City of Kodiak
LONG-RANGE TRANSPORTATION PLAN

FINAL
December 2022

Prepared for:

710 Mill Bay Road
Kodiak, AK 99615

Prepared by:

Bristol
ENGINEERING SERVICES COMPANY, LLC

111 W. 16th Avenue, 3rd Floor
Anchorage, AK 99501

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ACRONYM LIST

AAC	Alaska Administrative Code
ADF&G	Alaska Department of Fish and Game
ADOE	Alaska Department of Education and Early Development
ADOT&PF	Alaska Department of Transportation and Public Facilities
AMHS	Alaska Marine Highway System
ANTHC	Alaska Native Tribal Health Consortium
AS	Alaska Statute
ATV	all-terrain vehicle
BIA	Bureau of Indian Affairs
Bristol	Bristol Engineering Services Company, LLC
CFR	Code of Federal Regulation
City	City of Kodiak
DCCED	Alaska Department of Commerce, Community and Economic Development
FAST	Fixing America's Surface Transportation Act
FFY	federal fiscal year
HUD	U.S. Department of Housing and Urban Development
KATS	Kodiak Area Transit System
KEA	Kodiak Electric Association, Inc.
KIB	Kodiak Island Borough
LRTP	Long-Range Transportation Plan
mph	miles per hour
PL	Public Law
STIP	Statewide Transportation Improvement Program
USCG	United States Coast Guard
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service

1.0 INTRODUCTION

1.1 PURPOSE

Bristol Engineering Services Company, LLC (Bristol) has developed this Long-Range Transportation Plan (LRTP) on behalf of the City of Kodiak (City). The purpose of the LRTP is to identify the transportation goals and needs of the community of Kodiak, Alaska, as well as to determine planning strategies to address future land use, economic development, traffic demand, public safety, and the health and social needs of the community for the next 20 years. The LRTP describes the existing and proposed transportation system and addresses not only transportation improvements anticipated over the next 20-year horizon, but also short-range and mid-range strategies. This LRTP also serves to organize and prioritize City transportation maintenance activities. The City's goal is to develop and maintain a transportation system that will ensure the safe movement of people and goods, while also promoting economic development and maintaining and/or preserving the quality of the local environment.

Although this plan provides an overview of all transportation systems and modes, including road, rail, air, water, pedestrian, and public transportation, this plan's focus is the road network since it necessitates a significant portion of the City's budget and resources, and is also the highest need at this time. The City has developed additional planning documents related to transportation including the *Kodiak Waterfront Master Plan* (in process, 2022) and the *Kodiak Pedestrian Pathways Plan* (April 2017).

1.2 MISSION

> *"The City of Kodiak Public Works Streets Division is committed to maintaining and repairing the complex network of streets, sidewalks, traffic control devices, stairways, storm drainage facilities, and street appurtenances throughout the City. We are committed to constantly training our personnel to ensure that these systems are maintained in the best condition possible. The safety of the general public in the use of these systems is of paramount importance" (City, 2021).*

1.3 PARTNERS

One goal of this LRTP is to foster partnerships that will provide collaborative planning for future projects and leverage resources to improve the operations of local transportation systems. The following partners contributed to this plan:

1.3.1 Sun'aq Tribe of Kodiak

The Sun'aq Tribe met with the City of Kodiak during the kickoff meeting for this plan. They explained their transportation goals for the community and provided information about their upcoming transportation projects. The Tribe and City have existing agreements include City roads on the Tribe's National Tribal Transportation Facilities Inventory (NTTFI) through the Bureau of Indian Affairs. By listing transportation facilities in the NTTFI, the Tribe can commit Tribal Transportation Program funds (also known as Tribal Shares) to maintenance

and construction activities of those facilities, as available. The Tribe and City expressed interested in including the City's Port and Harbor facilities on the NTTFI.

1.3.2 Kodiak Island Borough

The Kodiak Island Borough (KIB) is an important partner because they own many roads that connect to City roads, creating the need for collaborating on road maintenance and improvement projects. The KIB also maintains a comprehensive GIS mapping database of Kodiak. They provided data that was used to develop new road maps for this plan including road centerlines, property lines, extended data for each roadway, and aerial imagery. The City plans to continue this partnership to enhance efficiency of data sharing and management, and ensure transportation projects continue to meet the needs of the community.

1.3.3 Alaska Department of Transportation

The Alaska Department of Transportation and Public Facilities (ADOT&PF) owns and maintains a handful of roads on Kodiak Island. Kodiak falls within the Southcoast region of ADOT&PF. In addition, ADOT&PF has many resources that can benefit the City's transportation department including funding opportunities, construction specifications, training, data, safety programs, historic project information, and more. For this plan, they provided traffic count data and crash data.

1.3.4 Federal Highway Administration

The Federal Highway Administration (FHWA) is a government agency and another important transportation partner. The FHWA provides transportation laws and regulations, funding opportunities, training resources, safety programs, case studies, design standards, and more.

1.4 Document Contents

Long-Range Transportation Plans are required for States, Metropolitan areas (population exceeding 1,000,000), and Federally Recognized Tribes if they participate in the National Tribal Transportation Program. A separate federal regulation exists for each of these entity types that describes the requirements for what needs to be included in the LRTP, for example, 23 CFR §450.216 is for States (*Development and content of the long-range statewide transportation plan*); 23 CFR §450.324 is for Metropolitan areas (*Development and content of the metropolitan transportation plan*); and 25 CFR §170.411 is for Tribes (*What should a long-range transportation plan include?*). There is no required format for a city or municipality developing a local long-range transportation plan, but the contents should generally include the following:

(a) An evaluation of a full range of transportation modes and connections between modes such as highway, rail, air, and water, to meet transportation needs;
(b) Trip generation studies, including determination of traffic generators due to land use;
(c) Social and economic development planning to identify transportation improvements or needs to accommodate existing and proposed land use in a safe and economical fashion;

(d) Measures that address health and safety concerns relating to transportation improvements;
(e) A review of the existing and proposed transportation system to identify the relationships between transportation and the environment;
(f) A prioritized list of short- and long-term transportation needs; and
(g) An analysis of funding alternatives to implement plan recommendations.

This LRTP is formatted with five main sections, as follows:

1.0 INTRODUCTION
- Describes the purpose, mission, and format of the plan.

2.0 REGULATIONS AND PLANNING
- Describes existing regulations, planning documents, and upcoming development and projects that are important to consider for transportation improvements in Kodiak.

3.0 EXISTING TRANSPORTATION SYSTEMS
- Provides an overview of the existing Kodiak transportation system, including roads, pedestrian facilities and trails, public transportation, water transportation, and air transportation.

4.0 TRANSPORATION PRIORITIES
- Identifies the transportation needs and priorities for short-range (1-5 years), medium-range (6-14 years), and long-range (15-20 years) planning horizons.

