

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE MEETING
Microsoft Teams Meeting
Anchorage, Alaska
June 1, 2021
6:30 p.m.**

Bicycle and Pedestrian Advisory Committee Members Present:

| Name | Representing |
|---------------------|---|
| Darrel Hess | Public Seat |
| Karol Fink | State of Alaska DHHS |
| Eric Gurley | Access Alaska |
| Cary Shiflea | Business Seat |
| CB Brady | Alaska Center for the Blind & Visually Impaired |
| Chelsea Ward-Waller | Public Seat |

Also in attendance:

| Name | Representing |
|--------------------|----------------|
| Craig Lyon | MOA/AMATS |
| Joni Wilm | MOA/AMATS |
| Christine Schutte | MOA/AMATS |
| Jackson Fox | FAST |
| Stephen Rzepka | ADOT&PF |
| Jim Amundson | ADOT&PF |
| John Barr | ADOT&PF/Public |
| Walker Ryan Harris | ADOT&PF |
| Nancy Pease | Public |
| Rory, Van Nortwick | ADOT&PF |
| Emily Weiser | Public |
| Shawn Gardner | ADOT&PF |

1. CALL TO ORDER

CHAIR DARELL HESS called the meeting to order at 6:32 p.m.

2. ROLL CALL

All members of the BPAC except Matt Johnson and Lindsey Hajduk were present.

3. PUBLIC INVOLVEMENT ANNOUNCEMENT

CRAIG LYON gave the public services announcement.

4. APPROVAL OF AGENDA

JONI WILM made a motion to add a presentation from ADOT&PF on repavement information. MS WILM requested that this be moved to the 1st informational item. KAROL FINK made a motion to approve the revised agenda. CHELSEA WARD-WALLER seconded. *Hearing no objection, the agenda amended and approved.*

4. APPROVAL OF MINUTES

KAROL FINK made a motion to approve the agenda. CHELSEA WARDWALLER seconded. *Hearing no objection, the agenda was approved.*

5. ACTION ITEMS

a. N/A

6. GENERAL INFORMATION

a. Pavement and Trails Replacement Project (ADOT&PF)

RORY VAN NORTWICK gave the presentation on the Pavement and Trails Repavement Project. Areas included in the project include Jewel Lake (between Raspberry and International), Northern Lights Blvd (between Minnesota and Lois Drive) and Debarr (between Boniface and Muldoon). Aspects include improved continuity, improved drainage and improved ADA elements. MS FINK asked if these projects include bike lanes, restriping, turn pockets and other elements. MS VAN NORTWICK stated that the projects will be focusing on replacing what is already there focusing on pathways and trails. This will be to extend the life of the existing multi-use pathway facilities. MS VAN NORTWICK showed the proposed facility replacement areas on google maps. CHELSEA WARD-WALLER asked how the locations were chosen and what might be next in line for improvement. STEPHEN RZEPKA stated that these sections were actually identified out of the TIP (Table 7) there were 4 total and one of them did not actually have a pathway. Future projects will also be pulled from the TIP. EMILY WEIZER asked if it would be possible to add access from the paved pathway to the bus stop on Jewel Lake just west of Blackberry? MS VAN NORTWICK said she can't give a yes or no right now but she would look at seeing if this fits within the scope of the project. MS WILM asked the project team if they would mind sharing their information in the upcoming Urban Streets Anchorage magazine. CHAIR HESS asked what the timeline was for these projects. MR RZEPKA said the projects should be out for construction by the summer of 2022.

b. Proposed AAC Revisions for Bicycle and Pedestrian Safety (FAST PLANNING)

JACKSON FOX with FAST Planning presented on these revisions. MR FOX explained that the FAST BPAC recommended some modifications and changes that include three provisions. They include a 3-foot minimum passing provision for vehicles passing bicyclists on the roadway, allowing shared lane markings for roadways that share the road with bicycles, and adding provisions to reduce the usage of off-highway vehicles on sidewalks and multi-use pathways. MR FOX showed the resolution to the BPAC with proposed language as well as where the language regulation was drawn from, showing other state and national documentation. FAST is hopeful that cities around Alaska will support this resolution. FAST has been in touch with ADOT&PF Traffic Safety officials around the state who are supportive of the resolution. MR FOX stated that additional support from entities such as the AMATS BPAC would be welcomed. The committee agreed to craft a letter of support and send it to MR FOX for an early fall submittal. MR FOX stated he could provide a copy of the resolution that Homer provided and draft letter of support. MS WILM stated that she would forward the letter on to the committee. NANCY PEASE asked a question in the chat box if the committee would be offering support for this resolution. CHAIR HESS stated that yes, the committee would be offering support through a letter.

