

TRANSPORTATION ADVISORY COMMITTEE
491 E. PIONEER AVE.
HOMER, ALASKA

AUGUST 20, 2013
TUESDAY, AT 5:30
COWLES COUNCIL CHAMBERS

REGULAR MEETING AGENDA

- 1. CALL TO ORDER**
- 2. APPROVAL OF AGENDA**
- 3. PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA**
- 4. RECONSIDERATION**
- 5. APPROVAL OF SYNOPSIS**
 - A. Regular Meeting Synopsis of May 21, 2013 **Page 1**
- 6. VISITORS**
 - A. Ginger Tornes – Mattox Street Neighborhood Association Presentation (5 minutes) **Page 5**
- 7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS**
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS**
 - A. Non-Motorized Transportation and Trails Plan
- 10. NEW BUSINESS**
 - A. Greatland Street Right of Way Development **Page 45**
- 11. INFORMATIONAL MATERIALS**
 - A. AKDOT Project Fact Sheets from the August 5th Open House **Page 49**
 - B. Resolution 13-078(S)(A) Directing the City Manager to Propose Projects that Utilize the Funds in excess of \$3 million in the HART Fund and Funds in excess of \$3 million in the HAWSP Fund for Consideration of the Homer City Council **Page 61**
- 12. COMMENTS OF THE AUDIENCE**
- 13. COMMENTS OF THE STAFF**
- 14. COMMENTS OF THE COUNCILMEMBER**
- 15. COMMENTS OF THE CHAIR**
- 16. COMMENTS OF THE COMMITTEE MEMBERS**
- 17. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR NOVEMBER 19, 2013 at 5:30 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.**

Session 13-02, a Regular Meeting of the Transportation Advisory Committee was called to order by Chair Roberts at 5:33 p.m. on May 21, 2013 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

COMMITTEE MEMBERS: Highland, Roberts, Smith, Walker

ABSENT: Venuti

STAFF: Deputy City Clerk Jacobsen

APPROVAL OF AGENDA

The agenda was amended to extend Anna Bosin's DOT presentation to 30 minutes and approved as amended by consensus of the committee.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

Wayne Aderhold, city resident, commented regarding Waddell Way. He likes to walk and ride his bike and is a proponent that non-motorized traffic should be treated as a priority in some places. He appreciates the action taken regarding Waddell Way because he would hate to see Grubstake as a thoroughfare, he thinks this is a good example of a doing the right thing the overall good of the city. He questions the need for having a through street in that area at all. He feels that Poopdeck should remain a non-motorized trail. He has followed a little bit of the Kachemak Drive business. He does ride his bike a lot and thinks separated trails are nice to have but he is one of the people that also believes that for people who commute it needs to be allowed on the roads because it's legal, so wide enough lanes for safe use is number 1. Separated paths are a nice idea, but they are an amenity, not a necessity.

Lindiann Sarno, city resident, commented that she is part of the new forming Kachemak Drive Path Steering Committee, a citizens group working to move forward the plan. She has been talking with young mothers and other people who are interested in a separate pathway. Right now, parents can't let their kids get from East End Road to the Spit Trail via Kachemak Drive because it is too dangerous for kids on the road. She recognizes the commuters will continue to use Kachemak Drive, but for kids, mom's with strollers, and the elderly, a separated path will be safer. She thinks there will be a lot of community support for a separated path. She noted that resolution 13-040 was postponed until September to give their committee time to organize. They are working with the HOPP co-chairs for advise on how to move forward. One of the group's principles is to raise funds, at least enough to match the HART trail funds that are available, so as not to cost the general fund at all.

Beth Cumming, city resident, is also part of steering committee, and is speaking on her own behalf. In resolution 12-079 the Council approved up to \$20,000 of HART funds for survey, pre-engineering, and cost estimate for the first half mile of trail for the area from the west end of the proposed trail, going east to the west end of aviation leasing long term parking. The resolution was partially carried out but not completed. The Public Works Director looked at a proposed section of the trail, said it was too steep, and made the decision to stop, and had them take it all the way to beach access road beyond what was imagined for the trail. She would like to see the area defined in the resolution be completed as approved. She knows that if it's done as they request it will cost far less.

RECONSIDERATION

No items were scheduled for reconsideration.

APPROVAL OF MINUTES

A. Regular Meeting Synopsis of February 19, 2013.

The Synopsis was approved by consensus of the Committee.

VISITORS/PRESENTATIONS

A. Anna Bosin- AKDOT

Anna Bosin and Carla Smith presented to the committee about the Highway Safety Improvement Program (HSIP) and upcoming projects for the city. Ms. Bosin explained the process DOT uses to determine projects that will be submitted for HSIP funding. The process includes data collection, screening high crash locations, project scoping and ranking, and project approval and selection. Once projects are selected, there is project design, construction, and HSIP management. After completion, there is post project evaluation that includes reviewing 3 years of post-construction crash data.

Carla Smith commented about the Homer HSIP projects that were nominated. Pioneer and Main Street was nominated due to traffic and pedestrian volume. They propose a four way, all way stop, with a flashing red beacon, and also signage and striping. Beacons have been shown to reduce crash ratings because it helps drivers see upcoming intersections. It is a good immediate solution to reduce crashes. DOWL is the consultant doing the project design, sending surveyors out this summer, and she is planning to hold a public meeting in Homer this summer to present the project. Project construction is anticipated next summer.

The next Homer project is Sterling and Main Street. It is the most congested intersection and was nominated due to crash history from 2005 to 2009, and also traffic and pedestrian volume. There is not a consultant yet, they are proposing a signal or roundabout. A consultant will come onboard to complete survey this summer and present alternatives to the community this fall and get public input. A traffic analysis will be completed as well, to get some good in-depth back ground for traffic and pedestrian operations, and what will work best for this area. There was brief discussion about the roundabout radius, and funding for sidewalks.

Ms. Smith also commented about projects near Homer that will include an area wide guardrail delineation project along East End Road to improve visibility, and also 22 slow vehicle pullouts between Soldotna and Homer hill. Both area projects expect construction in 2014.

B. Kevin Walker - Kachemak Drive Path Citizens Group

Kevin Walker reviewed his written information provided to the Committee. It included a brief overview of how the path committee came together about two and a half years ago and has recently become a citizens group to work more informally. They want to keep the city posted on their work and seek support, both financially and for community relations. Mr. Walker's report reference the HART manual and the Non-Motorized Transportation and Trails Plan (NMTTP) relating to the need for trails and the City's dedicated fund for trails. The group he

represents tonight has the vision, plans, and maps, as outlined in the NMTTP and their mission statement is to create a safe, separated path roughly paralleling Kachemak Drive to connect the East End Road bike path to the Homer Spit trail and provide non-motorized access to the general aviation area of the Homer Airport. He is not aware of any other project with a vision, plan, and maps that is competing for HART funding. He noted the trail solves a safety concern, connects existing trails, and there exists funding.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

PUBLIC HEARING

There were no public hearings scheduled.

PENDING BUSINESS

- A. Waddell Way Update - - Resolution 13-033 Approving a 2005 Transportation Plan Central Business District East/West Corridor Alternative Using Hazel Avenue as the Connection to Heath Street, and the Waddell Way Portion of the Road Corridor be Connected to Heath Street at Bonanza Avenue

There was no discussion regarding resolution 13-033.

NEW BUSINESS

- A. HART Annual Review

There was brief discussion that the committee should also be reviewing the trail priority list with their HART review. It was suggested that it be postponed to next meeting so the trail list could be available as well.

HIGHLAND/WALKER MOVED TO POSTPONE THE HART REVIEW TO THE NEXT REGULAR MEETING.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

- B. Summer Trail Improvement Plans- Spit Trail, Cruise Ship Dock Trail, Greatland Trail

The committee briefly discussed the Spit Trail and Cruise Ship Dock Trail improvements that will begin this summer. They also recognized that the Greatland Trail is not a trail but a right of way. It was noted that since people are using it as a trail, cleaning out the ditches would help drainage.

- C. Homer Area DOT Updates

The committee discussed the \$2 million that was initially allocated for the Main Street intersection improvements had been suggested to use for sidewalks when DOT came up with money for the work. Chair Roberts explained that Council determined that the \$2 million

wasn't enough to do the work and that the state owns Main Street so the state would be the ones to do additional improvements. Ms. Highland noted Ms. Bosin's earlier comment that the city could help with that. She is concerned that it will take a death to get anyone to do something. People are walking on Main Street because there isn't room to walk on the sides. Mr. Smith concurred that he hoped the \$2 million would be used on Main Street as well and noted that now it will fall to the Council to put it on the STIP priority.

D. Non-Motorized Transportation and Trails Plan

Chair Roberts said she asked for this to be in the packet to ensure everyone has a copy. They can discuss it at another time.

INFORMATIONAL ITEMS

- A. Resolution 13-040 Directing City Resolution 13-040 Directing City Administration to Terminate all Survey, Design, and Cost Estimating Work on the Kachemak Drive Pathway.
- B. Steep Slope Information from City Code
- C. Design Criteria Manual Steep Slope Information

AUDIENCE COMMENTS

Wayne Aderhold, city resident, expressed his concern about getting pedestrians safely across the Sterling Highway between the Petro Express and Islands and Ocean area. It is a big accident waiting to happen. In retrospect it should have been a component of the visitor center when it was built since they put in the trail at Bishops Beach and it links up with Poopdeck Trail, and will continue to be used. There is a cross walk, but it doesn't solve the problem, it needs to be an elevated crossing. The highway will get busier and you have people who get half way across because traffic stops, then the other side isn't looking. There have already been some near misses.

COMMENTS OF THE STAFF

Deputy City Clerk Jacobsen commented that the one of the Governors picnics will be held in Homer in July and the Mayor has invited the DOT Commissioners to attend. Hopefully they will come and be able to see the conditions of the roads.

COMMENTS OF THE COUNCILMEMBER/CHAIR

Chair Roberts said she would report the committee's information to the City Council at their meeting on Tuesday.

COMMENTS OF THE COMMITTEE MEMBERS

Mr. Smith said he heard a story from one of our former Mayors who said he took Governor Bill Egan down to West Hill Road and Sterling Highway and got stuck. He had to walk back to catch his plane with mud up to his knees, and that's when they funded the Sterling Highway reconstruction. He added one thing the Committee has discovered is they have zero input with the State DOT rights of way. The recommended places for cross walks in the East End Road improvements and they got zero.

Mr. Walker commented that the city has improved parks near a state road with a nice walkway next to the road near Jack Gist Park and also Mariner Park. There aren't cross walks and the big hang up is the speed limit. He did some research and calculation and it would be 4/10ths of a mile that would have to extend to 35 mhp at East End Road, the speed limit difference would take 9 seconds longer. It would accommodate the horse park and kids riding bikes to the ball field. It is kind of the same on the spit with Mariner Park. He knows it's state, so maybe we need to talk to our legislators.

Ms. Highland commented that it used to be 35 on East End for a long time. She wondered if petitions can work for that. She was surprised with earlier comments about the committee only is to review and respond to what the Council tells them to. It isn't like the Planning Commission. A reason she wanted to be on the committee is to have say and give vision and ideas to the Council.

ADJOURN

There being no more business to come before the Committee the meeting adjourned at 7:15 p.m. The next regular meeting is scheduled for August 20, 2013 at 5:30 p.m. in the City Hall Cowles Council Chambers.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____

August 9, 2013

Transportation Committee
City of Homer
491 Pioneer Avenue
Homer Alaska 99603

Dear Committee Members:

First of all, we would like to thank you for your selfless efforts serving on this body. You all are truly of the unsung heroes in our town.

Also, a big “Thank You” to everyone who made the effort to attend our neighborhood potluck last summer, featuring, once again, retired municipality of Anchorage traffic engineer Bob Kniefel, who offered his ideas as how to best address the hazards of speeding vehicles on Mattox Street. We had a good turnout despite the incessant rain!

To recount, Bob gave a brief history of street design in America. He explained that older, traditional neighborhoods are designed with the pedestrian in mind, as they include narrow, tree lined streets in a grid pattern that better distributes and naturally calms traffic. After WWII, engineers made a dramatic shift and began designing streets, usually through widening, to primarily move traffic at the unfortunate expense of other modes of transport. The increased vehicle speeds results in more frequent and deadly crashes with pedestrians, bicyclists, and other vehicles. They also encourage more driving, less neighborhood livability, contribute to increased obesity, noise and dust, and have a deleterious effect on land use and the environment.

Realizing that a street’s physical design influences a driver’s behavior more than any other factor, communities began working with the health care industry to put streets “on a diet” by designing new and retrofitting existing streets to a more pedestrian scale, called “Complete Streets”.