5.0 NEXT STEPS
- Provides resources and processes to help implement the priorities identified in Section 4.0.

1.5 SITE VISIT

Bristol performed a site visit in August 2021 which began with a Project Kickoff Meeting. The kickoff meeting included representatives from the City and Sun'aq Tribe of Kodiak. Bristol engineers performed a cursory site inspection of each roadway within the City boundary, noting existing conditions and taking photographs. The Project Kickoff Meeting minutes and Trip Report are provided in Appendix A.

1.6 PUBLIC INVOLVEMENT

As part of the comprehensive planning process for this LRTP, the City has identified the community's transportation priorities and goals through public involvement including a public meeting and public survey.

Due to the relatively low participation in the public involvement, the results and feedback received may not be representative of the entire community of Kodiak. However, the comments provided by those that did participate may still be valuable for City consideration.

1.6.1 Public Meeting

A public meeting was held at the Kodiak Public Library on Wednesday March 9, 2022, from 5:30 to 7:00 PM. Bristol gave a presentation about the Draft LRTP. Thirteen people attended the meeting in person, while others may have tuned into the live recording online. At the meeting, residents had the opportunity to comment on the draft plan, comment on local transportation needs, and ask questions. The meeting was advertised on the City's website and with flyers posted in public places. The Draft LRTP was available online for review. Public meeting documentation is provided in Appendix B, including minutes, advertisements, handouts, and presentation slides. Several comments were received before and after the public meeting, which are also included in the appendix.

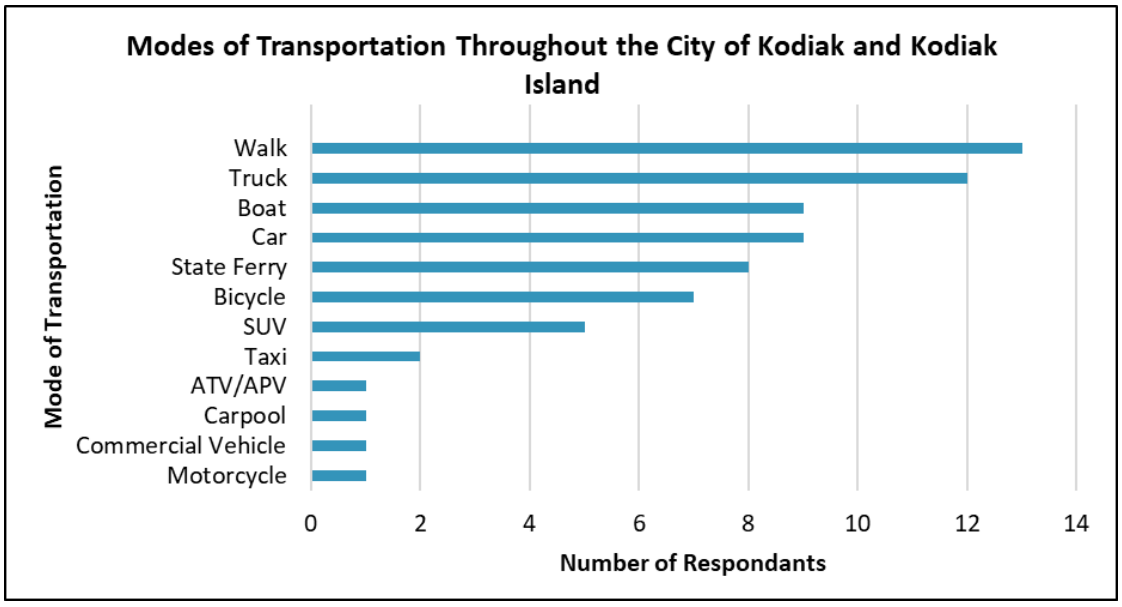
1.6.2 Public Survey

Bristol developed a survey questionnaire to collect additional public feedback. The survey helped to prioritize improvement projects, and to determine existing and future transportation needs, trip generators, modes of travel, health and safety concerns, and roadway conditions. The survey results can be used as a guide for future LRTP updates and planning activities. The public survey is provided in Appendix B.

There were 16 questions on the survey. The survey was advertised on the City's website, with an online survey link on the City's website and hard copies available at the City office. A total of 17 surveys were completed. Since only about 0.3% of Kodiak's population participated, the survey results may not accurately represent a consensus for the community. The responses were compiled, with results discussed below. The respondents remained anonymous.

Question 1: How do you get around the City of Kodiak and Kodiak Island?

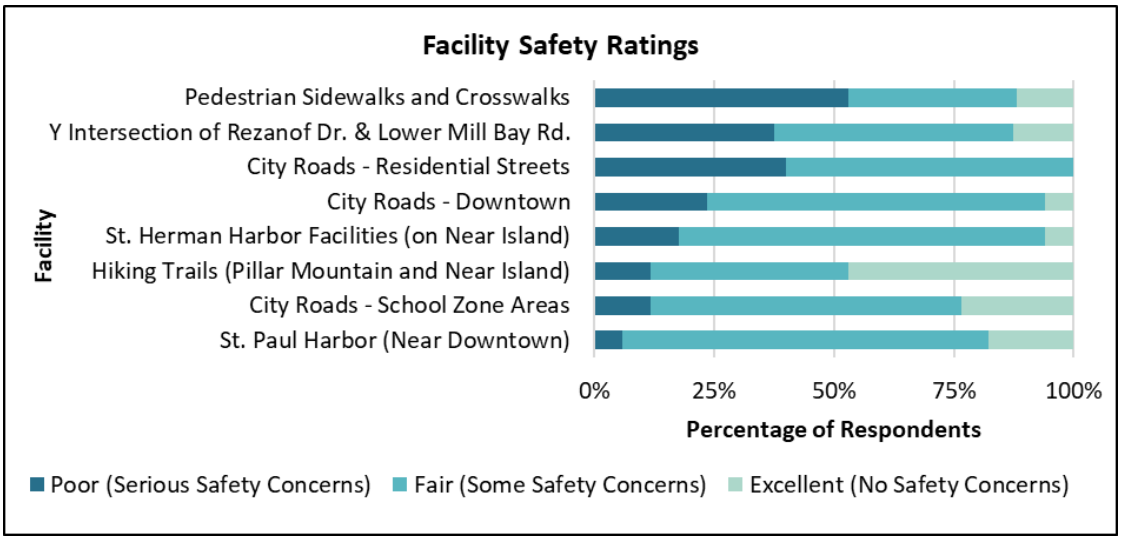
Question 1 was a multiple-choice question with 15 different modes of transportation to select from. Respondents were encouraged to select all that apply to them.



Residents mostly get around Kodiak and Kodiak Island via walking or trucks. Boats and cars are also a common mode of transportation throughout Kodiak and Kodiak Island.

Question 2: How would you rate the SAFETY of the following facilities?

