

ATTACHMENT A

CUSHMAN AND BARNETTE TWO-WAY TRAFFIC STUDY FOR EVALUATION OF CONSISTENCY WITH VISION FAIRBANKS ECONOMIC DEVELOPMENT PLAN

Scope of Work

Background

The City of Fairbanks, FNSB, and FMATS recognized the importance of implementing the Vision Fairbanks Plan. Catalyst Projects critical to implementation of the plan include:

- Conversion of Cushman and Barnette to two-way, while retaining two-way traffic on the Cushman and Barnette Street bridges.
- Conversion of 2nd, 5th, 6th and Gaffney to two-way.
- A roundabout on the north side of the Chena River at the intersection of Cushman, Barnette, and Terminal Streets.

Recently, the FMATS Policy Committee recommended elimination of the roundabout north of the river and two-way traffic on the bridges, resulting in a 5-legged signalized intersection on the north side of the river, northbound only traffic on the Cushman Street Bridge and southbound only traffic on the Barnette Street Bridge. As the City and ADOT&PF proceed with converting Cushman and Barnette to two-way traffic (south of the river), it is important to determine if Cushman Street will operate as the “signature street” and Barnette Street operate as the “mobility street”, as proposed in the Vision Fairbanks Plan.

The specific concerns in regard to this question are:

- What, if any, fatal flaws or significant constraints does the FMATS Policy Committee recommendation present in terms of traffic operations, pedestrian-auto conflicts, access/circulation, pedestrian environment, and/or street hierarchy (as conveyed in the Vision Fairbanks Plan) south of the Chena River and north of 6th Street?
- Will the target ADT for Cushman Street southbound, as proposed in Vision Fairbanks Plan, still be achieved if it must travel southbound on the Barnette Street Bridge and then jog over to Cushman Street?
- Will Barnette Street function as a mobility street for northbound traffic that is forced to travel right (east) onto 1st Avenue then turn left (north) onto the Cushman Street Bridge or will that northbound traffic prefer to simply use Cushman Street?

- What are the impacts on the cross streets planned for two-way conversion, specifically does 1st between Cushman and Barnette have sufficient ROW to provide a suitable number of turning lanes to allow Barnette to function as the mobility street?
- Are there other feasible options for traffic circulation in the Cushman Street -Barnette Street corridor that meet the intent of the Vision Fairbanks Plan and address the concerns of the FMATS Policy Committee?

Scope of Work

Task 1: Review Background Documents

This task will review the Vision Fairbanks Downtown Plan and the supporting traffic studies by Kinney Engineering, as well as other traffic evaluations that are relevant to the questions described in the background section of this scope of work. Additional information required to complete the review will also be identified as part of this task.

This task will include the following elements:

- Assist in the identification and scoping of issues to be addressed through meetings and discussions with agency staff, the Downtown Association, and Crandall Arambula.
- Review the following documents:
 - Vision Fairbanks Downtown Plan, August 2008
 - Concept Traffic Analysis for the Vision Fairbanks Plan, April 2007
 - Vision Fairbanks Traffic Control Implementation for Downtown Fairbanks, May 2009
 - Traffic memorandums that evaluated the one-way bridge option
 - Other traffic data and analysis information provided by the City
- Compare forecasted traffic volume estimates along Cushman Street and Barnette Street from the study to the previous 2025 LRTP and the ongoing 2035 LRTP traffic projections.
- Contact the Vision Fairbanks consultant team to answer questions as needed.
- Identify any additional information that will be needed to complete evaluation necessary to answer the questions described in the background section.

- Engage technical staff in a brainstorming session to develop possible alternatives to meet the intent of the Vision Fairbanks Plan and the FMATS Policy Committee and to develop preliminary evaluation criteria for comparison of alternatives.

Deliverables:

- *Summary of additional information, if any, needed to complete the study.*
- *Memorandum summarizing the key evaluation criteria to be used in analyzing the alternatives in Task 2.*

Schedule: Task 1 to be completed prior to February 1, 2010.

Task 2: Evaluation of Cushman St/Barnette St Alternatives

Current plans and recent decisions have produced potentially conflicting infrastructure improvement projects for the Cushman-Barnette corridor. This task will objectively evaluate the merits of each of up to four improvement concepts, identifying feasible options and the strengths and weaknesses of each. The evaluation will depend on a set of quantifiable criteria that are developed in collaboration with technical staff and consultants during Task 1. Fatal flaws, if any, will be identified and if no reasonable solution can be developed, then no further consideration will be given to that option.

This task will include the following elements, completed for each improvement option being considered:

- Comparing travel demand forecasts used in previous studies and in the current update of the FMATS LRTP and selecting for use the forecast deemed most appropriate for this evaluation.
- Preparing future travel demands in the Cushman-Barnette corridor.
- Preparing a traffic simulation in SimTraffic for the section of 1st Avenue between Cushman Street and Barnette Street for those improvement concepts that significantly impact the operation of this particular street segment.
- Analyzing multimodal transportation operations on the Cushman-Barnette corridor.
- Identifying additional design and operational components that resolve identified weaknesses.

These may include:

- Modifications to east-west streets to improve traffic circulation
- Traffic signal timing modifications to achieve a desired speed

- Modification of lane configurations
- Producing findings for each criterion established in Task 1.
- Summarizing the findings, including the following elements:
 - Target traffic volume expected on Cushman Street and Barnette Street.
 - Function of Cushman Street and Barnette Street.
 - Impact on the traffic operations at cross-street intersections.
 - Available capacity for future growth.
 - Pedestrian/business environmental elements along Cushman Street:
 - Provision of sidewalks and other enhancements consistent with adopted plans
 - Accommodation of on-street parking
 - Potential travel speeds

Deliverables: Technical memorandum summarizing the results of Task 2.

Schedule: Task 2 to be completed prior to April 1, 2010.

Task 3: Collaboration with Stakeholders

Once the draft findings from Task 2 have been completed, the KAI team will meet with the stakeholders to review the findings and determine if additional analysis is needed or other alternatives should be considered.

This task will include:

- Meet with the Crandall Arambula team in Portland to review the study findings.
- Prepare meeting materials for a meeting in Fairbanks.
- Attend one teleconference meeting with the City of Fairbanks and key FMATS technical committee members.
- Prepare meeting notes.

Deliverables: Meeting notes summarizing the outcomes of the meetings.

Schedule: Task 3 to be completed by April 16, 2010.

Task 4: Additional Analysis and Evaluation

This task will include additional analysis recommended from the meetings in Task 3. The budget for this task assumes only minor additional analysis will be required and evaluation of major new option is will not be required.

Deliverable: Technical memorandum summarizing the findings of the additional analysis.

Schedule: Task 4 to be completed by May 1, 2010.

Task 5: Report Preparation

This task will include:

- Prepare a draft report and submit to the City of Fairbanks.
- Obtain stakeholder comments on the draft report from the City of Fairbanks.
- Prepare a final report.

Deliverables: One hard-copy version of the draft and final reports and an electronic .pdf version.

Schedule: Task 5 to be completed by June 4, 2010.

Task 6: Presentation of Findings

Provide a presentation, in conjunction with representatives of Crandall and Arambula, of findings to the FMATS Policy Committee during the regularly scheduled June 2010 meeting. This may include:

Deliverables: Presentation in format determined by Consultant.

Schedule: The FMATS Policy Committee meeting is currently scheduled for Wednesday, June 16, 2010, at 10:00 AM at the Alaska Department of Transportation and Public Facilities.