

Chairman
Tom Bailer

Commissioners
David Reggiani
John Greenwood
Tom McGann
Scott Pegau
John Baenen
Roy Srb

City Planner
Samantha Greenwood

Assistant Planner
Shannon Joekay

PLANNING COMMISSION SPECIAL MEETING
MAY 29, 2013 @ 6:30 PM
NOTE LOCATION CHANGE
CITY HALL CONFERENCE ROOM

AGENDA

1. CALL TO ORDER

2. ROLL CALL

Chairman Tom Bailer, Commissioners David Reggiani, John Greenwood, Tom McGann, Scott Pegau, John Baenen and Roy Srb

3. APPROVAL OF AGENDA (voice vote)

4. DISCLOSURES OF CONFLICTS OF INTEREST

5. COMMUNICATIONS BY AND PETITIONS FROM VISITORS

a. Audience comments regarding agenda items (3 minutes per speaker)

6. NEW/MISCELLANEOUS BUSINESS

a. Safe Routes to School Discussion.....(Pages 1-7)

(May include a site visit to 3rd Street and 5th Street proposed locations, between Adams Avenue and Lake Avenue)

b. North Fill Boat Ramp expansion discussion.....(Pages 8-9)

7. AUDIENCE PARTICIPATION

8. COMMISSION COMMENTS

9. ADJOURNMENT

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Memorandum

To: Planning Commission

Thru: Planning Department Staff

Date: May 6, 2013

Re: Safe Routes to School

BACKGROUND:

2/13/2013 - P&Z meeting public input and discussion by commission

4/09/2013 - P&Z meeting questions were developed for engineer, public input was heard, commissioner's discussion and staff asked to look at 5th street as an option

The questions that were developed for the engineer at the 4/9/2013 meeting have been addressed and are included as an attachment.

The survey work is being done and I hope to speak with Leo prior to the meeting to get his initial take on the results.

The 5th Street Right of Way (ROW) is 60 feet wide and the length from Lake Avenue to Adams Avenue is 250 feet. Currently there is a user made trail going up the ROW from Lake to Adams. The elevation drop from Adams to Lake is 40 feet of drop. From Adams to Lake is 26 feet of drop. The grade from the top of Adams to the bottom to the sidewalk on Lake via 5th street is 16%, the grade from Adams to Lake Avenue sidewalk via 3rd street is 10%.

We have contacted the Utility Companies for a locate. CEC and GCI have utilities that would need to be considered. CTC stated that they did not have any concerns.

I have talked with the public works director and the streets foremen. They are both willing to attend the site visit and will discuss their concerns/options that are listed below:

1. The snow dump will need to be adjusted and possibly some sort of barrier built to eliminate the possibility of snow being pushed over the hill to the houses below.
2. They will need to address the time frames of having the snow plowed prior to school opening. Currently they do not clear from east side of 3rd Street to the end of Adams before school opens; the crews come back and pick up that area.
3. There is a water and sewer line running down the ROW.

The reasons 5th Street was eliminated as an option during the original process are listed below:

- 5th Street is not the most traveled road by walkers and bikers;
- 5th Street was seen as a darker route;
- 5th Street is more isolated.

We talked to the State about the possibility of modifying the current grant and other general questions: his email and answers are attached.

At this meeting the information provided should allow a discussion of the 5th Street option and its feasibility versus the current 3rd Street option. Staff would ask for further direction after the discussion has occurred.

Hello Sam,

I am working on your safe routes to school project.

Please see below for answers to your project questions:

1. Are vertical curbs safer than rolled curbs in regards to an out of control vehicle?
[Yes, a vertical curb will better deflect the out of control vehicle away from the sidewalk or pathway. But rolled curbs are designed to allow a vehicle to drive over them.](#)
2. Why was an 8 foot sidewalk width decided on? 6 feet with 2 foot curb?
[All sidewalk is to be 6 foot in width. The rolled curb is another 2 feet.](#)**[Samantha Greenwood]** The commission was wanted to why a 6 foot sidewalk and 2 foot curb was chosen? Versus 5 feet and 2 feet? Is this a regulation?
3. Did the engineers look at a one way street up Third? Is there an advantage to one way traffic up the hill? (neighbors feel they would not be able to get up the hill in the winter)
[No. That is outside the scope of this project to change the traffic patterns on a residential street.](#)
4. From what Josh told me there wasn't an actual survey done of third street. If the property lines are close to where the photos shows them in the pdf (a neighbor said they were right on, I don't know the accuracy difference between the photo and the parcel data but in the past it has been close) will the road have to be expanded on the west side if an 8 foot sidewalk is built on the east side? It appears that there is about 25 feet of existing pavement.
[If 6 foot sidewalk is built on the east side it will be beyond the limits of the existing pavement. If there is not enough ROW on the east side, the west side of third street could be re-examined.](#)
5. Where you asked to evaluate 5th street which is a platted ROW that does not exist on the ground and if you were can you summarize your findings.
[To my knowledge we were never asked to evaluate 5th street. It is a fair distance from the school.](#)