This question listed eight different facilities. The respondents rated each facility based on three levels of safety, Poor, Fair, or Excellent.

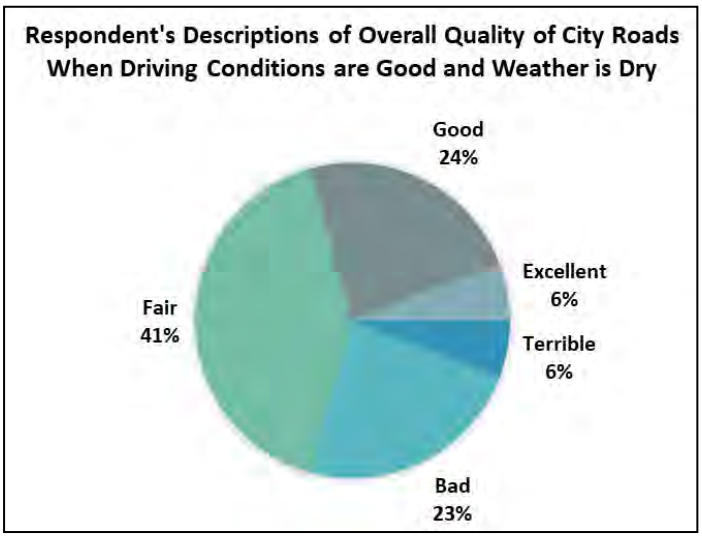


Note: The Y Intersection and Rezanof Drive are State of Alaska responsibility.

The three facilities with the highest percentage of "Poor" safety ratings are: pedestrian sidewalks and crosswalks, the intersection of Rezanof Dr. and Lower Mill Bay Rd, and residential city streets. Over half the respondents thought pedestrian sidewalks and crosswalks have serious safety concerns.

Question 3: How would you describe the overall quality of City roads when driving conditions are good and the weather is dry?

This question was multiple-choice with five different road quality descriptions to select from when it comes to the overall quality of city roads when driving conditions are good and the weather is dry. The respondents were encour-aged to select one.

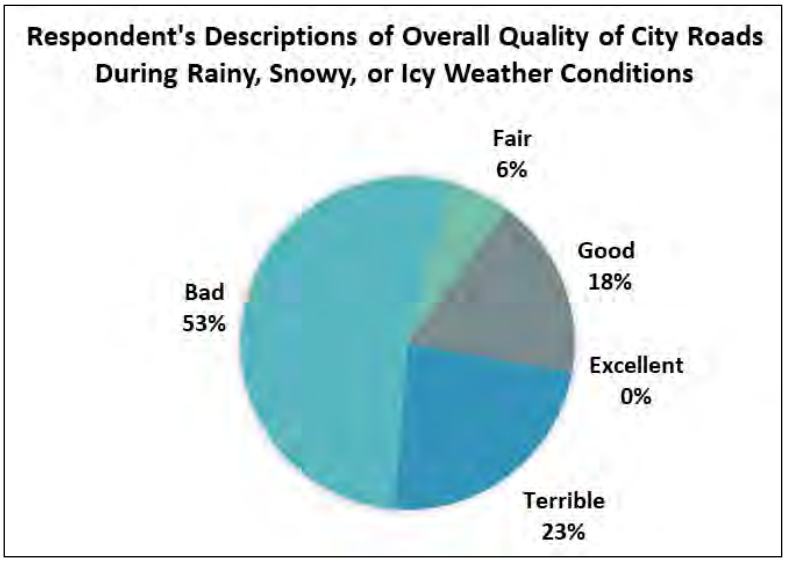


According to the respondents, most agreed that when driving conditions are good and the weather is dry, the overall quality of city roads is fair. A

small group of respondents believed that the overall quality of city roads is good under the same driving conditions and weather. Another small group of the same size believed that the overall quality of city roads is bad also under the same driving conditions and weather.

Question 4: How would you describe the overall quality of City roads during rainy, snowy, or icy weather conditions?

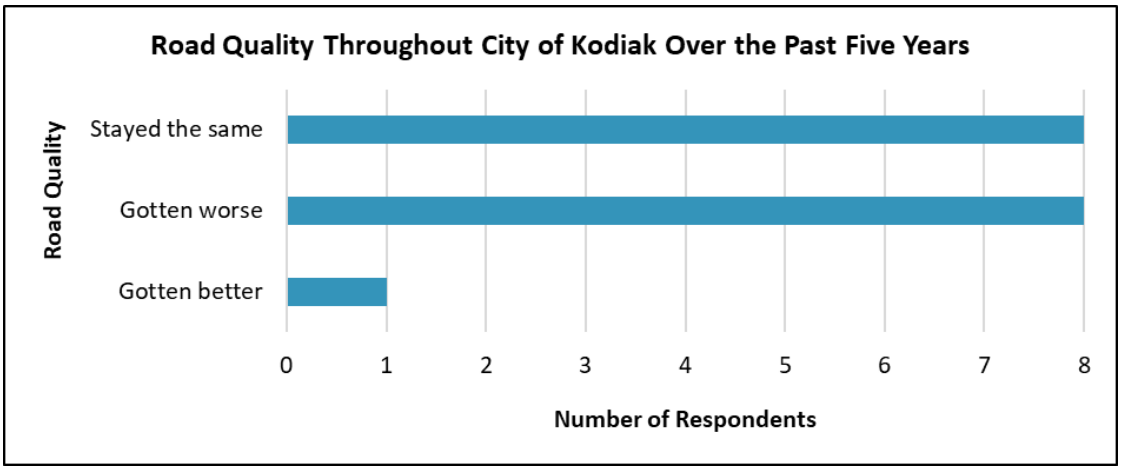
This question was multiple-choice with five different road quality descriptions to select from when it comes to the overall quality of city roads during rainy, snowy, or icy weather conditions. The respondents were encouraged to select one.



There is a majority consensus among the respondents that agree that the overall quality of city roads during rainy, snow, or icy weather conditions is bad or terrible.

Question 5: Overall, has the road quality gotten better, stayed about the same, or gotten worse in the City during the last five (5) years?

