hearing no objections, this motion was approved unanimously.*

**c. Develop BPAC comments on draft 2015-2018 TIP**

ACTING CHAIR LOGAN requested that MR LYON give a brief presentation on the draft TIP. MR LYON explained the TIP nomination process including criteria selection.

MR LYON stated that this TIP was the version that had been approved before the TAC made changes. One change that had been made was to move \$500,000 from the Anchorage Areawide Trails Rehabilitation into Bike Plan Implementation. That was the only change that was made on this table by the TAC. The AMATS allocation required by the policies and procedures is between 10-15% for bike/ped projects over the four year average. We have the PZC scheduled for June 2<sup>nd</sup> and then to the Assembly. The draft TIP will probably go to the AMATS Policy Committee for approval probably sometime in July. The status is that the public comment period is closed, but the advisory committees can certainly make further recommendations. ACTING CHAIR LOGAN stated that he would like to share a summary of the comments drafted by the BPAC on the draft TIP. He stated that the BPAC should be pleased with the 14% and 16% allocation for the first two years of the TIP but maybe not so pleased with the last two years, allocated at 10% each. He asked MR LYON if the TIP was updated every two years. MR LYON responded that it is updated every 4 years but that it might be amended. It is constantly being adjusted due to scope and cost changes. There are minor amendments that happen that don't include public comment and there are major amendments that do require a public comment period. ACTING CHAIR LOGAN summarized the projects that were included in the current TIP draft. These included stripping the core network bike lanes that are included in the bike plan, areawide trail implementation, two new multi-use paths benefitting both bikes and pedestrians, finishing a missing bike path/sidewalk along Benson Blvd., fixing missing links along the C street multi-use path and adding striped bike lanes, rebuilding O'Malley to include multi-use paths on both sides and bike lanes all the way up, putting in a multi-use path to connect New Seward to C Street to establish a continues east-west linkage, signing of the entire existing bike network, several big road projects (improving O'Malley and Abbot Rd), lastly there is some money for bike/ped improvements on Spenard. Again, BPAC thinks these are great projects but would have liked to see more money put into projects for year 2017-18. MR LYON stated that there is a project in the road category, the Spenard Corridor Plan, that is designed to look at the entire length of the corridor and take a comprehensive transit oriented development along that corridor. There is also a birch road rehab project in the TIP that will be looking at redoing the multi-use path along the corridor. MR LOGAN gave some specifics on this project that included resurfacing and total reconstruction and fixing the bike path between Huffman and Abbot. MR LYON stated that any roads built in Anchorage will include pathways and these projects are in addition to the 10-15% TIP allocation to bike/ped projects. ACTING CHAIR LOGAN stated that one other disappointment that BCA articulated was that so much money is being spent on design and not enough on actual project implementation. MS TOMSEN stated that Anchorage was built for cars and that what is needed is to retrofit the city, which is what the bike/ped plan is trying to do. ACTING CHAIR LOGAN proposed that the BPAC go on record to express these concerns to the TAC. MR LYON stated that what would be the best course of action is a letter from the BPAC chair stating their concerns to the TAC and the Policy Committee. MR KOSEDNAR inquired about the project to study Spenard Road. MS WILM explained

