

MEETING MINUTES

Location	PDC Large Conference room Fairbanks	Date/Time	January 25, 2018 11am – 1pm
Attendees	Keith Hanneman, PDC Deb Hickok, Explore Fairbanks Jackson Fox, FMATS Leah Buron, Earthscape Elise Huggins, Earthscape Julie Jones, Festival Fairbanks Don Galligan, FNSB Wende Wilber, Kittelson Andrew Ooms, Kittelson Lee Rodegerdts, Kittelson Jeff Organek, DOT&PF Chandra McGee, ADEC David van den Berg, Downtown Association Barry Hooper, DOT&PF Alex London, PDC (via Skype) Heather Estabrook, PDC (via Skype) Patrick Cotter, PDC	Client #	NFHWY00268
		PDC #	17271FB
		Project Name	Airport Way Functional Features Analysis
		Prepared By	Patrick Cotter Alex London
RE	Access Control Workshop, 1/25/18		

Introductions

- Everyone introduced themselves

Project overview (Patrick)

- Patrick gave an overview of the work to-date, including public outreach activities
 - By April we present recommendations for public comment
 - Pat has several upcoming presentations to various groups
- Some questions about the overall schedule – next public outreach event, reaching out to motor coach drivers, presentations

Controlled Access Presentation (Lee)

- There is no *right* answer to controlled access
- Increased access points *equals* increased conflict points
- There is no right answer for each corridor segment
- More conflicts *equals* more crashes
- There are intermediate solutions (instead of full access control and no access control)

- Increased access *equals* more dangerous for pedestrians
- Airport Way was originally for end-to-end thru traffic
- Presently, majority of people only use portion of Airport Way for local traffic
- By reducing posted speed, we can:
 - Decrease crashes
 - Improve bike/ped environment
- But, if we did nothing but change sign, it just means that more people will speed
 - We need to reduce the 'design speed'
- Increasing access may mean longer timer for thru traffic, but maybe the same or less time for local traffic
- What would it look like if we treat Airport Way less like a highway and more like an urban street?
- Increased control may reduce storage for left-turn pockets
 - Perhaps a 'wash' in terms of conflict points
- Comparison with Geist Road and the lack of access controls
 - Talk about the proverbial 'suicide lanes'
- Different treatments as part of the same family work
- Frontage roads are *VERY CLOSE* to the main road (compared to DOT standards and other cities)
 - Much better to have frontage roads further from the main road
- There are big, underutilized parcels (e.g., K-Mart, Sears)
 - Big business opportunity; by providing increased level of access, we can greatly increase the property value
 - Allow a 'left turn in,' but not a 'left turn out'
- Better to do segment by segment changes/improvements rather than in one fell swoop
 - Focus on segments that can improve property value for underutilized parcels
- University to Peger could be a reduced speed (35 mph)
 - It is also necessary to change the 'look' of the segment to accomplish the reduced speed
 - 11ft lanes instead of 12ft lanes (shoulder can be purposed for a bike lane, perhaps with a raised boundary
 - Median treatments are more necessary for 'winter climates' because lines painted on the road are covered by snow for most of the year
 - Portland doesn't have a lot of 45 mph roads
 - They get by with mostly 35 mph roads
- 45 and up is considered 'high speed'
- Question: Does reducing the speed limit change the design standards?
- Most of the road system in Fairbanks was not planned in a comprehensive way (but rather by incremental, individual decisions)
- One-way frontages force u-turns
 - Better to go 'all-in'; that is, would need one-way couplets of frontage roads

Workshop thoughts

- FAI to Peger can be 45 mph
- Peger to Cowles could be 35 mph?
- Cowles to Richardson can be 35 mph
- DO NOT tackle difficult segments first

- Focus on successful seeming pilot projects for recommendation
- Slow down traffic with vertical landscape features
- Resurface frontage roads for snow storage
- Shrubs may block views of businesses (trees may be more see through)
- “Make beautiful barriers that are more appealing” (to slow down driver speed?)
- Visibility is more important than direct access for businesses
- Maybe we need a subarea plan for Airport Way?
- Frontage roads can be used for bike, ped, & snow storage
- Chain link fences are just to restrict pedestrian/animal access
- Network connections are crucial
- Consider decorative fence that matches new downtown fences especially closer to downtown
- Can the High School parking lot be redesigned? What if the frontage road was part of the parking lot, could landscaping be added?
- The ped overpass gets lots of use by students but it is not accessible or good for bikes

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