Response for clarification

1. Why was an 8 foot sidewalk width decided on? 6 feet with 2 foot curb?
[All sidewalk is to be 6 foot in width. The rolled curb is another 2 feet.](#)**[Samantha Greenwood]** The commission was wanted to why a 6 foot sidewalk and 2 foot curb was chosen? Versus 5 feet and 2 feet? Is this a regulation? **[USKH] Regulations say that sidewalk should be a 5 foot minimum, but we prefer a 6 foot width to help negotiate the hill.**

Hi Shannon:

I am looking into your questions, and have some information to share.

What would we have do on third Street to modify this grant to include 5th ?

The grant, as the time it was made, came with a scope of work as per the application, project agreement and (NTP) award documents. The environmental review, including historic, may not have included the scope of these projects. So this may be a significant scope change. I have checked with Dwayne Adams FASLA, at USKH, and he will forward information to me shortly.

I spoke with DOTPF ROW Engineer in Fairbanks. Basically their concerns and suggestions to proceed are as follows:

1. May need to modify the Special Use Permit DOTPF issued to the city, as tentatively approved, prior to submittal of final documents. Special use Permit includes constructing improvements in the Lake Street Right-of-way. (Lake Street right-of-way) City would need to submit engineering documents for 5th street that contain similar information as per original submittal on 3rd street, to include:
 - structures,
 - drainage top and downslope addressed, and
 - how does it change drainage/connection at Lake Street?
2. Develop new cost estimates, specifications, and designs as needed for permitting and construction documents for project completion
3. Revise SRTS Grant to adjust funding for new scope of work and/or modify as needed (Project Revision Form, attached)

There would not be any reason to do any sidewalk construction on 3rd and the raised cross walk would be move to 5th h

Looking back on old emails we received at the time, there were reasons, that Third street was pursued as a more likely option. Some of those included: “although 5th St was originally seen as an option, it was not pursued because it is not the most traveled road by walkers and bikers, it was seen as a darker route, (unless the city puts up appropriate street lights) and it is more isolated.” Could those concerns be addressed through a route up 5th street? Can a better plan be crafted while moving current improvements forward? What time frame may be appropriate and possible?

Would you still want to do the raised crosswalk, if it were on 5th and not on 3rd?

Can we use the surveys and data that were collected for the current grant if we have to apply for a new grant?

Yes, but a qualified Yes. I believe Kathy Zamudio completed a second one last fall but may not have the data tabulated yet. The Parent and Child travel tally's can be done, (and should be) after completing a significant part of the SRTS plan of activities or projects. Kathy has been delivering a Non-infrastructure safety program with the kids

including Safety Patrol and many other bike and pedestrian safety activities. Some of the results of this effort may show up in current surveys.

If we have to apply for a new grant and could not make the May 31, cut off what is the next time frame?

We may have a grant application opening by August 30 but not sure yet. Please consider the current grant application period through to request funding as remaining funds will face more competition as time goes on.

Can a community have more than one safe rout infrastructure grant at one time? YES

I hope that this answers some of your questions. I have a few in here too. Please let us know how you would like to proceed.

Thanks,
Steve

5/7/13

Shannon,

Thank you for allowing me to discuss potential hazards which may become relevant in your future plans on the Safe Route Program you are preparing for. My on-site evaluation I made with you indicated the property proposed on 5th street would involve possible stairs, a lighted covering of the pathway, and the actual width of the walkway. My concerns with this proposed walkway would be the accessibility of bicycles which many school children use and ADA usage for anyone who might need handicap access. You did indicate the walkway would be covered but would the covering be adequate during snow periods and would have to be maintained by a city worker for snow removal. Would this area have sufficient lighting for individuals to see during darkness and what type of lighting would be used to prevent criminal mischief occurring to the actual lighting hardware? I would also suggest some type of barriers being placed at each end of this structure preventing any motorized traffic such as four wheelers using it. This same thought must be considered for emergency personal such as police or fire to access a person and be able to transport them to an ambulance or safety vehicle. I am reluctant to approve this area and design as of this time.