c. Update on AMATS Non-motorized Plan (AMATS)

MS WILM gave the update on the Non-motorized Plan. She stated that there were over 800 comments collected from the public through the public involvement plan. MS WILM explained the process for processing and responding to the comments and said that she hoped to be moving the plan forward with the comments to the AMATS committees soon. MS FINK asked if there were any themes throughout the comments that could be noticed. MS WILM stated that yes, there were themes and they included reprioritizing projects, adding new project, taking projects out of the plan, supportive comments, and very detailed comments. In addition there were a lot of comments on the existing conditions map which staff will take a good look at making sure that is correct in the final plan and reflects accurate data.

d. Update on other AMATS projects (AMATS)

JONI WILM gave the update on other AMATS projects. She stated that the Spenard Corridor Plan was done and will be up on the Municipal website soon. The Planning department is working on getting printed copies of the plan done. The Complete Streets Checklist has been completed and will be incorporated into the TIP criteria. The TIP Criteria is also being worked on by Craig Lyon and Aaron Jongelelen. Also, the Urban Streets magazine is underway and we are currently working on content for that so if anybody has any article ideas please send them

to Joni. CRAIG LYON stated that the TIP Criteria are being worked and they are in the staff effort phase but is hoping that in July they will go before the TAC and PC for review and when they are released for public review they will come before this committee and other AMATS committees. MR LYON stated that the criteria are very important and we can schedule a special work session to review them if the committee would like that. MS FINK asked what kind of changes are being made to the criteria. MR LYON stated that some criteria are being tweaked to be a little more objective and clear. Also, they are trying to better make a connection between transportation and land use planning. MR LYON stated that the points scoring was changed to reflect weighting that put more of an emphasis on safety. NANCY PEASE submitted a question in the chat that asked how these new TIP criteria are being tested and will new top bike or ped projects score high even against road projects? MR LYON stated that AMATS still operates by spending 10-15% of their total funding on non-motorized projects.

7. COMMITTEE COMMENTS

There were no committee comments.

8. PUBLIC COMMENTS

MS PEASE stated that she was glad to see the FAST resolution moving forward. She is wondering whether the BPAC would consider an initiative regarding the 85th Percentile Rule. There is a long-standing policy that transportation professionals should design a road to reflect 85% of the speed that drivers want to drive. She explained an example of Golden View in her neighborhood that prohibited the road from being designed for slower speeds. MS PEASE stated that she would like to ask the BPAC to help and broaden ADOT&PF's policy to design at the 85th percentile rule. MS FINK stated that the BPAC has discussed this rule previously and has not come to a conclusion as to how to solve the issue. She stated that they have been told that lowering the speed limit does not reflect in drivers lowering their speed. MS PEASE stated that designing a road for slower speed will be successful in lowering the speed of the drivers. She also said that this is a good time to be revisiting this rule since AMATS is doing the Non-motorized Plan update and updating the TIP criteria. MS FINK asked if AMATS had any recommendations for people at ADOT&PF that could come have a conversation with the committee. MS WILM stated that she could invite a person, perhaps Scott Thomas, at the next meeting. JIM AMUNDSON stated that ADOT&PF has already given MS PEASE data on why only lowering the speed on the road doesn't work. What's needed is a graduated network of roads that allow some cars to move faster, otherwise, there will be people speeding through neighborhoods which can present an even bigger safety hazard. This has been documented by many years of research by transportation engineers and traffic professionals. There are ways to reduce the speeds on certain streets that include bulb outs and narrowing street widths, but we also need to serve the vehicles such as freight

that require wider streets and turning lanes etc. Narrowing streets can also have the effect of making goods more expensive because items have to be broken down into smaller units which can then be transported in smaller freight trucks. MR AMUNDSON stated that he would be more than happy to walk the committee through these specifics at the next committee meeting. He stated that in order to properly reduce the speed on a road, a functional class change is needed. There is a need for the major collectors and large arterials to consolidate faster traffic and we need to be smart about how bicycle and pedestrian traffic is provided for and accommodated. CHAIR HESS thanked Jim for his offer to come and present. MS PEASE stated that Jim's explanation was exactly what she has encountered and that she hopes this can be approached in an open spirited mindset and that three examples are Abbot Road by Service High School, Golden View Drive by Golden View Middle School, and the Old Seward Hwy behind Potter's Marsh. These are not freight routes and they are areas where a lot of pedestrians and bicycles go and should be able to move around safely.

9. **ADJOURN**

MR FINK made a motion to adjourn the meeting. CARY SHIFLEA seconded. *Hearing no objection, the meeting was adjourned at 8:00pm.*