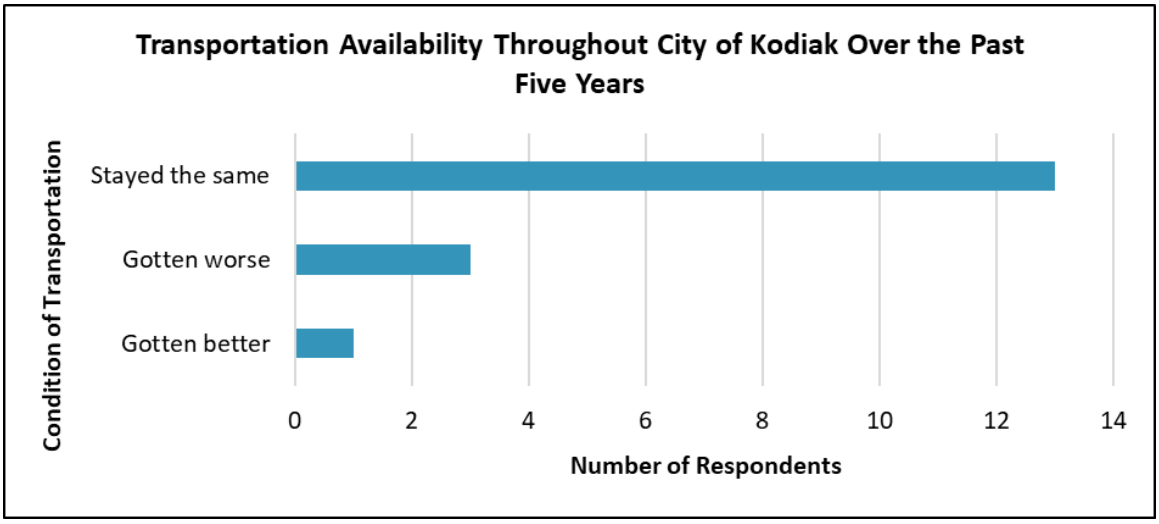
This question was multiple-choice with three answers to select from. The respondents were encouraged to select one.



According to the respondents, the same amount of people said that the road quality throughout the City of Kodiak has either stayed the same or gotten worse over the last five years.

Question 6: Overall, has the availability of transportation gotten better, stayed about the same, or gotten worse in the City during the last five (5) years?

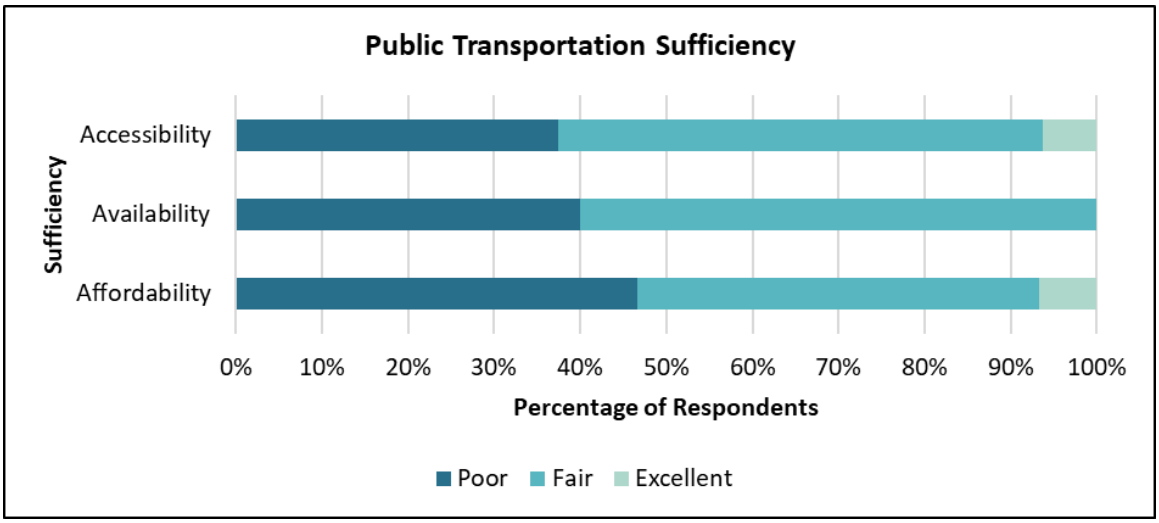
This question was multiple-choice with three answers to select from. The respondents were encouraged to select one.



According to the majority of respondents, transportation availability throughout the City of Kodiak over the past five years has stayed the same.

Question 7: Do you think there is sufficient public transportation options available in Kodiak? For example, KATS transit, taxis, and ride share.

This question has three categories of sufficiency of which the respondents rated either Excellent, Fair, or Poor for each.

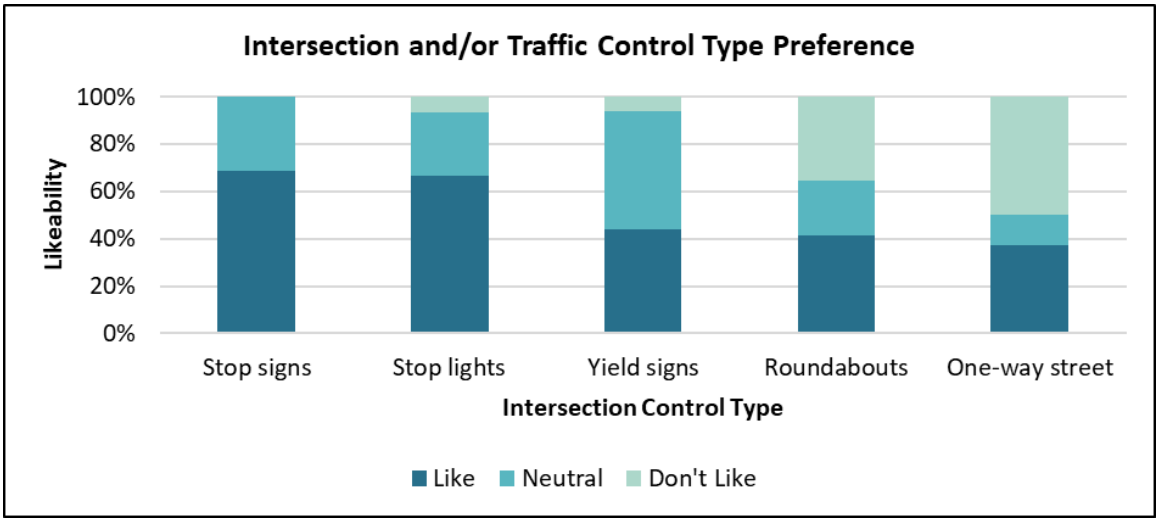


The sufficiency ratings of public transportation safety are split among the respondents. It appears around half of the respondents rate the sufficiency categories as Poor, and the other

half of the respondents rate the sufficiency categories as Fair. Very few people rated accessibility, availability, and affordability of public transportation as Excellent.

Question 8: What type of intersection / traffic control do you prefer?