Complete streets help traffic maintaining more appropriate, slower speeds which also allows drivers to be more aware of their surroundings. At 15 mph, the driver can see that he or she must share the road with pedestrians and bicyclists. At 25 mph, a drivers’ field of vision is greatly reduced, which is why he recommends designing neighborhood streets, including Mattox, to a 20 MPH maximum. Since Mattox is 30 to 35’ wide at the upper end, straight and on a steep slope, he recommended the below active controls to help slow speeding in our neighborhood:

1. Install a "Gateway Treatment" at East Road and Mattox Street. This will send a message to motorists that they are transitioning to a residential neighborhood from East Road, and that they are expected to slow to an appropriate speed. It will also create a unique image for the area neighborhood, and provide a shelter for school kids waiting for the bus. It could be designed by local artists and constructed by high school shop class, and/or local welders.

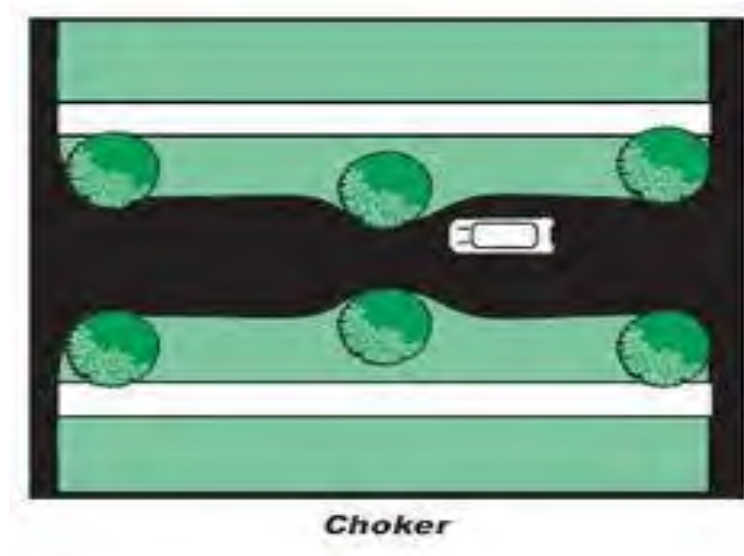
Below is a photo of an Anchorage “Gateway Treatment”.

Note “curb extension” or ‘bump out’ in back which facilitates safe on street parking and safer street crossings. Can be installed on Mattox Street as well as East Road.



2. Road Narrowings, or “Chokers”.

Installed every 200' feet on Mattox, and placed along streetside at a maximum 20' opposite one another, they accommodate two-way flow of traffic at appropriate speeds. On a steel reinforced concrete base similar to the one on the south side of the Homer Public Library, they each will support 20' long, by 5' deep, and 4' high, steel reinforced reflective concrete planters. This choker design will provide an important visual definition to the edge of the road, enhance the visual appearance of the streetscape and can be decorated by local residents. They can also help protect the city's water pressure reduction station, and will not block drainage. A minimum of two sets are needed, and a pedestrian path could be installed in back of the planters on one or both sides of the street.



This photo below of Marine Way in Juneau, shows an example of the style of planter that can be used for Mattox Street “chokers”.



3. Traffic Circle at Mattox Street and Aurora Ave.

Traffic circle is a good option for this intersection as it keeps traffic from all directions at appropriate speeds, as the stop sign seems to have little effect on traffic approaching Mattox from the west. Traffic circles are very effective improving safety as this intersection has had more than it's share of crashes. It also will provide a mountable apron for emergency vehicles, and be made of steel reinforced concrete with reflective material. Some have suggested dedicating it to Howard Hedges, a former neighbor and talented nationally known musician. Bob's recommended minimum diameter for the traffic circle is 14' to 16', and he said there is enough space.

Below are some photos of traffic circles.



4. Plant Street Trees. Planted along the street, trees beautify, contribute to a sense of enclosure for drivers and walkers, while reducing noise, dust, wind, and controlling runoff. People tend to feel more comfortable walking and driving on streets with a sense of enclosure. Street trees can help beautify recently denuded areas on upper Mattox.

All the above improvements can be easily navigated by the City of Homer snowplow equipment, as they do successfully every year in places such as the “bump out” in front of the Homer Public Library; on Bunnel street (11’ wide in places); and at the Harbor Dock. The residents have offered to help with construction and decoration of the planters, and are looking into grant sources. We hope to tap into the the Homer Accelerated Road and Trails program funds and request that our project be prioritized on the City of Homer Capital Improvement Project list, to receive State funding via the legislature.

After Bob’s presentation, neighbors shared their experiences about encounters with speeding vehicles here, and completing the attached ‘neighborhood traffic audit’. The overwhelming response from neighborhood residents and visitors including those with strollers, dog walkers, kids, adults, wheelchairs, and skateboarders, as has been the case since 1998, is that speeding vehicles on Mattox Street are a safety hazard.

This is why the Mattox Street Neighborhood Association request that the City of Homer work with us to approve our concept plan and move it to the next phase of design and construction, with the goal of installation by summer 2014. A street map including our plan is attached.

Thank you for helping to make our neighborhood more livable!

Sincerely,

virginiaflora@yahoo.com

Thank you.

Virginia Tornes
Mattox Street Resident

PS We’ve also enclosed information about our fifteen year efforts on this issue.

Notes:

Installing “complete street” improvements are called for in the Homer Comprehensive Plan:

“Homer residents have consistently spoken in favor of a community that has a compact, more walkable center with attractive streets that support pedestrians, bicycles, as well as cars. These objectives can be achieved, but not without a conscious and consistent effort to use road and property development standards that support community goals.”

The Homer Non-Motorized Transportation and Trails Plan Policy section #1.1:

“Regardless of the project source, Homer should make the accommodation of non-motorized transportation users a priority by identifying their needs and implementing the appropriate infrastructure”, and 8.4: “Provide safe conditions for non-motorized transportation”.

The City of Homer Climate Action Plan:

“ Institute traffic calming measures and “ complete street” designs to make bicycling and walking safer and more pleasant”.

Sen. Mark Begich signed on as co-sponsor for the “Complete Streets” Act of 2011, (S. 1056), a bill to ensure “that all users of the transportation system, including pedestrians, bicyclists, transit users, children, older individuals, and individuals with disabilities, are able to travel safely and conveniently on our streets and highways.”

For more information on “complete streets” and traffic calming visit:

Walkliveorg; Alliance for Walking and Biking; Completestreets.org; Americabikes.org;
Transact.org; Americawalks.org; Walkablecommunities.org; Bikewalk.org

National Institute for Highway Safety on Roundabouts: (traffic circles)

Several features of roundabouts (traffic circles) promote safety. At traditional intersections with stop signs or traffic signals, some of the most common types of crashes are right-angle, left-turn, and head-on collisions. These types of collisions can be severe because vehicles may be traveling through the intersection at high speeds. With roundabouts, these types of potentially serious crashes essentially are eliminated because vehicles travel in the same direction. Installing roundabouts in place of traffic signals can also reduce the likelihood of rear-end crashes and their severity by removing the incentive for drivers to speed up as they approach green lights and by reducing abrupt stops at red lights. The vehicle-to-vehicle conflicts that occur at roundabouts generally involve a vehicle merging into the circular roadway, with both vehicles traveling at low speeds — generally less than 20 mph in urban areas and less than 30-35 mph in rural areas.

A 2001 Institute study of 23 intersections in the United States reported that converting intersections from traffic signals or stop signs to roundabouts reduced injury crashes by 80 percent and all crashes by 40 percent.¹ Similar results were reported by Eisenman et al.: a 72 percent decrease in injury crashes and a 47 percent decrease in total crashes at 33 intersections that were converted from traffic signals or stop signs to roundabouts.² A study of 17 higher-speed rural intersections (speed limits of 40 mph or higher) found that the average injury crash rate per million entering vehicles was reduced by 84 percent and fatal crashes were eliminated when the intersections were converted to roundabouts.³ Studies of intersections in Europe and Australia that were converted to roundabouts have reported 25-87 percent reductions in injury crashes and 36-61 percent reductions in severe injury crashes.⁴

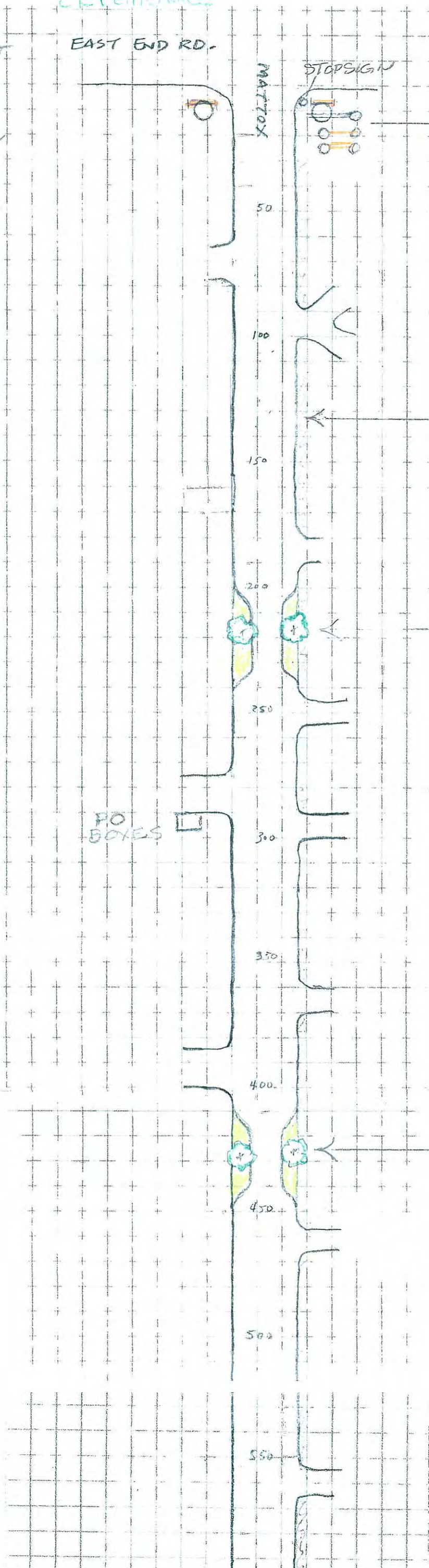
MATTOX STREET "COMPLETE STREET" CONCEPT PLAN



14

PLANTER
DETAIL
5" WIDE
20' LONG
4" HIGH

EAST END RD.



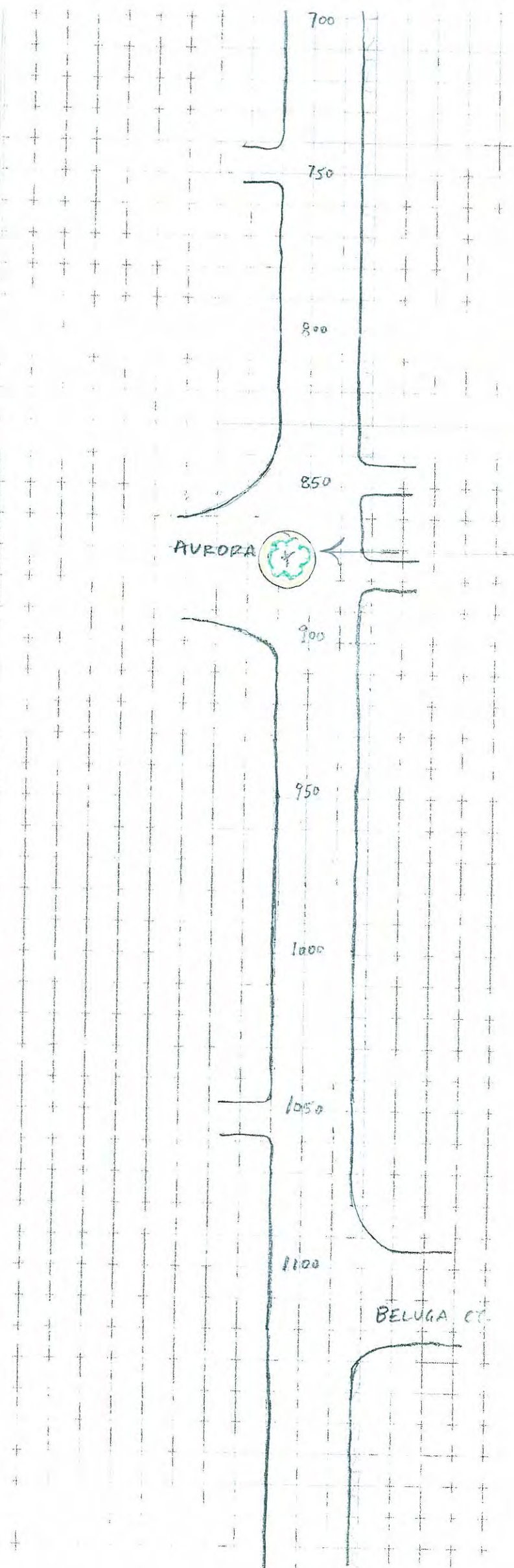
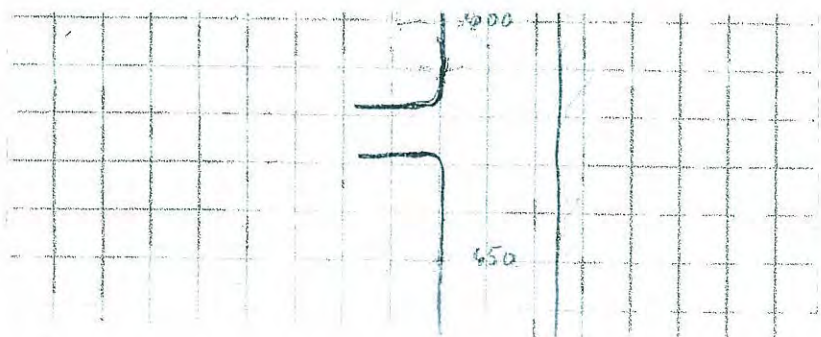
GATEWAY
TREATMENT -
BUS SHELTER

