## Project Steering Committee

### Members

- **June Rogers**
  - Owner, McCafferty’s
- **Mary Nordale**
  - Attorney
- **Tim Cerny**
  - Owner, Fountainhead
- **Scott Allison**
  - Owner, S Salon
- **Donna Gardino**
  - FMATS MPO Coordinator

### Facilitators/Guests

- **City of Fairbanks**
  - Jerry Cleworth
  - Amber Courtney
  - Mike Schmetzer
  - Bill Rogers
  - Jackson Fox
- **Consultants**
  - Kinney Engineering
  - Crandall-Arambula
- **Downtown Association**
  - David van den Berg
  - Amy Nordum
Project Overview & Funding
What are Complete Streets?
Roadways designed for safe and comfortable travel for all users…

Pedestrians

Vehicles

Bicycles

Transit
What are Complete Streets?
...including accommodations for...

Tourist Buses

Emergency Vehicles

Other Essential Functions
**Project Timeline**

- **May 2011**: Enter TORA with DOT&PF for the City to Design and Construct the Project
- **June 2011**: Issue RFP for Traffic Study and “Complete Street” Concepts for Cushman and Barnette
- **Oct. 2011**: Assemble a Project Steering Committee
- **Nov. 2011 – April 2012**: Begin Committee Meetings to Review Traffic Study Findings and Select Preferred Concepts
- **May – June 2012**: City Council Work Session, Neighborhood Meeting, & Public Meeting
Traffic Study Summary

1. Are there any existing intersections with traffic signals that are unnecessary?
   - YES, Cushman and Barnette at 5th and 7th

2. Are there any un-signalized intersections that need traffic signals?
   - YES, Barnette at 2nd

3. Can Cushman and Barnette Streets function acceptably as 2-lane streets?
   - YES, currently and into the future (2035)
Cushman and Barnette
Complete Streets

Concepts
Cushman Street – Existing Condition (3 lanes)
Alternative 1 – Two Lanes with Curbside Parking
Alternative 2 – Two Lanes with Wide Sidewalks
Cushman Street
Steering Committee Recommendations

• Reduce road section from 3 lanes to 2 lanes to accommodate wider sidewalks
• Keep lanes wide (13’+ each) to accommodate emergency vehicles, bus/truck turning movements, and snow storage
• Curbside parking and dedicated bicycle lane on Cushman Street not critical
  – Plenty of parking on side streets
  – Two-way bicycle traffic recommended to be accommodated on Barnette Street
Cushman Street
Steering Committee Recommendations (cont’d)

• Return 12th to 10th to one-way traffic; keep 12th to Airport as two-way
• Keep traffic signals at 5th and 7th (even though they are not warranted per traffic analysis) to maintain speed control “platooning” effect
• No right-of-way acquisition required
Barnette Street – Existing Condition (varies, 2 to 4 lanes)
Barnette Street – Existing Condition (varies, 2 to 4 lanes)
Alternative – Two Lanes with Protected Bikeway/Sidewalk
- Reduce road section from 4 lanes to 2 lanes to accommodate wider sidewalks
- Include a 4’ dedicated bicycle lane on the west side of Barnette for southbound bicycles; northbound bicycles can use widened sidewalks
- Since a new traffic signal will be installed at Barnette & 1st with the Illinois Street project, the committee would like to wait and see the effect before installing a signal at 2nd
- Keep traffic signals at 5th and 7th
- No right-of-way acquisition required
Cushman and Barnette
Complete Streets

Other Recommendations
Crosswalk Design

Ladder

Concrete

PREFERRED
Curb Ramps

Single  

Double  

Full  

PREFERRED
Preferred Curb Ramp Design
Furniture Zone

Empty/Open  Trees  Trees w/ Planters  Full Landscaping

PREFERRED
Tree Wells

Pavers

Grates

Landscape Bed

PREFERRED w/ birch trees
Preferred Tree Grate Design

Existing Downtown

"Round"

Design Selected by Committee

"Foliage"
Planter Design

Round

Rectangular

PREFERRED w/ pruned spruce trees
Streetlights

Suspended Lighting

Pole Lighting

PREFERRED
Preferred Streetlight Design
Other Alternatives Considered, but Later Dismissed

- Heated Sidewalks
  - Cost prohibitive – $1.8M estimate, possible utility fee
- Tabled/Raised Intersections
  - Multiple Issues – Maint. Liability, Bollards
- HAWK/Flashing Beacon Pedestrian Signals
  - Breaks synchronized/timed traffic flow
Preferred Alternative
Preferred Alternative
Next Steps...

- **June 19th (today)**: Public Meeting
- **July 20th**: Public Comment Period Ends
- **September 2012**: Complete Environmental Document
- **October 2012**: Commence with Project Design
- **2013**: Project Construction
Cushman and Barnette
Complete Streets

Questions?