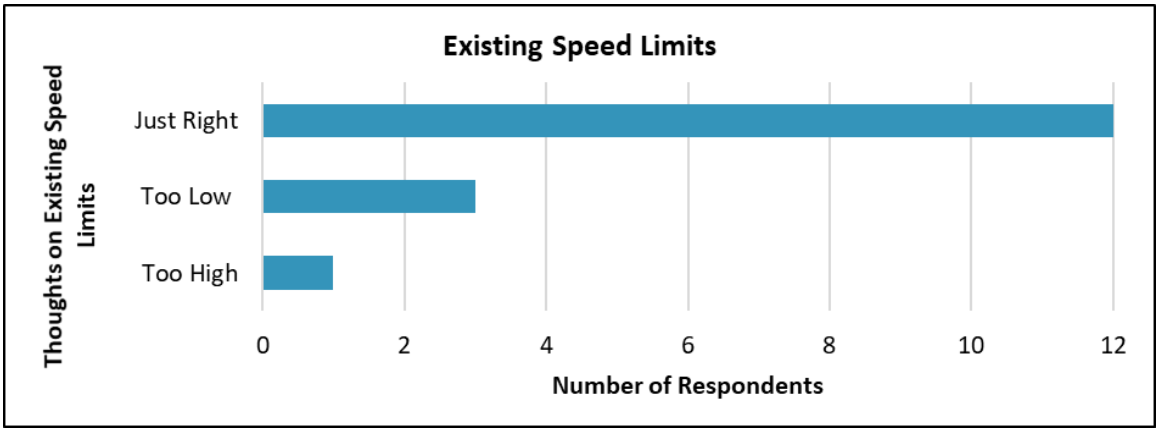
This question provided five different types of intersection/traffic controls. The respondents rated each type according to their preference with options of Like, Neutral, or Don't Like.



Stops signs and stop lights are liked the most by the respondents. One-way streets and roundabouts are liked the least.

Question 9: In general, do you think speed limits in the City are too high, too low, or just right?

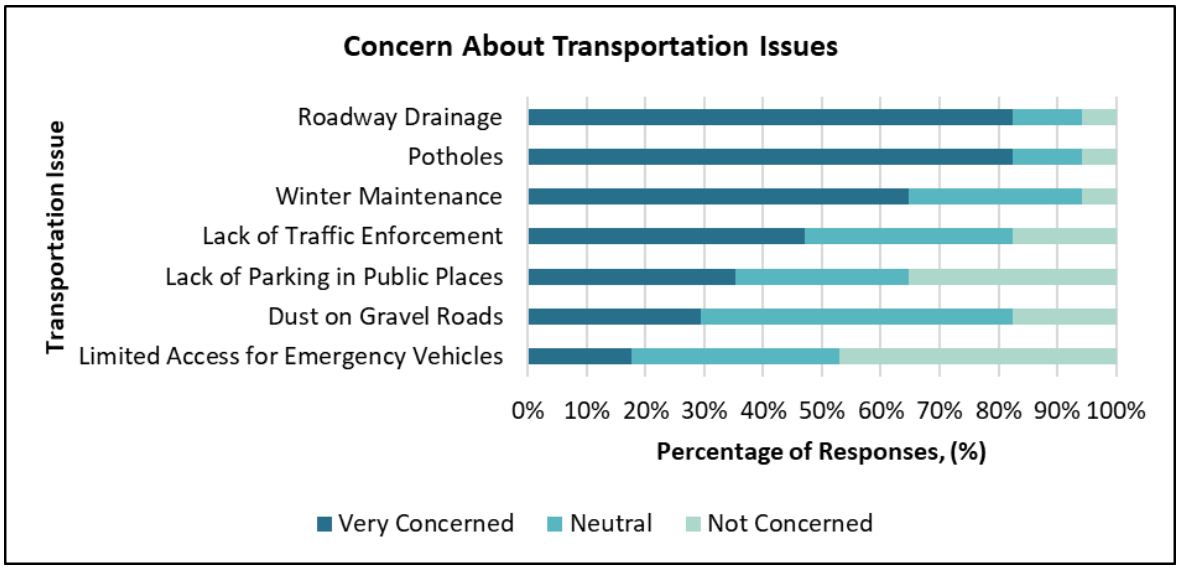
This question was multiple-choice with three choices to select from, and the respondents were encouraged to select one.



Majority of the respondents think that the existing speed limits are just right.

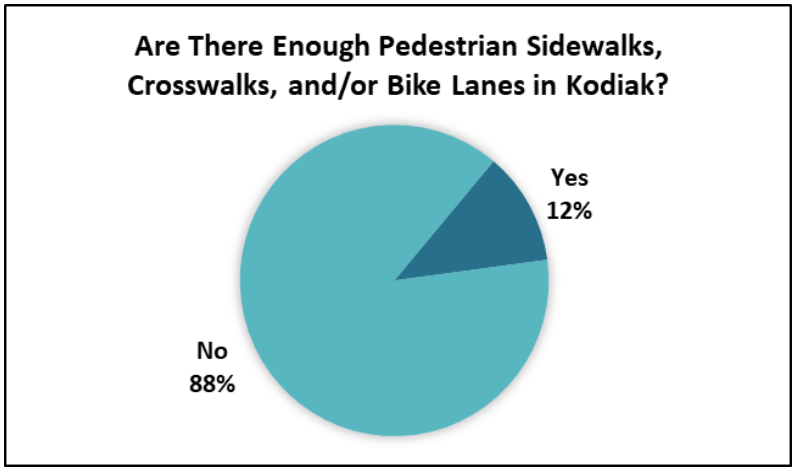
Question 10: How concerned are you about the following transportation issues?

This question listed seven transportation issues. The respondents were encouraged to rank each issue with their level of concern regarding the issue. There are three levels of concern: Very Concerned, Neutral, Not Concerned.



Roadway drainage, potholes, and winter maintenance are the transportation issues the respondents are most concerned about.

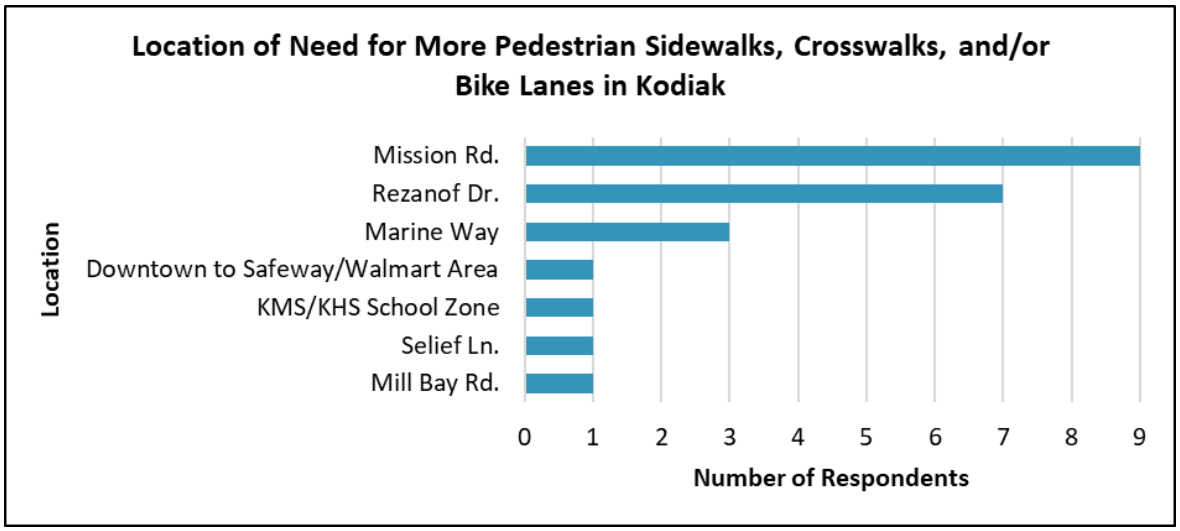
Question 11: Are there enough pedestrian sidewalks, crosswalks, and/or bike lanes in Kodiak?