PEDESTRIAN
PATH

PLANTERS
20' APART
OR LESS

PLANTERS

PO
BOXES



TRAFFIC
CIRCLE
MINIMUM
DIAMETER
14'-16'

SCALE:
 $\frac{1}{4}'' = 10'$

Resources

Neighborhood Traffic Audit

Name of Observer Mesille Mershon
 Neighborhood Mattox + Iris Court
 Date / Time of Audit 10/19/12
 Where Do You Live? Mattox + Iris Court
 (indicate street and cross street)
 Age: 1-10 11-15 16-20 21-40 41-65 65+
 Are you a: Pedestrian Bicyclist Motorist Resident Business Owner/ Employee
 (Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

	Not a Problem → → → → Serious Problem				
Motorist courtesy toward pedestrians	1	2	<u>3</u>	4	5
Traffic safety for children and elderly	1	2	3	<u>4</u>	<u>5</u>
Number of cars	1	2	<u>3</u>	4	5
Speeding	1	2	3	<u>4</u>	5
Motorists obey stop signs	1	<u>2</u>	3	4	5
On-street parking available	1	2	3	4	<u>5</u>
Pedestrians can cross streets easily	1	2	3	<u>4</u>	5
Traffic noise	1	<u>2</u>	3	4	5
Visibility of pedestrians	1	<u>2</u>	3	4	5
Quality of pedestrian experience	1	2	3	<u>4</u>	<u>5</u>
Other (list):					
1. _____	1	2	3	4	5
2. _____	1	2	3	4	5

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

Speeding down/up Mattox. No stop @ Mattox + Iris Ct. section, causes issues when bikers(s)/pedestrian(s) are present and vehicles are driving too fast. Serious safety
 STREETS AND SIDEWALKS, PEOPLE AND CARS

Resources

Neighborhood Traffic Audit

Name of Observer Daniel Mershon
 Neighborhood Mattox
 Date / Time of Audit Oct. 16, 2012
 Where Do You Live? Homer/Landing St. Grandchildren live on Mattox.
 (indicate street and cross street)
 Age: 1-10 11-15 16-20 21-40 41-65 65+
 Are you a: Pedestrian Bicyclist Motorist Resident Business Owner/ Employee
 (Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

	Not a Problem → → → → Serious Problem				
Motorist courtesy toward pedestrians	1	2	3	4	<u>5</u>
Traffic safety for children and elderly	1	2	3	4	<u>5</u>
Number of cars	1	2	<u>3</u>	4	5
Speeding	1	2	3	4	<u>5</u>
Motorists obey stop signs	1	2	3	<u>4</u>	5
On-street parking available	1	<u>2</u>	3	4	5
Pedestrians can cross streets easily	1	2	3	<u>4</u>	5
Traffic noise	1	2	3	<u>4</u>	5
Visibility of pedestrians	1	<u>2</u>	3	4	5
Quality of pedestrian experience	1	2	3	4	<u>5</u>
Other (list):					
1. <u>Dust in Summer</u>	1	2	3	4	<u>5</u>
2. <u>because of speeding</u>	1	2	3	4	5

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

Resources

Neighborhood Traffic Audit

Name of Observer Joan Crane Miller

Neighborhood Mattox

Date / Time of Audit 9.1.12

Where Do You Live?
(indicate street and cross street)

Age: 1-10 11-15 16-20 21-40 41-65 65+

Are you a: Pedestrian Bicyclist Motorist Resident Business Owner/ Employee
(Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

	Not a Problem → → → → Serious Problem				
Motorist courtesy toward pedestrians	1	2	3	<u>4</u>	5
Traffic safety for children and elderly	1	2	3	4	<u>5</u>
Number of cars	1	2	<u>3</u>	4	5
Speeding	1	2	3	4	<u>5</u>
Motorists obey stop signs	1	2	3	<u>4</u>	5
On-street parking available	1	2	<u>3</u>	4	5
Pedestrians can cross streets easily	1	2	3	<u>4</u>	5
Traffic noise	1	2	3	4	<u>5</u>
Visibility of pedestrians	1	2	<u>3</u>	4	5
Quality of pedestrian experience	1	2	3	<u>4</u>	5
Other (list):					
1. <u>Handicap access</u>	1	2	3	4	<u>5</u>
2. _____	1	2	3	4	5

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

Resources

Neighborhood Traffic Audit

Name of Observer Jeffrey Wraley
 Neighborhood Mattox Rd Homer
 Date / Time of Audit 8/25/12
 Where Do You Live? 4165 Mattox Rd Homer
 (indicate street and cross street) & Pioneer
 Age: 1-10 11-15 16-20 21-40 41-65 65+
 Are you a: Pedestrian Bicyclist Motorist Resident Business Owner/ Employee
 (Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

	Not a Problem → → → → Serious Problem				
Motorist courtesy toward pedestrians	1	2	<u>3</u>	4	5
Traffic safety for children and elderly	1	2	3	<u>4</u>	5
Number of cars	1	2	3	<u>4</u>	5
Speeding	1	2	3	<u>4</u>	5
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On-street parking available	1	2	3	<u>4</u>	5
Pedestrians can cross streets easily	1	2	<u>3</u>	4	5
Traffic noise	1	2	3	<u>4</u>	5
Visibility of pedestrians	1	2	3	<u>4</u>	5
Quality of pedestrian experience	1	2	3	<u>4</u>	5
Other (list):					
1. _____	1	2	3	4	5
2. _____	1	2	3	4	5

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

Road need traffic calming

Resources

Neighborhood Traffic Audit

Name of Observer Keri Syth

Neighborhood Mattox

Date / Time of Audit 7/16/12

Where Do You Live? 3958 Mattox Rd
(indicate street and cross street)

Age: 1-10 11-15 16-20 21-40 41-65 65+

Are you a : Pedestrian Bicyclist Motorist Resident Business Owner/ Employee
(Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

	Not a Problem → → → → Serious Problem				
Motorist courtesy toward pedestrians	1	<u>2</u>	3	4	5
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On-street parking available	1	2	<u>3</u>	4	5
Pedestrians can cross streets easily	1	<u>2</u>	3	4	5
Traffic noise	1	<u>2</u>	3	4	5
Visibility of pedestrians	1	2	<u>3</u>	4	5
Quality of pedestrian experience	1	2	<u>3</u>	4	5
Other (list):					
1. <u>motorcycle legal</u> ^{not street}	1	2	3	<u>4</u>	5
2. <u>up & down road</u>	1	2	3	4	5

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

Neighborhood Traffic Audit

Name of Observer Gail
 Neighborhood Mattox, Homer
 Date / Time of Audit 8/5/12 3pm
 Where Do You Live? 4025 Mattox
(indicate street and cross street)

Age: 1-10 11-15 16-20 21-40 41-65 65+
 Are you a: Pedestrian Bicyclist Motorist Resident Business Owner/ Employee
(Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

	Not a Problem → → → → Serious Problem				
Motorist courtesy toward pedestrians	1	<u>2</u>	3	4	5
Traffic safety for children and elderly	1	2	3	<u>4</u>	5
Number of cars	1	<u>2</u>	3	4	5
Speeding	1	2	3	<u>4</u>	5
Motorists obey stop signs	1	<u>2</u>	3	4	5
On-street parking available	1	2	3	<u>4</u>	5
Pedestrians can cross streets easily	1	<u>2</u>	3	4	5
Traffic noise	1	2	<u>3</u>	4	5
Visibility of pedestrians	1	2	<u>3</u>	4	5
Quality of pedestrian experience	1	2	3	<u>4</u>	5
Other (list):					
1. _____	1	2	3	4	5
2. _____	1	2	3	4	5

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

parking on side of road is a problem.
 There is nothing to make it obvious
 that a car is parked + steep ditch
 with no shoulder.

1. Specializing vehicles

Resources

Neighborhood Traffic Audit

Name of Observer Brent Fagan

Neighborhood Mattox Area

Date / Time of Audit 14-30

Where Do You Live?
(indicate street and cross street)

Age: 1-10 11-15 16-20 21-40 41-65 65+

Are you a: Pedestrian Bicyclist Motorist Resident Business Owner/Employee
(Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

	Not a Problem → → → → Serious Problem				
Motorist courtesy toward pedestrians	1	2	3	4	<u>5</u>
Traffic safety for children and elderly	1	2	<u>3</u>	4	5
Number of cars	1	2	<u>3</u>	4	5
Speeding	1	2	3	<u>4</u>	5
Motorists obey stop signs	1	<u>2</u>	3	4	5
On-street parking available	1	<u>2</u>	3	4	5
Pedestrians can cross streets easily	1	2	3	<u>4</u>	5
Traffic noise	1	2	3	<u>4</u>	5
Visibility of pedestrians	1	<u>2</u>	3	4	5
Quality of pedestrian experience	1	<u>2</u>	3	4	5
Other (list):					
1. _____	1	2	3	4	5
2. _____	1	2	3	4	5

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

Resources

Neighborhood Traffic Audit

Name of Observer

LARRY ZUCCARO

Neighborhood

MATTOX ST.

Date / Time of Audit

8/6/12 6:00PM

Where Do You Live?

(indicate street and cross street)

Age:

1-10

11-15

16-20

21-40

41-65

65+

Are you a:

Pedestrian

Bicyclist

Motorist

Resident

Business Owner/ Employee

(Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

	Not a Problem → → → → Serious Problem				
Motorist courtesy toward pedestrians	1	2	3	4	5
Traffic safety for children and elderly	1	2	3	4	5
Number of cars	1	2	3	4	5
Speeding	1	2	3	4	5
Motorists obey stop signs	1	2	3	4	5
On-street parking available	1	2	3	4	5
Pedestrians can cross streets easily	1	2	3	4	5
Traffic noise	1	2	3	4	5
Visibility of pedestrians	1	2	3	4	5
Quality of pedestrian experience	1	2	3	4	5
Other (list):					
1. _____	1	2	3	4	5
2. _____	1	2	3	4	5

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

SPEEDING HAS BEEN A PROBLEM ON MATTOX FOR YEARS.

Resources

Neighborhood Traffic Audit

Name of Observer Kathy Eagle
 Neighborhood Mattox
 Date / Time of Audit 30 July
 Where Do You Live? 1276 Zelup Ct. off Mattox
 (indicate street and cross street)
 Age: 1-10 11-15 16-20 21-40 41-65 65+
 Are you a: Pedestrian Bicyclist Motorist Resident Business Owner/ Employee
 (Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

	Not a Problem → → → → Serious Problem				
Motorist courtesy toward pedestrians	1	2	3	<u>4</u>	5
Traffic safety for children and elderly	1	2	3	<u>4</u>	5
Number of cars	1	2	<u>3</u>	4	5
Speeding	1	2	3	<u>4</u>	5
Motorists obey stop signs	1	2	3	4	<u>5</u>
On-street parking available	1	2	3	4	<u>5</u>
Pedestrians can cross streets easily	1	<u>2</u>	3	4	5
Traffic noise	1	<u>2</u>	3	4	5
Visibility of pedestrians	1	2	<u>3</u>	4	5
Quality of pedestrian experience	1	2	3	<u>4</u>	5
Other (list):					
1. _____	1	2	3	4	5
2. _____	1	2	3	4	5

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

Mattox is a hill & straight so that cars going down build up lots of speed - Apt housing / Mental health clients so lots of noise, pedestrians, dogs - needs some control.