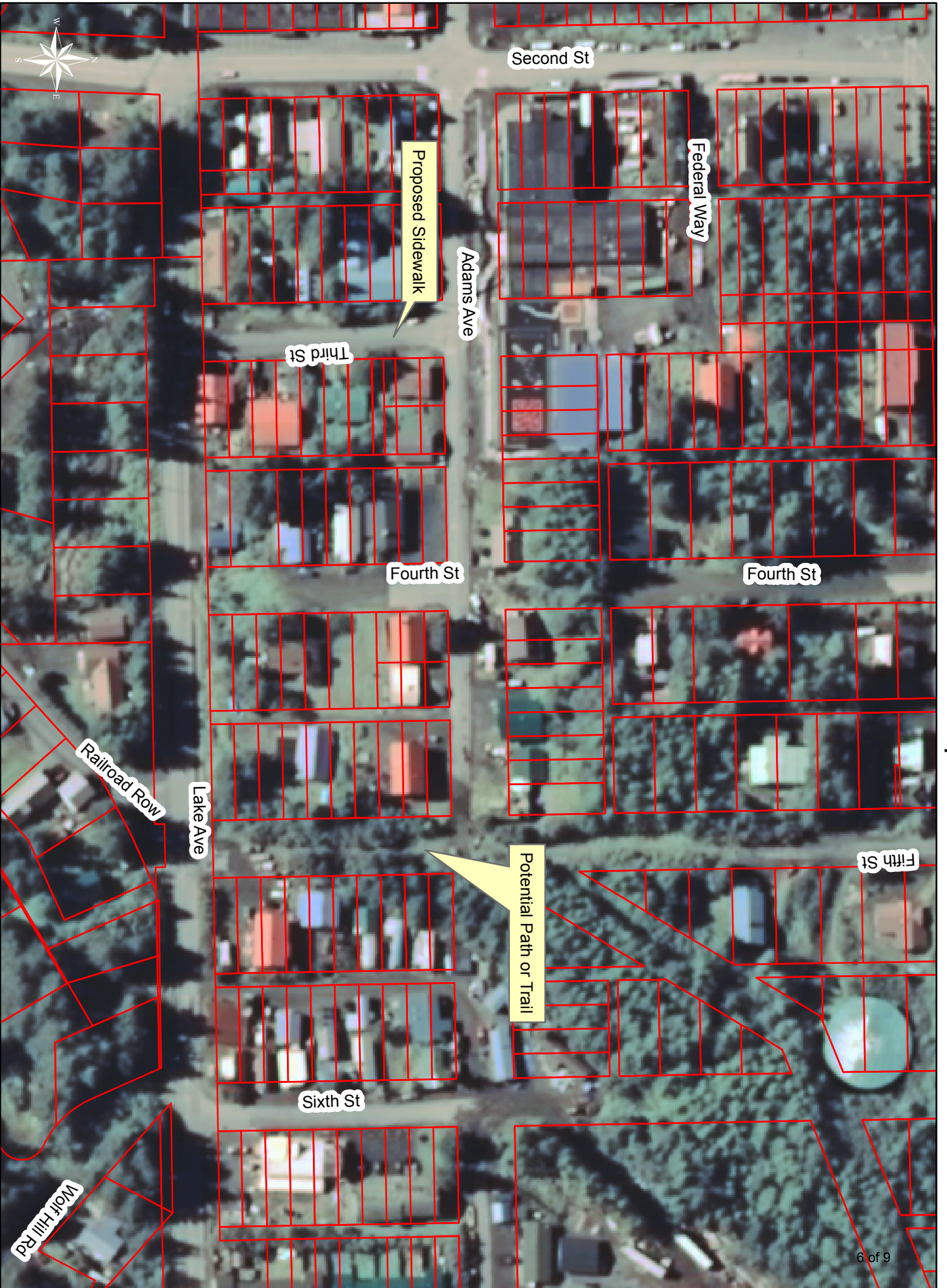
My second observation on the 3rd street was during the release of the local elementary school which had children exiting from the front of the school and crossing at a marked cross walk with safety guards in attendance and assisting the crossing of the children. The children were immediately crossing and walking downhill on 3rd street on the west side of the roadway where there is currently buried cabling preventing the installation of concrete walkways. The school children would then access Lake Avenue in either direction with walkways and be in well-lit areas. My recommendation would be to install a guard rail system along the west side of 3rd street which would act as a barrier to any vehicular traffic and have a path way for the school children whether they would be walking or riding a bicycle or being in a handicapped device. The pathway could be asphalt paved using bricking at specific points if public works employees needed to access the underground cabling. Snow removal during the winter months would have to be considered and could possibly be cleared with a snow blower machine or bobcat if the pathway was wide enough. This would also be less money spent for this project verses the project on 5th street.

Thanks Shannon and hope this helps out.