This was a yes or no question. Almost all the respondents believe there are not enough pedestrian sidewalks, crosswalks, and/or bike lanes in Kodiak.

Question 12: Continuing from Question 11, if there are NOT enough pedestrian sidewalks, crosswalks, and/or bike lanes in Kodiak, where do you think they are needed?

Question 12 is based off the respondent's answers to Question 11. This question was an open-ended question where the respondents were provided a blank comment box to submit their answer. The following graphic displays the most mentioned locations of need for pedestrian sidewalks, crosswalks, and/or bike lanes in Kodiak. A list of respondent comments is also provided below.



Note: Rezanof Drive is State of Alaska responsibility.

Most survey respondents agree that Mission Rd. and Rezanof Dr. need more pedestrian sidewalks, crosswalks, and/or bike lanes.

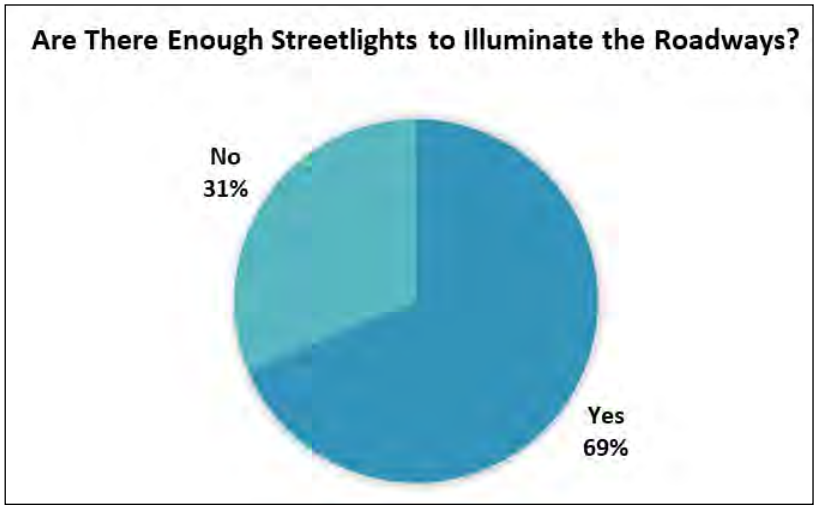
Respondent's answers:

- "There needs to be a dedicated bike lane on one of the major roads (Rezanof, Mill Bay, Mission). How is one expected to ride a bike when cars are whizzing by at 40 mph?"
- "Mission Road, East Marine Way needs sidewalks and bike lanes. Clean bike lanes free of gravel and debris everywhere."
- "Cross walk addition in KMS/KHS School zone on Rezanof."
- "E side of Rezanof for school kids."
- "There should be a bike path connecting downtown area and the Safeway/Walmart area. It would also be nice to have a bike path on Rezanof to high school - from both directions. Mission Rd. would be the third area for a bike path."
- "Bike lanes are needed, especially on Rezanof and outside city limits. We have a large number of cyclists and there is often not a safe shoulder or enough space for bikes and pedestrians along our roads."

Question 13: Are there enough streetlights to illuminate the roadways?

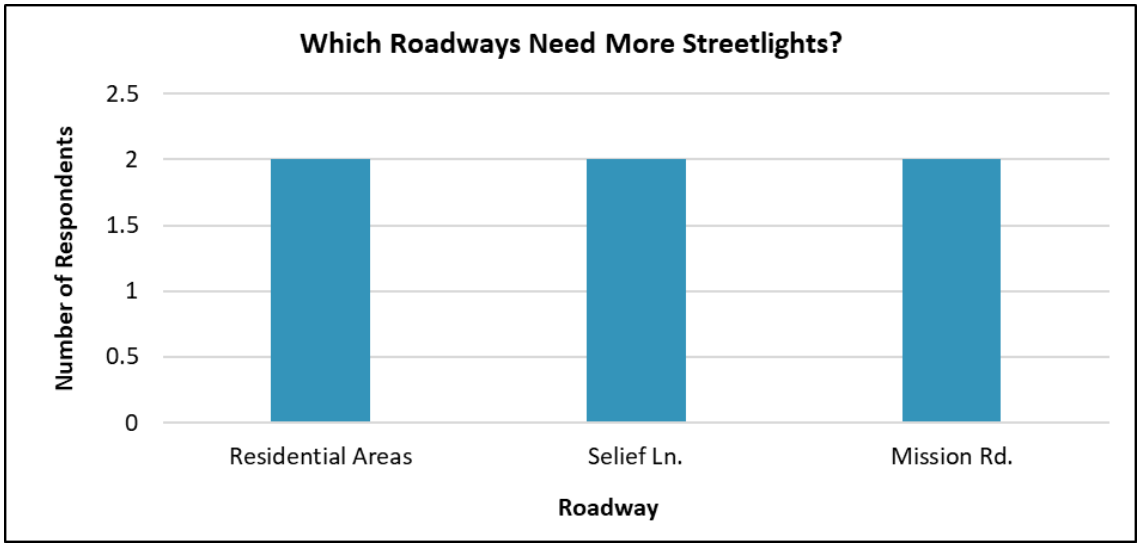
This was a yes or no question.

Most of the respondents agreed that there are enough streetlights to illuminate the roadways in Kodiak. However, a decent number of respondents agree that there are not enough streetlights in some areas of Kodiak. The answers to Question 14 provide more detail.



Question 14: Continuing from Question 13, if there are NOT enough streetlights to illuminate the roadways, where do you think they are needed?

Question 14 is based off the respondent's answers to Question 13. This question was an open-ended question where the respondents were provided a blank comment box to submit their answer. The following graphic displays the most mentioned locations of need for streetlights to illuminate the roadways. A list of respondent comments is also provided below.