Kathyeagle@gmail.com

Resources

Neighborhood Traffic Audit

235-2583

Name of Observer Sabine Treusein

Neighborhood Mattox Rd. in HOMER

Date / Time of Audit 5. Aug. '12

Where Do You Live? Near top of Mattox (cross is East End)
(indicate street and cross street)

Age: 1-10 11-15 16-20 21-40 41-65 65+

Are you a: Pedestrian Bicyclist Motorist Resident Business Owner/ Employee
(Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

Not a Problem → → → → Serious Problem

Motorist courtesy toward pedestrians	1	<u>2</u>	3	4	5
Traffic safety for children and elderly	1	2	3	<u>4</u>	5
Number of cars	1	2	<u>3</u>	4	5
Speeding	1	2	3	<u>4</u>	5
Motorists obey stop signs	<u>1</u>	2	3	4	5
On-street parking available	<u>1</u>	2	3	4	5
Pedestrians can cross streets easily	<u>1</u>	2	3	4	5
Traffic noise	1	2	<u>3</u>	4	5
Visibility of pedestrians	1	<u>2</u>	3	4	5
Quality of pedestrian experience	1	<u>2</u>	3	4	5

Other (list): occasional

* or up the hill/incline 1. drag-racing 1 2 3 4 5

2. recklessness 1 2 3 4 5

from a very few individuals/residents

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

Most people/residents - vehicle drivers - are careful & courteous. Some people are heedless & drive too fast, (heading for further down the street & home*) forgetting there are safety risks at the top of the street, eg. old dogs, children, STREETS AND SIDEWALKS, PEOPLE AND CARS.

Resources

Neighborhood Traffic Audit

Name of Observer

Elizabeth Fany

Neighborhood

Mattox, Homer Ave

Date / Time of Audit

August 8 2012

Where Do You Live?

Lurona and Mattox

(indicate street and cross street)

Age:

1-10

11-15

16-20

21-40

41-65

65+

Are you a:

Pedestrian

Bicyclist

Motorist

Resident

Business Owner/ Employee

(Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

	Not a Problem → → → → Serious Problem				
Motorist courtesy toward pedestrians	1	2	3	4	<u>5</u>
Traffic safety for children and elderly	1	2	3	4	<u>5</u>
Number of cars	<u>1</u>	2	3	4	5
Speeding	1	2	3	<u>4</u>	5
Motorists obey stop signs	1	2	<u>3</u>	4	5
On-street parking available	1	2	<u>3</u>	4	5
Pedestrians can cross streets easily	1	<u>2</u>	3	4	5
Traffic noise	<u>1</u>	2	3	4	5
Visibility of pedestrians	<u>1</u>	2	3	4	5
Quality of pedestrian experience	1	2	3	<u>4</u>	5
Other (list):					
1. _____	1	2	3	4	5
2. _____	1	2	3	4	5

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

On several occasions I have been walking with my 13 month infant and have almost been hit by speeding cars and negligent drivers the quality of pedestrian experience is a serious issue. -Thanky

Resources

Neighborhood Traffic Audit

Name of Observer

Dustin Steen

Neighborhood

Mattox

Date / Time of Audit

8:00 pm

Where Do You Live?

Mattox

(indicate street and cross street)

Age:

1-10

11-15

16-20

21-40

41-65

65+

Are you a:

Pedestrian

Bicyclist

Motorist

Resident

Business Owner/ Employee

(Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

Not a Problem → → → → Serious Problem

Motorist courtesy toward pedestrians	1	2	3	<u>4</u>	5
Traffic safety for children and elderly	1	2	3	4	<u>5</u>
Number of cars	1	2	<u>3</u>	4	5
Speeding	1	2	<u>3</u>	4	5
Motorists obey stop signs	1	2	3	<u>4</u>	5
On-street parking available	1	2	3	<u>4</u>	5
Pedestrians can cross streets easily	1	2	3	<u>4</u>	5
Traffic noise	1	2	<u>3</u>	4	5
Visibility of pedestrians	1	2	3	<u>4</u>	5
Quality of pedestrian experience	1	2	<u>3</u>	4	5
Other (list):					
1. _____	1	2	3	4	5
2. _____	1	2	3	4	5

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

Resources

Neighborhood Traffic Audit

Name of Observer Charlie Tranbridge

Neighborhood MATTOX

Date / Time of Audit 10-15-12

Where Do You Live? East End
(indicate street and cross street)

Age: 1-10 11-15 16-20 21-40 41-65 65+

Are you a: Pedestrian Bicyclist Motorist Resident Business Owner/ Employee
(Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

	Not a Problem → → → → Serious Problem				
Motorist courtesy toward pedestrians	1	2	3	4	<u>5</u>
Traffic safety for children and elderly	1	2	3	<u>4</u>	5
Number of cars	1	2	<u>3</u>	4	5
Speeding	1	2	3	<u>4</u>	5
Motorists obey stop signs	1	<u>2</u>	3	4	5
On-street parking available	1	2	3	<u>4</u>	5
Pedestrians can cross streets easily	1	2	<u>3</u>	4	5
Traffic noise	1	<u>2</u>	3	4	5
Visibility of pedestrians	1	<u>2</u>	3	4	5
Quality of pedestrian experience	1	2	3	<u>4</u>	5
Other (list):					
1. <u>25 mph too fast for</u>	1	2	3	4	5
2. <u>residential</u>	1	2	3	4	5

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

Re: Complete Streets and Traffic calming

Tuesday, November 25, 2008 5:39 PM

From:

"cmorin1111@aol.com" <cmorin1111@aol.com>
View contact details

To:

viriniaflora@yahoo.com, novak@pobox.alaska.net,
roberts2@alaska.net, dthorington@gmail.com

Hello Dennis, Francie, Dan & Ginger:

Thank you for this information and I would like to participate in a meeting with representatives from the City and with Bob from Anchorage to learn more about traffic calming with "chokers" or "chicanes" and if they will work for Mattox.

I am a former Mattox resident, and a regular user of that street and am also concerned about putting safety first. I was involved in an accident on that road and my children were at risk in the neighborhood due to speeding traffic.

I am available and hope we can meet and take action on the 12th - this problem on Mattox Street has taken a long time to fix and it's time for answers and a plan to make it a safer street.

Thanks so much, and Happy Thanksgiving!

Shannon McBride-Morin
235-2604 / 399-2006

Neighborhood Traffic Audit

Name of Observer Ginger Tornes
 Neighborhood Mattox St
 Date / Time of Audit Sept 2012
 Where Do You Live? Mattox
(indicate street and cross street)
 Age: 1-10 11-15 16-20 21-40 41-65 65+
 Are you a: Pedestrian Bicyclist Motorist Resident Business Owner Employee
(Circle all that apply)

For the list below, circle the number that best describes the conditions in your neighborhood:

	Not a Problem → → → → Serious Problem				
Motorist courtesy toward pedestrians	1	2	3	4	<u>5</u>
Traffic safety for children and elderly	1	2	3	4	<u>5</u>
Number of cars	1	2	3	<u>4</u>	5
Speeding	1	2	3	4	<u>5</u>
Motorists obey stop signs	1	2	3	4	<u>5</u>
On-street parking available <i>not safe</i>		2	3	4	5
Pedestrians can cross streets easily	1	2	3	4	5
Traffic noise	1	2	3	<u>4</u>	5
Visibility of pedestrians	1	2	<u>3</u>	4	5
Quality of pedestrian experience	1	2	3	4	<u>5</u>

Other (list):

1. _____ 1 2 3 4 5

2. _____ 1 2 3 4 5

Need other streets to access Mattox - too much traffic funneled onto Mattox.

Please use the space here or on a separate sheet to describe specific problems in your neighborhood and the locations where they occur:

Mattox Street is poorly designed - it is too wide and on a hill, so motorists fly down the street, negatively impacting safety & quality of life. Corrective action

STREETS AND SIDEWALKS, PEOPLE AND CARS

July 15, 2012

Yes, I support safe street improvements for Mattox Street, to help slow traffic, reduce dust, noise, vibration, to better accommodate walkers, kids, bicycles, wheelchairs, and dogs. Please keep me in the loop!

Name	Address	Email	Phone	I want to help
Den Rainwater	Apt #3 Mattox	denrainwater@gmail.com	299-1504	
Barbara Kennedy	1133 Codley	barbara.homer@gmail.com		235-4347 Planning
Katie Dawson		wendi9066@yahoo.com		235-9769
Elizabeth	Garvey Homer Alaska	HomerAlaska@yahoo.com		299-3874
Dave Roseneau		dave-roseneau@fws.gov		
Carrie				
Gary d Keri Syth (pastor)	3958 Mattox Rd	Kerisyth@hotmail.com	907 226-3958	(iris ct. + mattox)
Joan Miller			299-2769	
Geoff			235-1066	
Larry			235-1400	

Ginger Tornes

--- On Tue, 12/2/08, novak@pobox.alaska.net <novak@pobox.alaska.net> wrote:

From: novak@pobox.alaska.net <novak@pobox.alaska.net> *councilman*

Subject: Re: Complete Streets and Traffic calming

To: virginiaflora@yahoo.com

Date: Tuesday, December 2, 2008, 10:48 PM

Ginger,

Thanks for the update ... I got the photos, which gives a few ideas. I meeting would be would be a good idea, I'll have to ask Walt and Cary if they have had correspondence on this. Meanwhile you could update me again.

Thanks,
Dennis

>

>

>

> Dear Dennis:

>

> I apologise for taking so long to respond to your suggestion to look into removable

> speed humps to mitigate the speeding problem on

Mattox street . I have

been doing

> research, and found that not only are they expensive around (10K apiece), but they

> cannot be used on gravel roads, which leaves

Mattox Street out.

These also have

> the drawback of not working year round, which is not acceptable from a safety first

> standpoint.

>

> Since then I've contacted various traffic engineers in Juneau

and

Anchorage to find

> out what they've done to reduce speeds on residential streets, that can also

> accomodate snowplows and emergency vehicles, and are reasonable in cost. Their

> response is that horizontal deflection of the road is the answer, and is most

> accepted by residents.

> For example, road narrowing through "chokers" or

"chicanes". A traffic engineer

> named Bob Keniesel with the city of

Anchorage traffic engineering dept.

came up

> with an interesting idea for Mattox. He suggested that

"chokers" made of "jersey

> barriers" placed every 200 feet, with the distance between them no more than 20

> feet, would be the best bet for

Mattox street and would not have to be removed in

> winter. They accomodate snowplows and emergency vehicles, are reasonable in cost,

> and are currently used in

Anchorage . I've attached photos.

>

> Also, since Bob is going to be in Homer on the 12th of December, he has offered to

> meet with us, and offer his feedback on his experiences with traffic calming in

> residential areas. So, a few of the neighborhood residents and myself would like

> to set up a meeting on that day whereby we could all meet with representatives from

> the City--councilmembers, public works, fire department etc., to come up with a

> concrete plan and timeline about finally making Mattox street safe for

all users.

>
> Afterwards Bob said he will be glad to meet with anyone interested in
other traffic
> alternatives as well. So maybe this would be a good opportunity for
people to ask
> him about roundabouts as well.
>
> Please let me know as soon as possible if this sounds like a good idea to
you.
> Again, thank you for making Homer a safer, better place!
>
> Ginger Tornes
> 235-8598

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KACHEMAK

*have a neighborhood celebration when installed.
Have speakers!*

CURRENTS

City of Homer
Quarterly Newsletter

WHERE THE LAND ENDS AND THE SEA BEGINS

IN THIS NEWSLETTER

- 3rd quarter Highlights from City Council meetings
- Assessment Districts and payment due dates for the 4th quarter

HIGHLIGHTS Council Meetings

July

Council approved the Creation of a Community Schools Division within the Department of Administration and Approved a Ballot Proposition to Approve the Continuation of such changes beyond June 30, 2007.

Council expressed interest in Establishing a Canine Program within the City of Homer Police Department.

The 2006 City of Homer Pandemic Flu Emergency Response Plan was adopted as an Addendum to the City's Overall Emergency Response Plan.

A T-Ball Field was Designated and Added to the Karen Hornaday Hillside Park Master Plan.

The Contract for the 2006 Street Repaving Project was Awarded to the Firm of QAP of Anchorage in the amount of \$492,400.