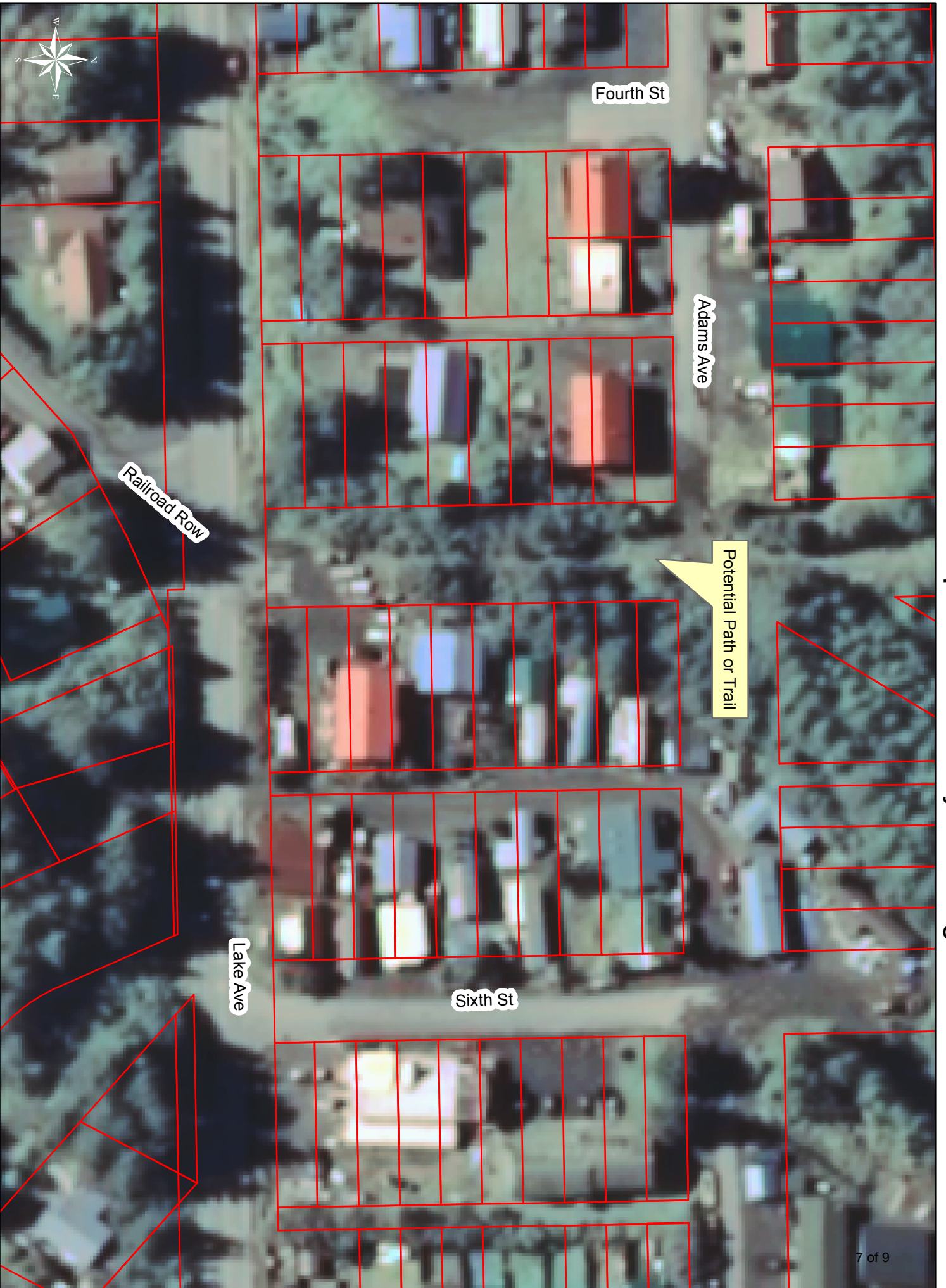
Regards,
George

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Safe Routes to School Options



5th Street Option: 60' wide by 250' long



Memorandum

To: Planning Commission
Thru: Planning staff and Harbormaster
Date: May 24, 2013
Re: Expansion of Boat Ramp at North Fill Area

BACKGROUND:

The new floating boat ramp is a great addition to the North Ramp Area and is being used on a regular basis. While the current ramp does allow for landing craft access, it is limited by tide levels and the size of the landing craft. There has been some discussion of expanding the North Fill Ramp to include an additional ramp that would accommodate larger landing crafts and expand the usage of the ramp through more of the tide cycle.

This meeting will include a discussion by the commissioners on the idea and process, if applicable, to move the project forward.



- Area A Maintenance
- Area B Long Term Storage
- Area C Trailer Parking
- Area D Vehicle Parking
- Area E Permitted Trailer Storage
- Area F 72 Hour Boat and Trailer
- Area G 24 Hour Boat and Trailer
- Area H Permitted Trailer

Scale: 1" = 50'-0"