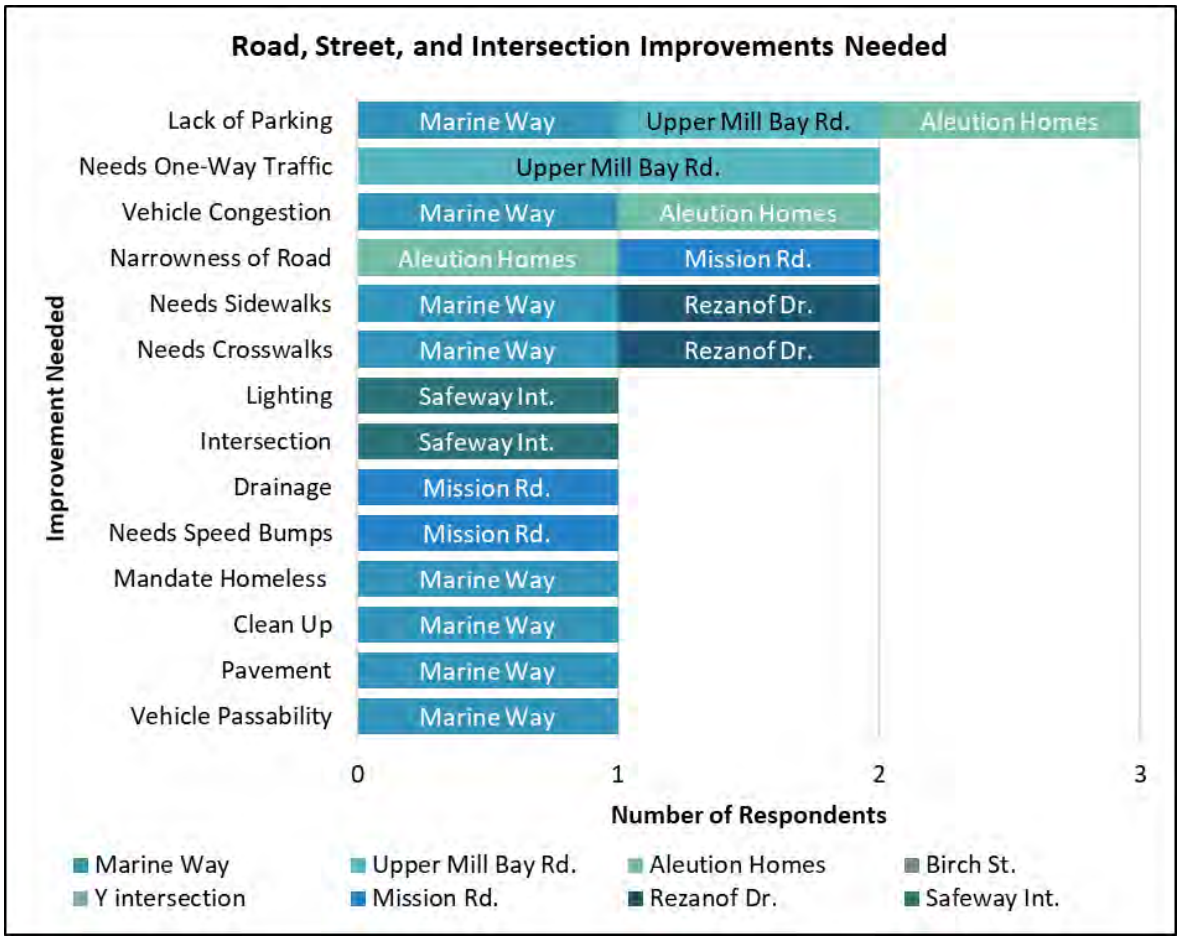
Residential areas, Selief Ln. and Mission Rd. are roadways that need more streetlights, according to survey respondents.

Respondent's answers:

- "Selief Lane - between the dumpsters and turnoff to Safeway."
- "More lights in the residential areas and along Mission."

Question 15: What specific streets or intersections would you like to see the City prioritize for improvements or road maintenance, and why?

This was an open-ended question where the respondents were provided a blank comment box to submit their answer. Below is a graphic that summarizes the responses. A list of respondent comments is also provided below. A couple respondents described the Safeway grocery store intersection (abbreviated "Safeway Int."), which located off Mill Bay Road between Von Scheele Way and Murphy Way.



Note: "Upper Mill Bay Rd" is the western segment of Mill Bay Road from Center Street to Lower Mill Bay Road.

Marine Way needs the most improvements, followed by Mission Rd. and Upper Mill Bay Rd.

Respondent's answers:

- "East Marine Way is nearly impassable."
- "East Marine Way, pave it, sidewalks, no parking in the road by power house, clean up all the junk along the street. Mandate empty buildings torn down. Hobos camping out in them. Clean up this "working" water front."
- "Many of the streets in the 'Aleutian Homes' area are congested with vehicles due to lack of parking. It would be nice if they could be widened. Often in the winter because of snow build up around the cars, the street becomes a one-lane."

- "Upper Mill Bay Road needs parking control--allow parking on one side only; also people need to move their cards some sit there all winter. also, one way traffic would help this street."
- "Mission Road is a mess. Too narrow for 2-way traffic AND pedestrians/bikers/baby buggies. Needs speed bumps to slow the traffic in the especially narrow locations."
- "Rezanof. Has high traffic and could use sidewalks badly. Especially with hospital and schools in these areas. There should be sidewalks on both sides including more crosswalks."
- "Mission Rd. and Tugidak Dr. It is oldest. Drainage constantly underneath the road & the lack of original engineering makes it not much more than a paved road. Everything underneath road is surely ready to fail."
    - *It is important to note that although Tugidak Dr. needs improvements, it is not a roadway that is within the city limits and therefore will not be included in this Long-Range Transportation Plan.*
- "Marine Way to Boat yard. Mission Rd."
- "Mission Rd. - falling apart. Intersection at Birch & Mill Bay."
- "Intersection in front of Safeway could use a light or a roundabout."
- "Birch and Mill Bay. Y intersection. Mission Rd. Rezanof."
- "Upper Mill Bay Rd should either be one way or only allow parking on one side of street. In winter - no parking on snow removal days like they do in downtown Anchorage."
- "Mill Bay at the Safeway entrance."

Question 16: What do you think could be done to improve transportation safety or traffic flow in Kodiak?

This was an open-ended question where the respondents were provided a blank comment box to submit their answer. Below is a graphic that summarizes the responses. There is also a list of most of the answers from the respondents provided below.