Homer Senior Citizens, Inc. met the Criteria of the Kenai Peninsula Borough Real Property Tax Exemptions for Community Purpose Property and was exempt from all City Property Tax.

The Parks and Recreation Commission Bylaws were Amended to Change their

Agenda deadline to the Thursday prior to their meeting date at 5:00 pm.

Approval was given for property owners on Mattox Street to submit designs for Traffic Calming Methods for Public Works review and approval.

Council approved the Library Advisory Board's recommended revisions to the Library Policy Manual.

The City Manager was Authorized to Proceed with the Request For Proposal Process for the Comprehensive Plan Update.

Mayoral Recognitions included the Lady Mariner Softball Team and Coach Bill Bell.

Council has delayed any further consideration of selling the City owned KPB Parcel #175-040-

ORIGINAL

20 May, 2006

Homer City Council
491 E Pioneer Ave.
Homer, AK 99603

Dear All:

First of all, I want to thank you all for the contribution of your time and energy to make Homer a better place.

I am speaking to you this evening about vehicle speeding on Mattox Street. The problem is now to the point of being unbearable and unacceptable, not to mention a huge safety risk for our residents and guests. Vehicle crashes are commonplace, rather than the exception, and there have been too many near misses with pedestrian, bicycle and pet encounters.

The city has been on notice about the problem for the past eight years, and could be held liable if this problem is not addressed and rectified in short order, preferably this summer.

Accordingly, I have been doing extensive research and found from talking with numerous traffic engineers and found that the only effective speed control measures involve changing the vertical or horizontal alignment of the roadway. Some residents of the area, myself included, are happy to work with Public Works on design, installation, maintaining and funding a pilot traffic calming on Mattox Street to achieve this goal.

I've included some information on "chicanes", a popular effective traffic calming device, (see next page). These can be temporarily installed on a gravel road like Mattox, with landscape stones or small sand filled plastic barrels, for example, and can be designed to accommodate both snowplows and emergency vehicles. In summation, I look forward to working with the City to make Mattox Street a pleasant, safe street that accommodates and respects all forms of mobility.

Sincerely,

Virginia F. Tornes (Ginger)
POB 2497
Homer, AK 99603
907-235-8598

22 May, 2006

To the Homer City Council:

We, the undersigned, want the vehicle speeding problem addressed on Mattox Street as soon as possible.

Thereby, we are requesting that the City of Homer work together with the area residents to implement effective traffic calming so that we all may finally enjoy safe streets in our neighborhood. Thank You!

Signed:

NAME	ADDRESS	PHONE
Therk Frankie Weber	4142 Mattox Road	235-7808
andy CR Edwards	4142 Mattox Spz	235-8942
SAB SAB	4130 Mattox	-2583
Don Thorough	1276 Beluga Ct.	235-3473
Kathleen Plunk	1276 Beluga Ct.	235-3473
Cynthia L. Nelson	1281 Beluga Ct	235-0556
Kelli S Parker	1280 Beluga Ct	235-6874
Patricia C. Valone	1293 Beluga Court	235-7502
DINA GIERMAN	40700 old sterling	235-6926
Paul Reamer	1293 Beluga Court	5-5702
Joe Buckley	4075 Mattox	399-4657
Ginger Tones	4097 Mattox	-8598
Bonnie Hankins	4050 Mattox	-7339
LEE HANKINS	4050 MATTOX	-7339
Adrian Marfitt	4050 Mattox	-7339

22 May, 2006

To the Homer City Council:

We, the undersigned, want the vehicle speeding problem addressed on Mattox Street as soon as possible.

Thereby, we are requesting that the City of Homer work together with the area residents to implement effective traffic calming so that we all may finally enjoy safe streets in our neighborhood. Thank You!

Signed:

NAME	ADDRESS	PHONE
Jen Hankins	4050 Mattox St	235-7339
Nicole Minich	4050 Mattox St	235-7339
David L. Miller	3479 Landings St.	235-7730
Michael J. Toner	3976 Mattox	235-7672
John Hottel	3976 Mattox	235-7672
John Miller	Beluga	299-2769

12 June, 2000

Ron Drathman
Manager, City of Homer
491 E. Pioneer Ave.
Homer, Ak. 99603

Dear Ron Drathman:

In April of 1998, in response to a increase in traffic speeders on Mattox Street and the attendant roads (Beluga Court, Beluga Circle, Aurora Court and Iris Court) a petition signed by an overwhelming majority of the residents in our neighborhood was submitted to the Homer City Council and Homer City Manager requesting that speed humps be installed on Mattox Street and Beluga Court. This petition is on file at the City. Nothing was ever done, and over the two years since we first brought the problem to the city's attention, the population in this area has grown by 25%. Speeding traffic has increased proportionately, and as a consequence, adult and children pedestrians, bicyclists, animals and passengers of other vehicles are at a greater risk of injury than ever before. This problem is an accident waiting to happen, and we would like to know when the City is going to do address this problem.

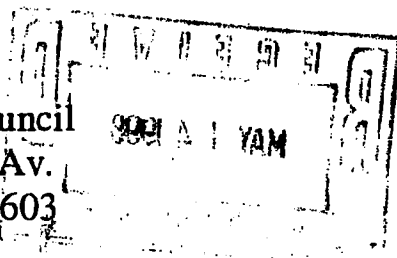
Additionally, this is an inherent liability for the City as they have been on notice about the situation for the past two years.

We look forward to your response.

Sincerely,

Virginia Tornos
On Behalf of the Mattox Sreet Petitioners
POB 2497
Homer, Ak. 99603

Homer City Council
491 E. Pioneer Av.
Homer, Ak. 99603



Dear Councilmembers;

We are writing you today concerning a growing safety problem in our neighborhood. Specifically, that of VEHICLES SPEEDING on Mattox St.

Pedestrians, bicyclists, children playing, and other vehicles are all endangered by the acts of certain irresponsible motorists. Given the dynamics of the neighborhood, the ideal speed should be 15 MPH. The MAXIMUM speed should be 20 MPH. Please see to it that signs are posted to reflect these limits. A "SLOW DOWN LET OUR KIDS GROW UP" sign would be helpful as well.

Additionally, other methods to reduce speeding should be implemented, including, SPEED BUMPS, and police patrols.

Sincerely,

Lee Anderson
4050 MATTOX ST

Virginia Thomas
4097 Mattox St.

Sam Zuccaro
BOX 340, HOMER

Cassie Wafar 4075 Mattox St.
(1680 E. End Rd. Apt B Homer)

Don Adams
Beluga Circle, Homer

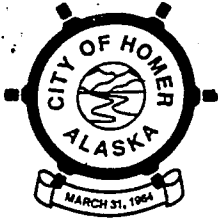
Bryan Farrow
BRYAN FARROW
BELUGA CT, HOMER

Sheryl Vitali
Homer

Sheri Zimmerman
Beluga Circle
Bonnie Grosvenor
Mattox St., Homer
Sonya Hellen
Beluga Ct.

Sheryl
Rich Sonnen
Kathleen Hedges
Shirley J. Giff
4032 Beluga Circle
Homer, AK 99603

April W Sisk
Lynne Allison
(more on back →)



CITY OF HOMER

PUBLIC WORKS

3575 HEATH STREET

HOMER, AK 99603

City of Homer
TELEPHONE (907) 235-8122
TELECOPIER (907) 235-3145

RECEIVED

JUL 01 1998

Wednesday, July 01, 1998

MEMORANDUM 98-163

To: Val Koeberlein, City Manager

From: Hugh Bevan, Director *AB*

Subject: Traffic Calming

Traffic Calming is defined as "environmentally compatible mobility management." Practically speaking, Traffic Calming means the alteration of roadways in a manner that encourages movement by means other than automobiles.

The Principles

- Streets are not just for cars
- Residents have rights
- Maximize mobility while decreasing costs. For example, a trip to the grocery store is a cost we must pay to enjoy the benefit of the food we purchased.

The Techniques

1. Reduce the speed at which automobiles travel by altering roadway design.
 - Use "active" physical controls such as speed bumps, median barriers, cul-de-sacs, changes in roadways widths, etc. (Several active controls, such as speed bumps, are no longer recommended by traffic engineers)
 - Create a visual impression that the roadway is not meant for high speed traffic or through traffic and that pedestrians have an equal right to use the street.
 - Use "passive" control devices such as traffic signs, traffic signals and pavement markings. (Passive devices are only effective where compliance can be expected to be high and enforcement is possible.)

PERKINS COIE LLP

1029 WEST THIRD AVENUE, SUITE 300 • ANCHORAGE, ALASKA 99501-1970
TELEPHONE: 907 279-8561 • FACSIMILE: 907 276-3108

RECEIVED

MAY 20 1998

City of Homer
City Manager

GORDON TANS
TANS@PERKINSCOIE.COM

May 20, 1998

Patti Whalin
Assistant City Manager
City of Homer
491 East Pioneer Avenue
Homer, AK 99603

Re: Motor Vehicles - Alteration of Speed Limits on Maddox Street

Dear Patti:

You asked me to comment on Lt. Robl's memorandum of May 7, 1998. Lt. Robl is correct in reporting that 25 m.p.h. is established as the uniform speed limit in residential districts in the state of Alaska, 13 AAC 02.275, and that the City may alter that speed limit when the City determines upon the basis of an engineering and traffic investigation that such maximum speed is greater or lesser than is reasonable or safe under the prevailing conditions on that street, 13 AAC 02.280(a). If the City does alter the speed limit on the basis of such a study, the maximum speed limit must be posted to be effective. Bailey v. Lenord, 625 P.2d 849 (Alaska 1981). The state must also be notified of the change.

Because the speed limits are set by state regulation, and cannot be changed by the City without an engineering and traffic study that justifies the change, I do not think the City will incur liability by leaving the speed limit at 25 m.p.h. in those residential areas of the City where no engineering and traffic investigation has been conducted. Furthermore, the decision whether to expend municipal funds to conduct an engineering and traffic study is one of those discretionary functions from which the City should be immune for liability under AS 09.65.070(d)(2). See, e.g., Jennings v. State, 566 P.2d 1304 (Alaska 1977) (decisions whether or not to build pedestrian overpass near school, whether or not to designate an area as a school zone, and whether or not to undertake other safety measures at an intersection adjacent to a

[13126-0001/AA981390.021]



CITY OF HOMER

CITY HALL

491 EAST PIONEER AVENUE

HOMER, AK 99603-7645

TELEPHONE (907) 235-8121

TELECOPIER (907) 235-3140

MEMORANDUM

TO: Mayor & Homer City Council

FROM: Val M. Koeberlein, Acting City Manager

DATE: 20 May 1998

SUBJ: CITY MANAGER'S REPORT

I have met with Grubstake Avenue representatives to discuss their issues on Permit #97-45 and #97-46 and conversations are continuing.

Police Lieutenant and myself met with Virginia Tornes concerning a reduced speed zone on Mattox Road. Information received from our City Attorney is attached.

The Police Department has hired Cheryl Wambach as a Police Intern for the next three months. She is attending the University of Alaska at Fairbanks and is a student in their Criminal Justice Program.

Attachment (1)

/th

27 April, 1998

Al Wadell
3695 Lake St.
Homer, Ak. 99603

Dear Mr. Wadell:


I am writing you today concerning the ever increasing problem of speeding vehicles on Mattox Rd. in the city of Homer. On a daily basis, children and adult pedestrians, bicyclists, and even other vehicles' safety and well being are endangered by careless individuals who speed in our neighborhood.

We believe the speed limit should be changed to 15 MPH, and posted. Slow signs should be posted at the top, (west side) of Mattox Rd. (for drivers going downhill) and on the east side of Mattox Rd., around where Aurora and Beluga Ct. intersect, for drivers traveling uphill.

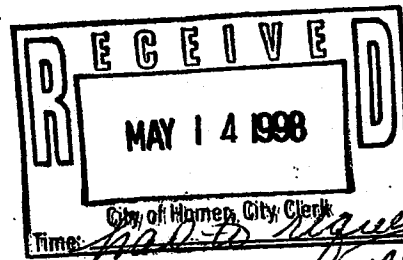
However, we are keenly aware that speed limit and slow signs are routinely ignored by some, therefore it is also necessary to implement speed bumps on Mattox Rd. to ensure that speeding is checked, permanently. Mike Morris of D.O.T. suggests using reverse speed bumps as they are easier to manage with the road grader, or removable speed bumps that can be pulled up when the road needs grading.

Please see to it that these measures are put into place as soon as possible, and thank you for your help.