the concept of the transit oriented development plan that will be the Spenard Corridor Plan. MR LYON explained that this would be a holistic approach to that corridor and integrate land use and transportation. MS WILM stated that this area is especially relevant because it is already acting as a catalyst for bike/ped/transit connections as well as attracting vibrant business and commercial activities. She also stated that this plan will be an opportunity to show how we can fund these projects specifically by combining land use and transportation planning tools. This plan also has the support of the Mayor and the Community Development Director. MR LYON agreed with this statement and said that this plan will be managed by planners who can link these areas together in a constructive way. He stated that this plan will have specific implementation items that are backed by funding initiatives. This plan is already approved and included in the TIP. MR LOGAN brought the conversation back to the draft TIP and drafting a letter to express the BPAC concerns. ACTING CHAIR LOGAN volunteered to attend the AMATS Policy Committee meeting and draft the letter to the TAC to communicate the BPAC concerns about the draft TIP. MS TOMSEN agreed that this was a good idea. MR KOSEDNAR made a motion to have ACTING CHAIR LOGAN attend the Policy Committee meeting to make the argument that more money should be allocated in TIP years 2017-18 for bike/ped projects and draft a letter to present to the TAC. MS FINK seconded this motion. MR WEDDLETON stated that he agreed with MS TOMSEN's concern that the plan is aging in place and this might be a good argument to put more money towards implementation. He also acknowledged that several projects have been completed so some work has been done on the bike/ped plans. MS FINK agreed with this statement. *Hearing no objections, this motion was approved unanimously.*

## 6. INFORMATION ITEMS

### a. Update on planning/design efforts for bike & ped projects using the \$3.3M in 2013-14 AMATS dollars (staff)

MS WILM stated that Mr. Jongenelen had communicated that the consultant contract is underway and it will be about 6 weeks until the consultant is on board. In addition Lori Schanche had stated that for the pedestrian projects a consultant had been selected. ACTING CHAIR LOGAN questioned MS WILM on whether or not there was just one consultant or two consultants for bike/ped projects. MS WILM stated that she would need to clarify that for the next BPAC meeting. MS WILM stated that there was still time to provide comments on pedestrian projects. ACTING CHAIR LOGAN stated that this was good because he had anticipated that projects were moving forward already and did not know that there was still time to provide comment.

### b. Update on Northern Access Project (Joni Wilm)

MS WILM gave a brief update on this project. This included a meeting at DOWL to talk about the project which included bike lanes on either side (5 feet) with an

additional separated path on the east side of the road project. MS WILM stated that her comments included a buffer between each bike lane and the road. Even a two foot painted strip would help cyclists feel more comfortable, especially women and kids. There were several comments that bicyclists would not feel comfortable using this pathway if there was not a significant buffer separating cyclists from the roadway. MS WILM also recommended that the consultant team refer to the NACTO Urban Bikeway Design Guide and forwarded the link to that manual to all meeting attendees. MS WILM stated that the consultants inquired why people would not just get on the separated path since it would be right beside the road. MS WILM responded that using the bike lanes would be more direct and since this path was probably going to be a significant commuter route for people travelling from East Anchorage to UAA and APU that having safe and direct bike access via the road would be more practical. There is also the issue that a significant amount of pedestrians will be using the separated path and forcing bike traffic along that route, especially in winter would be dangerous to pedestrians. MS WILM stated that she believed APU had plans to develop the land adjacent to the corridor for residential purposes and that this would no doubt increase the bike/ped traffic throughout. MS WILM stated that she did not go on the walkthrough of the corridor but that she had brought the notes provided by DOWL's Public Involvement Coordinator, Rachel Steer, and that if the BPAC wanted to provide additional comments they could do so. MR KOSEDNAR stated that BPAC should be firm about the bike lanes because the consultants seemed a bit ambivalent about whether or not they should be included. MS WILM stated this project is being placed in an area with no previous development so this is an opportunity to do the best bike/ped project possible even if that means trying to allocate additional funding sources etc.

**c. Update on AMATS Public Involvement Plan (Joni Wilm)**

MS WILM gave a brief update on the PPP. She stated that the PPP was slated to go through one more internal review before release to the public for review. She encouraged the BPAC to take a look at the document on the AMATS FTP site and provided the directions to access and download it to the BPAC. MR LYON reminded the BPAC that this document was still an internal staff draft and asked that the BPAC members not distribute it to anyone who was not on the committee. MS WILM also stated that AMATS had created 3 bike safety radio psas that will be recorded next week and released in the next couple of months.

**7. ADJOURNMENT**

MR KOSEDNAR made a motion to adjourn the meeting. MS FINK seconded. *Hearing no objection, the meeting was adjourned at 8:38 p.m.*