Sincerely,


Virginia Tornes
POB 2497
Homer, Ak. 99603

P.S. I've enclosed a petition of support from the residents of our neighborhood



RECEIVED
MAY 12 1998
City of Homer
City Manager

21 Oct 06

COMPASS: *Points of view from the community*

More open-street design is not wise

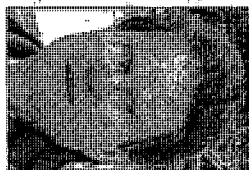
By FRANK McQUEARY

In the 1950s and '60s, the transportation engineering profession and automobile design community embraced the concept of "passive safety" to protect drivers from themselves. For automobile design there have been some unqualified successes: seat belts, automatic braking systems, airbags and other built-in features that provide protection without active participation (other than seat-belt use) by the driver or passenger.

Unfortunately when the highway-design engineers tried to apply the principle of "passive safety" to highway design, they enshrined practices that seemed to make sense for freeways and the interstate highway system. In the urban street context, though, those practices make little sense and ultimately decrease the safety margin for all street users, both drivers and pedestrians.

* The most egregiously harmful of these concepts have turned out to be the clear zone and sight distance formulae. According to Eric Dunnbaugh, a doctoral candidate in engineering, the idea of the clear zone originated with a GM researcher named Stonex. He determined that the majority of vehicles which left the roadway came to a stop within 30 feet and concluded that if all the obstacles within 30 feet of the roadway were removed, safety would improve. On freeways and high-speed, limited-access roads this concept may have had some merit.

* However when these concepts were applied to urban street design, the behavior of drivers, not considered in the passive safety scenario, has turned many urban streets into killing zones. The wide, flat open street



The wide, flat open street designs of the last 40 years have not increased safety; they have produced faster driving and more serious accidents.

designs of the last 40 years have not increased safety; they have produced faster driving and more serious accidents. When sight lines are increased, drivers go faster, hence need longer distances to stop, so sight lines are increased even more and more "obstacles" are removed from the roadside, and drivers feel "safe" in going even faster.

Because these ideas have been codified in what is known as the Green Book, many design engineers adhere religiously to whatever is written there, even when the preponderance of new research indicates that those recommendations have huge negative impacts in the urban context. Not only do these practices decrease safety, they harm property values, air and water quality and contribute to noise and light pollution.

The urban situation became so bad that the Federal Highway Administration embraced the concept of "Context Sensitive Solutions" and published a companion to the Green Book called "Flexibility in Highway Design." In its official "Very Few Goals" strategic plan, a top priority is getting all 50 state DOTs to embrace CSS by 2007.

Dunnbaugh, in his paper "Safe Streets,

Livable Streets," said:

"Just because a particular design solution enhances the safety of freeways and Interstates does not mean it also will enhance safety on other types of roads. Most urban streets have radically different operating characteristics than freeways, and the types of strategies that enhance safety along these roads appear to differ as well.

"Fortunately, many transportation professionals are beginning to rethink the current approach to road design, and are developing new strategies for addressing the twin goals of safety and livability. Hopefully, by understanding the relationship between design, driver behavior, and safety, we can design roadways that are not only safe, but also livable."

Why is this important to you?

Because the Municipality of Anchorage will ask you to approve between \$500 million and \$1 billion in road improvement bonds in the next 10 years. Increased taxes on your property will be necessary to repay these bonds. Getting the best return on that investment is a concern to all of us.

■ Frank McQueary is chairman of Anchorage Road Coalition.

Greatland Street promotion for transportation committee consideration

Mary Griswold [mgrt@xyz.net]

Sent: Thursday, June 13, 2013 12:03 PM

To: Francie Roberts; Department Clerk

-----Original Message-----

From: mgrt@xyz.net

Sent: Tuesday, June 11, 2013 4:50 PM

To: Carey Meyer

Cc: Mary Griswold ; Rick Abboud

Subject: RE: Greatland Street

Thank you very much for directions to find the 2005 Homer Area Transportation Plan.

It seems to me that the extension of Bartlett depends on acquisition of a lot of

right of way, including through an improved flag lot on Main Street.

Completing

Greatland Street would require no right of way acquisition and would also complement an eventual extension of Bartlett. The new restrooms at the corner of

Bartlett and Pioneer would not be harmed by completing Greatland now. This could

be a relatively inexpensive, immediate big improvement to traffic flow in the CBD.

> No one should be looking at the 1985 Streets and Roads Master Plan, since
> in 2005
> the City Council approved the 2005 Homer Area Transportation Plan. This
> new
> transportation master plan delineates recommended road improvements that
> would
> improve traffic circulation. It can be viewed at Public Works. I believe
> there is
> one at the Library and at City Hall. It is also on the City's website;
> see
> planning department documents page.

> This plan calls for the unimproved portion of Greatland Street to be
> vacated and
> Bartlett Avenue to be extended south of Pioneer Avenue and then east to
> Main
> Street.

> The Master Plan calls for this new road to continue east (thru what
> referred to a
> "Town Center") and connected into Hazel to form a new alternative E/W
> corridor.

> The Council has indicated interest in making the connection from Lake

> Street to
> Heath (along Waddell Street) as the first priority in constructing this
> proposed
> E/W corridor connection.
>
>
>

> From: Mary Griswold [<mailto:mgirt@xyz.net>]
> Sent: Tuesday, June 11, 2013 9:29 AM
> To: Carey Meyer
> Subject: Fw: Greatland Street
>
>
>

> Do you know why Greatland Street is not a priority for completing?
>
>
>

> From: Rick Abboud <<mailto:RAbboud@ci.homer.ak.us>>
>
> Sent: Tuesday, June 11, 2013 8:28 AM
>
> To: Mary Griswold <<mailto:mgirt@xyz.net>>
>
> Subject: RE: Greatland Street
>
>
>

> Hi Mary,
>
>
>

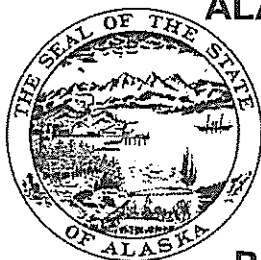
> Iâ€™m not sure I can give you an adequate reason why it is not a greater
> priority
> than it is. I am in agreement that the road should be completed in the
> near future.
> Our Streets and Roads Master Plan is a relic from the eighties before
> Greatland was
> much of an idea. I do know that project proposals are brought before the
> Transportation Committee and Public Works plays a large role in project
> proposal.
> Possibly there may be some technical issues as to why it has not come to
> the top
> yet. Planning does support and will propose an update to the Streets and
> Roads
> Master Plan which would provide some documented guidance to what is a
> priority.
>
>
>

> Rick
>
>
>

> From: Mary Griswold [<mailto:mgirt@xyz.net>]
> Sent: Monday, June 10, 2013 8:43 PM
> To: Rick Abboud
> Subject: Greatland Street
>
>
>

> I would appreciate it if you could let me know why Greatland Street is not
> a
> priority for completing. It would be a great north-south connector,
> especially
> because Save U More generates so much traffic. I have been unable to find
> any
> information about this possibility. Thanks a lot.
>
>

2016



ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

FACT SHEET

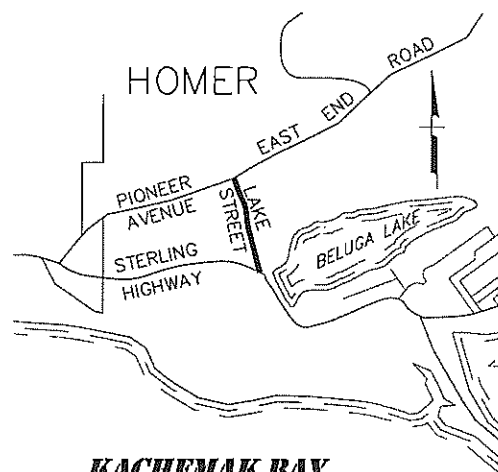


Homer Lake Street Rehabilitation Project No: EBL-MGS-MGE-0001 (422)/52461

Project Scope

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is proposing to rehabilitate Lake Street between the Sterling Highway and Pioneer Avenue/East End Road. The purpose of this proposed project is to rehabilitate the roadway pavement, improve pedestrian facilities on the west side of the road, and improve drainage. The proposed work may include:

- Rehabilitate 2,500 feet of failing pavement
- Add a bike lane to the west side. Impacts for a bike lane for the east side are being investigated.
- Re-establish existing ditches
- Improve drainage on the west side of Lake St.
- Replace existing cross-culverts, as needed
- Relocate utilities, as needed



Current Status

The geotechnical exploration, ground survey, and Right-of-Way survey are complete. The environmental document is underway, with an estimated completion of fall 2013. Once the environmental document is approved then final design efforts for the project will begin.

Schedule/Budget

Construction is expected to begin 2016, but is dependent upon completion of Right-of-Way Acquisition and other factors.

For more information contact:

Sean Baski, P.E., Project Manager
DOT&PF, Highway Design Section
Tel: 907-269-0547
E-mail: sean.baski@alaska.gov

Breanna Mahoney, Environmental Impact Analyst
DOT&PF, Environmental Section
Tel: 907-269-0536
E-mail: breanna.mahoney@alaska.gov

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Individuals with hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473. We can offer reasonable accommodations for special needs related to other disabilities.

Updated 7/15/13



ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

FACT SHEET

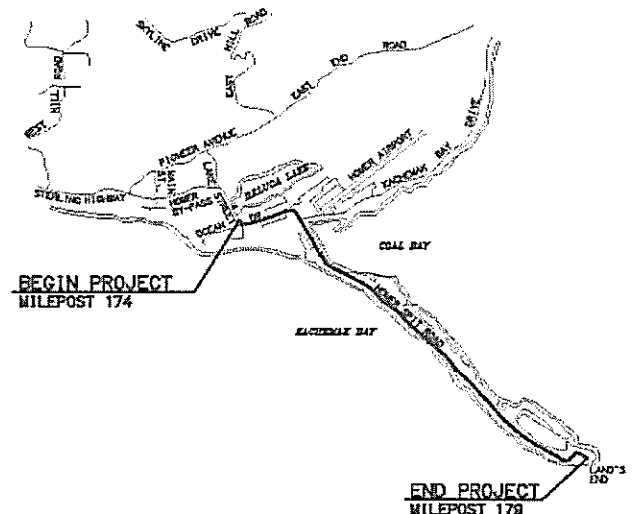
Sterling Highway MP 174-179 Pavement Preservation Project No: NH-0211 (059)/55260



Project Scope

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is proposing to rehabilitate Sterling Highway between Beluga Lake and Land's End on the Homer Spit Road. The purpose of this proposed project is to rehabilitate the roadway pavement, improve pedestrian facilities, and improve drainage. Specific improvements may include:

- Rehabilitate 5-miles of pavement.
- Repair shoulder failures due to erosion.
- Add a pedestrian crossing near Lake Street and improve existing crossing at Kachemak Drive.
- Re-establish existing ditches.
- Improve drainage through existing culverts.
- Replace signing and guardrail ends



Current Status

Design is 98% complete and we are preparing to request funding from FHWA for construction.

Schedule

Construction is expected to begin in 2014 with the adjacent Sterling Highway MP 173-174 Pavement Preservation project.

For more information contact:

Sean Baski, P.E.
Project Manager
DOT&PF, CR Highway Design Section
Tel: 907-269-0547
E-mail: sean.baski@alaska.gov

Kathy Shea
Environmental Impact Analyst
DOT&PF, CR Environmental Section
Tel: 907-269-0530
E-mail: kathy.shea@alaska.gov

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Alaska Department of

Transportation & Public Facilities

HSIP: STERLING HWY & MAIN ST (HOMER) **INTERSECTION IMPROVEMENTS** **AKSAS 55984**

Project Scope: The intersection will be upgraded to include a roundabout or signal.

Project Purpose: The purpose for this project is to increase intersection safety and reduce traffic congestion by installing a traffic roundabout or signal.

Project Schedule: Field studies are being conducted this fall. The environmental document is to be completed in 2014. Construction is anticipated for the summer 2015-2016 depending on impacts.

Project Contact: Carla Smith, P.E., ADOT&PF Traffic Project Manager, 269-0544, 4111 Aviation Avenue, Anchorage, AK 99502 or carla.smith@alaska.gov



Alaska Department of

Transportation & Public Facilities

HSIP: PIONEER AVE & MAIN ST OH BEACON **AKSAS 55889**

Project Scope: Install overhead all-way stop, flashing beacon at Pioneer Ave and Main Street intersection. This project will also upgrade stop control at the intersection.

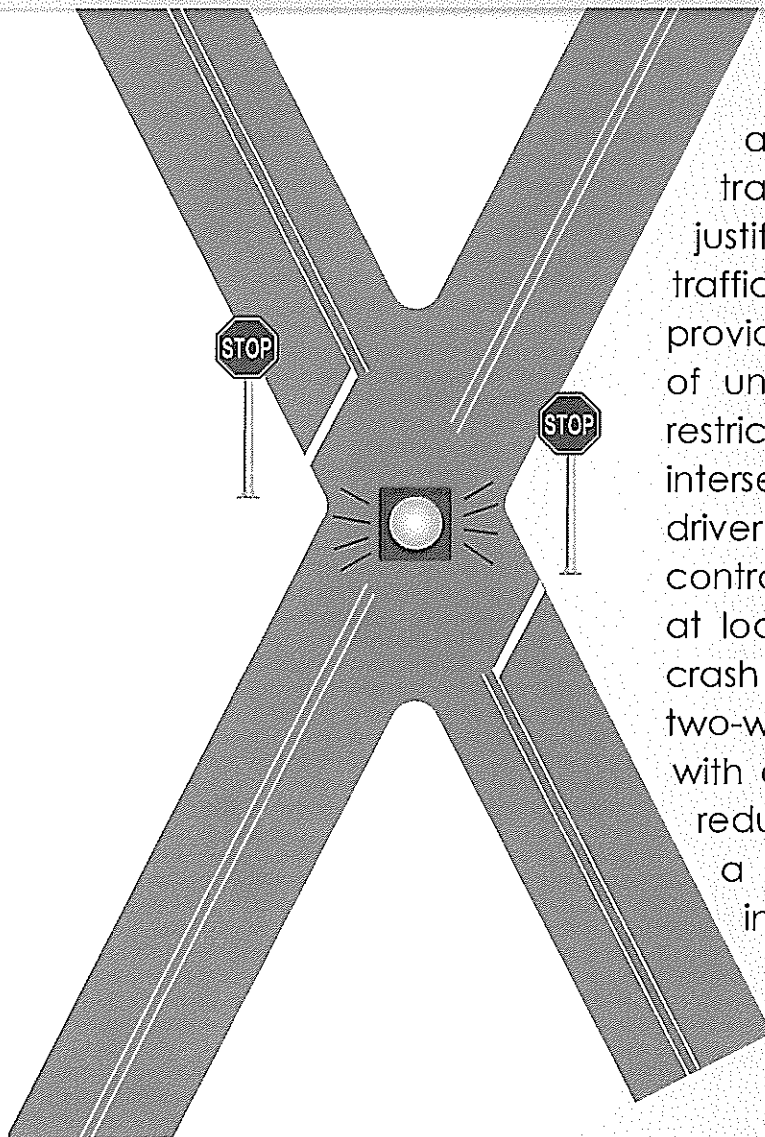
Project Purpose:

- 1.) Beacons provide a strong visual cue to traffic when approaching an intersection.
- 2.) Overhead beacons reduce the overall crash rate by 30% based on historical studies.
- 3.) There is enough evidence that OH beacons reduce collisions and are a good interim step in comparison to doing nothing until a much larger project makes improvements.

Project Schedule: The combined plan review will occur in the fall 2013 and the project will be advertised in 2014. Construction is anticipated in 2014 or 2015.

Project Contact: Carla Smith, P.E., ADOT&PF Traffic Project Manager, 269-0544, 4111 Aviation Avenue, Anchorage, AK 99502 or carla.smith@alaska.gov

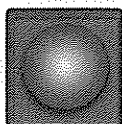
INTERSECTION CONTROL BEACONS



Intersection control beacons are installed at locations where traffic or physical conditions do not justify installation of a conventional traffic signal. They may be installed to provide advance warning to drivers of unexpected conditions (such as restricted sight distance, grades, or intersection skew) and to reinforce driver expectations. Intersection control beacons may be also installed at locations identified to have high crash rates. Supplementing a two-way stop controlled intersection with an intersection control beacon reduces crashes by 30%. Replacing a two-way stop controlled intersection with four-way stop control and a flashing beacon reduces crashes by 81%.

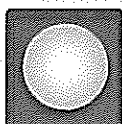
What the Flashing Signal Faces Mean

STOP!



You must come to a complete stop. Yield to cross traffic or pedestrians, then proceed when the way is clear.

CAUTION



You should slow down, look carefully for hazards and proceed with caution.



Homer East End Road, MP 3.75-5.5

Kachemak Drive
to Waterman Road

August 2013

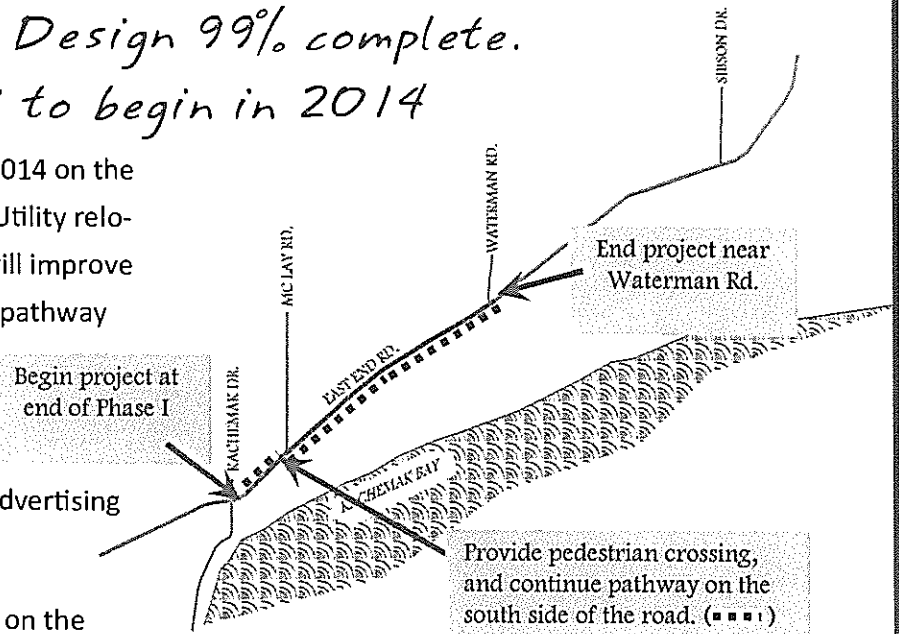
PROJECT UPDATE: Design 99% complete. Construction scheduled to begin in 2014

Road construction is anticipated to begin in 2014 on the Homer East End Road, MP 3.75-5.5 project. Utility relocation may begin in late 2013. This project will improve the road, add four-foot shoulders, and add a pathway from Kachemak Drive to Waterman Road. Right-of-Way acquisition is in the final stages, and project design documents are being finalized for project approval and advertising for construction.

As shown in the figure below, the pathway is on the north side of East End Road between Kachemak Drive and near McLay Road. At that point, a pedestrian crossing will be provided and the path will continue on the south side of East End Road to Waterman Road, where the current project will terminate.

Improving East End Road beyond this point will be dependent upon obtaining additional funding for the project.

Thank you for your interest in this project!



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Project Contacts

DOT&PF Project Manager:

Cynthia Ferguson, P.E.
DOT&PF Highway Design
P.O. Box 196900
Anchorage, Alaska 99519
P: 907-269-0589
F: 907-243-4409
cynthia.ferguson@alaska.gov

WHPacific Project Manager:

Louis Bassler, P.E.
WHPacific
300 W 31st Avenue
Anchorage, Alaska 99503
P: 800-478-4153 (toll-free)
F: 907-339-5327
lbassler@whpacific.com



Homer East End Road MP 12.5 to 19.6 and Old East End Road MP 0.0 to 1.9 Pavement Preservation

Alaska Department of
Transportation & Public
Facilities

August 2013

What is planned?

The Homer East End Road Pavement Preservation project proposes to repave East End Road from the intersection of Old East End Road and East End Road (MP 12.5) to the end of pavement (MP 19.5), and repave the entire length of Old East End Road. Minor structural repairs will be made to the roadway. Also included in the project are new signs and new pavement markings.

What is happening now?

Highway Design staff at the Alaska Department of Transportation & Public Facilities (the Department) have completed design of the Project and anticipate advertising the project for competitive construction bids in fall, 2013.

When will construction begin?

The construction date is anticipated to begin summer 2014.

For more information contact:

Cynthia Ferguson, PE
Cynthia.Ferguson@alaska.gov
(907) 269-0589

What is the estimated project cost?

The latest estimated costs are as follow:

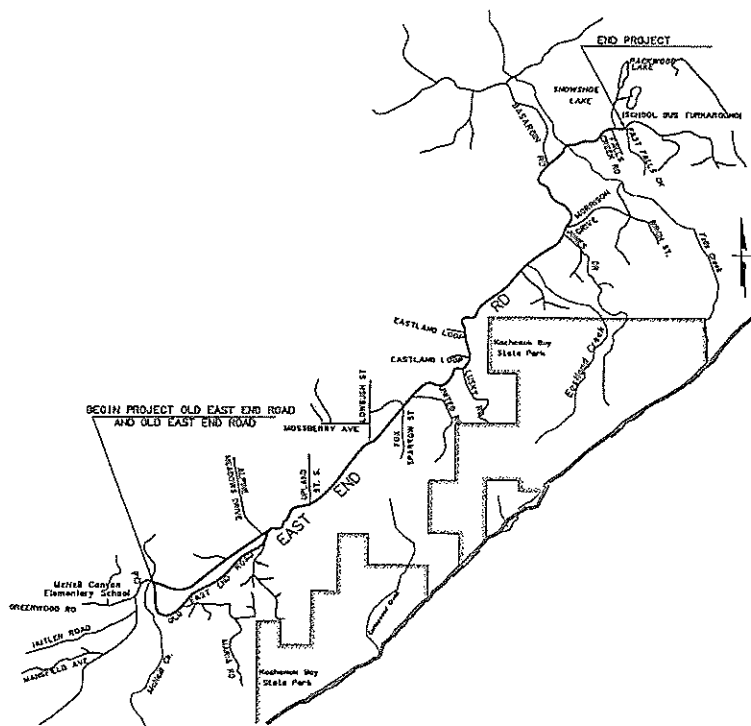
Utility Relocation	\$20,000
<u>Construction</u>	<u>\$6,000,000</u>
Total	\$6,020,000

Key Project Elements:

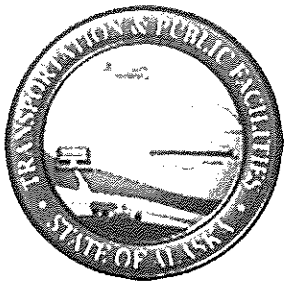
- New Pavement for East End Road MP 12.5 to 19.6
- New Pavement for Old East End Road

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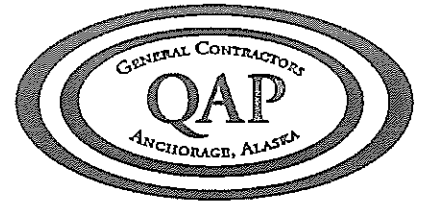


(NOT TO SCALE)



Sterling Hwy MP 150 to 173, Pavement Preservation

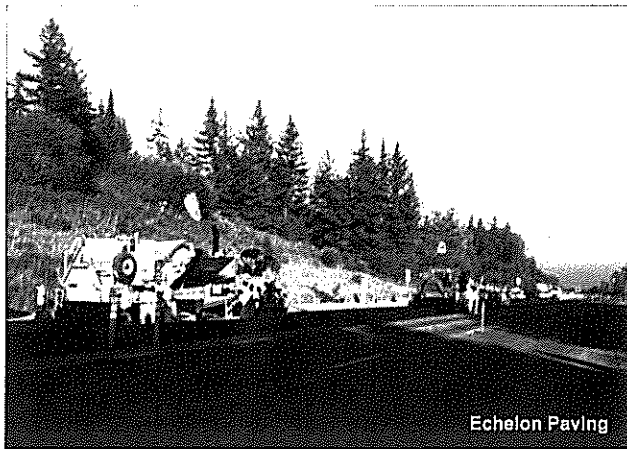
NH-0211(057)/54140 & NH-0211(058)/54130



Project Update

8.05.2013

The scope of the project is to resurface the Sterling Highway from Tall Tree Avenue (Milepost 150) to Pioneer Avenue (Milepost 173). The scope also includes installing ADA ramps, signs, and inlaid striping.



The Project is approximately 50% complete. So far this season, 251,000 Square Yards of existing roadway has been planed or pulverized and 28,750 tons of asphalt has been paved.

Homer Area

- Paving in Homer is complete.
- Striping is scheduled to begin the week of August 12TH.

Anchor Pt to Homer

- Pulverizing of the existing asphalt and grading are scheduled to be complete this week.
- Paving is scheduled to be complete mid next week.

North of Anchor Point

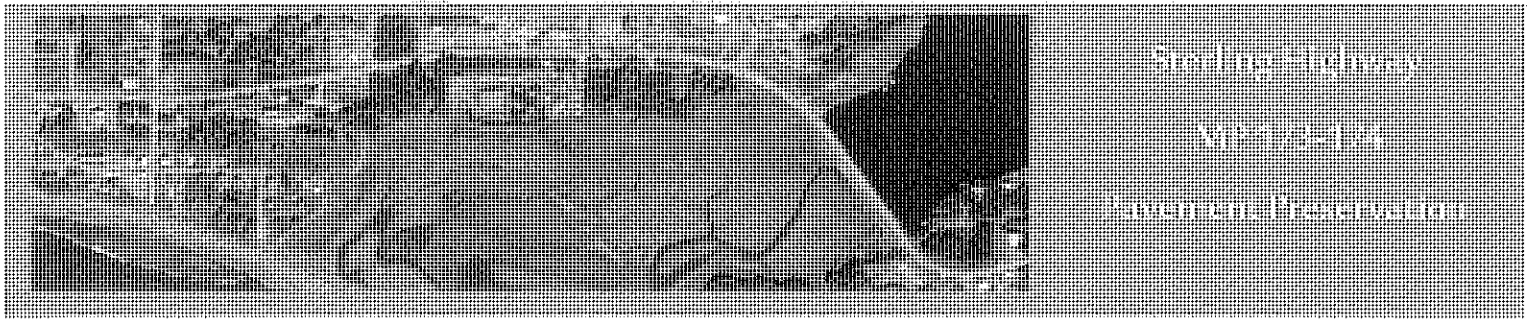
- Pulverizing and paving operations will begin here, once they are complete from Anchor Pt to Homer.



Hours of operation are 24 hours per day, 2100 on Sunday to 1200 on Friday, and Friday night from 2200 to 0800 on Saturday.

While traveling through the project, be alert for flagger and pilot car operations, as well as the reduced speed limit. Expect delays.

The project is anticipated to be complete on September 15TH.



Sterling Highway

MP 173-174

Pavement Preservation

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), plans to repave the Sterling Highway from MP 173 to 174 in Homer, Alaska. This 1-mile long section of roadway has failing pavement and is in need of repairs.

Preventive maintenance, such as milling and repaving, is necessary to ensure proper performance of transportation infrastructure. When properly used, preventive maintenance is a cost-effective way of extending the service life of a roadway.

Project Schedule

Survey work is complete and the project team is preparing the environmental document and design plans. This project is anticipated to be constructed in 2014, but may extend to 2015.

This project may be constructed with the Sterling Hwy MP 174-179 Pavement Preservation project, which meets up with this project and extends to the end of the Homer Spit.

Frequently Asked Questions

Q: Will the road look any different after the project is complete?

A: The road corridor will essentially look the same. Preventive maintenance projects focus on improving the functional condition of the roadway. This work could include pavement reconditioning and guardrail, drainage, ADA improvements, signage, and striping upgrades. Preventive maintenance is a cost-effective way to extend and preserve the life of highway infrastructure by addressing the roadway corridor before a major rehabilitation or reconstruction is needed.

Q: Will you have to acquire private property to make these improvements?

A: No, all work is anticipated to occur within the existing right-of-way.

Q: Will there be changes to the traffic patterns during construction?

A: Most Alaskans are accustomed to summer road construction impacting their travel plans, and the same should be expected when we repave this segment of the Sterling Highway. The traveling public should anticipate minor delays and reduced speeds while the road improvements are being performed.

To learn more about the project, contact one of the team members:

Kelly Kilpatrick, P.E.
Project Manager
DOWL HKM
907-562-2000
kkilpatrick@dowlhkm.com

Lesley Lepley
Public Involvement Planner
DOWL HKM
907-562-2000
llepley@dowlhkm.com

Sean Baski, P.E.
Project Manager
DOT&PF Central Region
907-269-0547
sean.baski@alaska.gov

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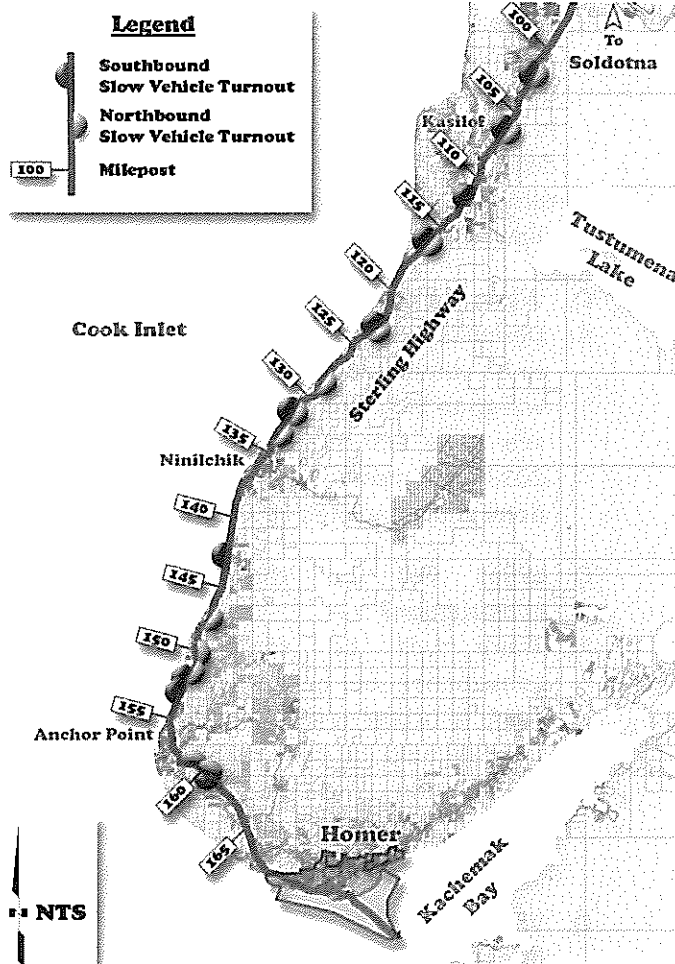
Individuals with hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

We can offer reasonable accommodations ⁵⁷for special needs related to other disabilities.





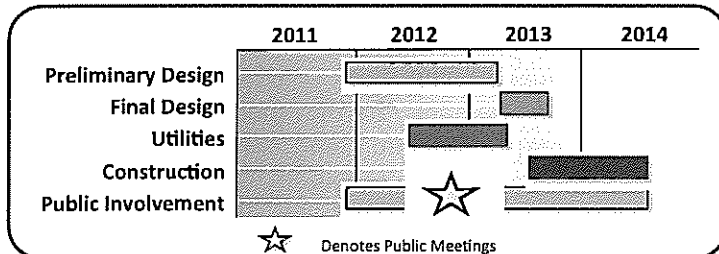
PROJECT FACT SHEET



The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is planning to add 22 slow vehicle turnout (SVT) lanes on the Sterling Highway between Soldotna (near Milepost (MP) 102.7) and Homer (near MP 160.3). Slow vehicle turnouts are pull out areas designed for use by slow-moving vehicles, enabling them to pull over safely and allow faster traffic to pass. The purpose of the project is to mitigate the number of head-on and rear-end crashes that occur near the selected turnout sites.

Slow Vehicle Turnouts Proposed Locations	
Approx. Milepost	Direction
102.7	Northbound and Southbound
105.4/105.8	Northbound and Southbound
112.2	Southbound
116.5/116.4	Northbound and Southbound
123.5	Northbound and Southbound
128.3	Northbound
131.4	Northbound and Southbound
132.7	Northbound
142.6	Southbound
146.8	Northbound
149.6	Northbound
151.5	Northbound and Southbound
152.8	Southbound
159.0	Northbound
160.3	Northbound and Southbound

Project Schedule



CONTACT INFORMATION

Kevin Jackson, PE
DOT&PF Project Manager
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(907) 269-0641



FREQUENTLY ASKED QUESTIONS

Q. How were the locations of the slow vehicle turnouts selected?

A. The locations for the selected turnouts were chosen based on a variety of factors, including crash areas of influence, frequency of opportunities, available sight distance to safely re-enter the highway, available right of way, minimal utility and environmental impacts, and topography which favors slowing, stopping, and re-entering the stream of traffic.

Q. What is the difference between passing lanes and slow vehicle turnouts?

A. Slow vehicle turnouts are areas where slow moving vehicles can pull off the road and allow faster traffic to pass. Slow vehicle turnouts are not intended for travel and vehicles may need to come to a stop before there is a sufficient gap to allow a safe re-entry into the traffic lane. Vehicles re-enter the main road as if they were entering from a dead stop. There is not sufficient room in the turnout to accelerate and merge into traffic.

Q. Why aren't passing lanes being considered?

A. Passing lanes would be a great improvement to the Sterling Highway and it is part of DOT&PF's long term goal to incorporate them along the Sterling Highway. Unlike slow vehicle turnouts, however, passing lanes are designed so that slower vehicles can maintain their speed while being passed. Passing lanes are longer so that vehicles can merge back into the travel lane when the passing lane ends. Because passing lanes require more length, they are difficult, and much more expensive, to add to existing highways. Because slow vehicle turnouts are shorter, they are easier to incorporate.

Q. How much will this project cost?

A. At this point in the design, the estimated cost of construction is \$7.0 million. As the design develops, this number will be refined. The project is being funded through the **Highway Safety Improvement Program (HSIP)**. This is a federal program that funds safety improvement projects. Locations with an identifiable crash pattern that can be corrected with an

engineering solution are nominated to receive funding from the program.

Q. Will parking be allowed at the turnouts?

A. No. Vehicles parked in the turnouts make it difficult for slow moving vehicles to use them. In certain areas, however, there may be designated short term parking adjacent to the turnout. Overnight parking will not be allowed.

Q. When will the project be completed?

A. Design is currently underway and is expected to be completed in Spring 2013. The project will go to bid in mid to late summer. You may see some activity beginning in the Fall of 2013, but most of the construction will be done and completed in 2014.

Q. What will be the impacts during construction?

A. There will be some delays during construction, but because the majority of the work is occurring off the side of the road, there should be minimal disruption during construction. The DOT&PF and the selected Contractor will keep you informed of delays and closures.

Q. Will you be adding turn lanes at any intersections?

A. No. This project is funded through the Highway Safety Improvement Program (HSIP). This is a federal program that funds projects geared specifically at reducing the number and severity of crashes. We must first demonstrate that there is a documented crash problem, and secondly, that the proposed improvements will have an impact on decreasing severe crashes. We reviewed the crash history at intersections in the corridor and found that the number and severity of crashes is not high enough to warrant improvements as part of the HSIP.

**CITY OF HOMER
HOMER, ALASKA**

Burgess/Roberts

RESOLUTION 13-078(S)(A)

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, DIRECTING THE CITY MANAGER TO PROPOSE PROJECTS THAT UTILIZE THE FUNDS IN EXCESS OF \$3 MILLION DOLLARS IN THE HART FUND AND FUNDS IN EXCESS OF \$3 MILLION DOLLARS IN THE HAWSP FUND FOR CONSIDERATION OF THE HOMER CITY COUNCIL.

WHEREAS, The voters of the City of Homer established the HART (Homer Accelerated Roads and Trails Program) fund and the HAWSP (Homer Accelerated Water and Sewer Program) fund; and

WHEREAS, These funds accrue a predetermined portion of the sales taxes for the purpose of road improvement and sewer/water improvements; and

WHEREAS, When the balance of these funds exceed \$3 million dollars for the HART fund and \$3 million dollars for the HAWSP fund, this excess money sitting in the bank is not useful for the taxpayers; and

WHEREAS, The City of Homer administration knows of projects that need addressing; and

WHEREAS, The City Council of Homer has established a CIP project list; and

WHEREAS, The City Manager can propose projects to be considered with the excess funds; and

WHEREAS, The City Council of Homer can determine the best use of these excess funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, directs the City Manager to propose projects that utilize the funds in excess of \$3 million dollars in the HART fund and funds in excess of \$3 million dollars in the HAWSP fund for consideration of the Homer City Council at least once per fiscal year, or more often as the City Manager may see fit.

BE IT FURTHER RESOLVED that project proposals for use of HART or HAWSP funds must include at least two alternative projects meeting some or all of the City's guidelines for merit of projects outlined in the Homer City Code.

PASSED AND ADOPTED by the City Council of Homer, Alaska, this 12th day of August, 2013.

CITY OF HOMER

MARY E. WYTHE, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: N/A