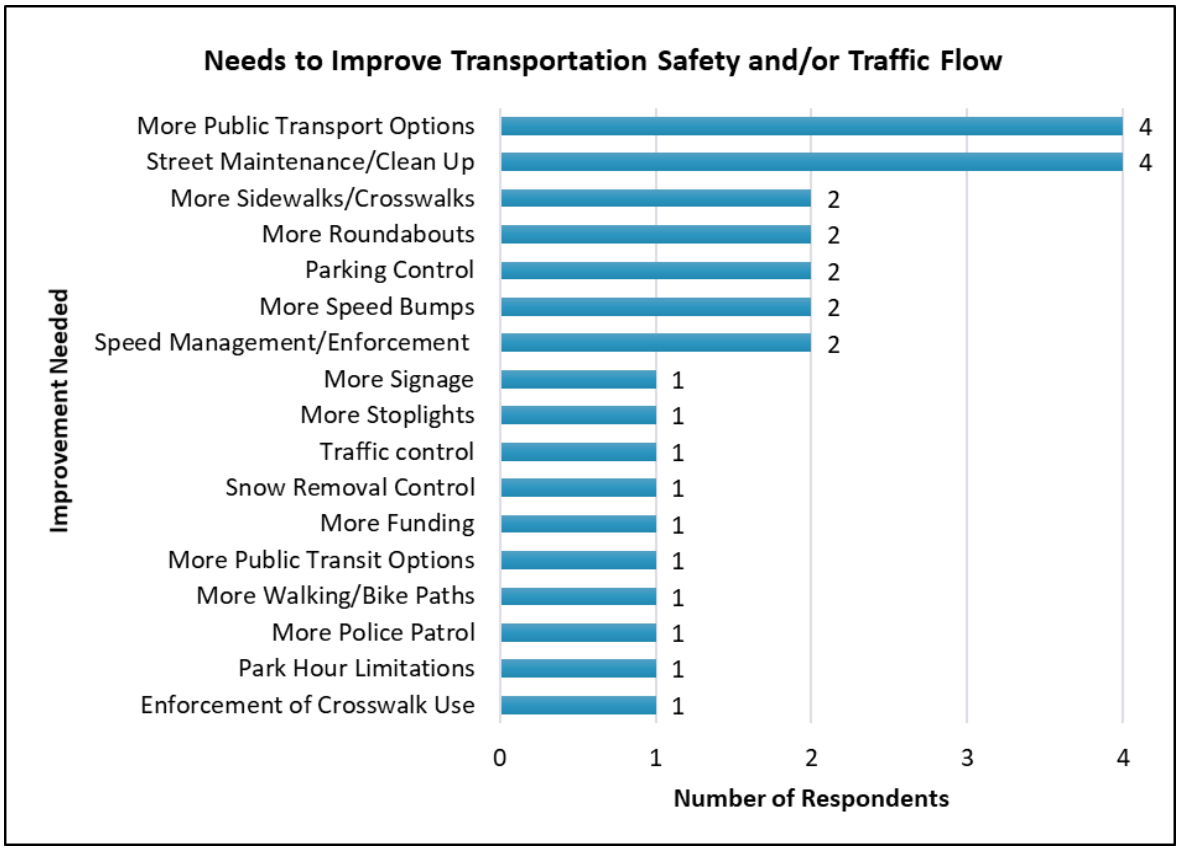
The most important improvements that can be made to improve transportation safety and/or traffic flow would be to:

1. Offer more public transportation options
2. Improve street maintenance operations
3. Increase the number of sidewalks/crosswalks, and speedbumps
4. Enforce more parking control and vehicle speed management

Respondent's answers:

- "Roads need to be designed to have passive speed management. Mission road being in such terrible condition is a blessing because cars have to slow down to the posted 20mph otherwise they risk damaging their vehicle. We need thinks like chicanes, speed bumps, and sidewalk bump outs. The 'safer' a driver feels the faster they will go and the more dangerous they are to everyone else."
- "Enforce crossing at crosswalks."

- "Clean the side of the streets so I can ride my bike safely without all the gravel on the side. Limit hours to Pearson cove park. Too much drug use and deals happening in this neighborhood. Rarely see police patrolling neighborhood."
- "More walking/bike paths, many cyclists bike in the roadways because the sidewalks are hit or miss. More public transit for those who cannot afford a car would be beneficial as well. Taxi cabs are harder and harder to flag down."
- "More sidewalks, more busses, better enforcement of speeds limits."
- "More speed bumps. They work."
- "Find more funding to make a difference."
- "Re-do parking policy during winter for snow removal. The Y is a mess but seems to work. Trails for fun are NOT transportation and should NOT be addressed here. There are not enough side streets on Mission or Downtown for one-way to work well."
- "Fixing roads - i.e. pot holes are a major problem. Leave the Y alone. There are larger problems."
- "Kodiak has virtually no public transport or bike paths. The city also needs to do a better job of cleaning off the sidewalks in the winter instead of plowing the snow on top of them. More affordable buses- not taxis."
- "Increase traffic control by police. More stoplights and signage."
- "Better sidewalks. Better paved roads. Increase parking on gravel roads (Balika Ln), Roundabouts perhaps at Mill Bay and Benny Benson or Rezanof and Cut off Rd."
- "Public Transportation - KATS Bus, or other. KATS does not operate on the weekend. Affordable public transit more available, particular to the low-income housing areas."



2.0 REGULATIONS AND PLANNING

2.1 TRANSPORTATION REGULATIONS

Transportation systems managed by local, state, or federal agencies are subject to federal law. Individual states, boroughs, and cities can further refine laws through local ordinances and codes. Transportation regulations include safety and construction standards, rules for drivers and vehicles, environmental protections such as limits on emissions and stormwater discharges, land use and zoning procedures, requirements for equitable access to public facilities and services, and more.

2.1.1 City of Kodiak

The City of Kodiak is an incorporated first-class city, able to assess taxes and assume various powers under State of Alaska (State) laws. Kodiak is located in the Kodiak Island Recording District for purposes of platting and zoning and is within the Kodiak Island Borough. The City of Kodiak has published and adopted the Kodiak City Code. Transportation-related sections include Title 10: Vehicles and Traffic, Title 12: Streets and Sidewalks, Title 13: Public Utilities, Title 14: Buildings and Construction, Title 17: Zoning, and Title 18: Public Property (City, 2021).

Kodiak is subject to regulation of the Kodiak National Wildlife Management Plan.

2.1.2 Kodiak Island Borough

The Kodiak Island Borough (KIB) Code is a living document that governs the laws within the Kodiak Island Borough. The most up-to-date version of the code is available on their website (KIB, 2021).

2.1.3 State of Alaska

Alaska Statutes (AS) and the Alaska Administrative Code (AAC) govern state regulations. A breakdown of regulations relating to driving rules of the road are listed on the Alaska Division of Motor Vehicles website. Other statutes of note include AS 19.10.140 (Long-Range Program for Highway Construction and Maintenance) which outlines the state's regulation plan; AS 19.05.030 (Highways and Ferries, Administration: Duties of Department), and AS 40.15.30 (Dedication of Streets, Alleys, and Thoroughfares).

2.1.4 United States

The current transportation bill is the Fixing America's Surface Transportation Act (FAST Act), Public Law (PL 114-94), which authorized $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs managed by the USDOT-FHWA. The USDOT has a list of federal regulations, public laws, and US codes on their website. Road improvements are generally

authorized under Public Law (PL) 105-178 (an Act to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes). As applicable, road improvements are subject to the Title 25, Code of Federal Regulations (CFR), Part 169 (Rights-of-Way Over Indian Land), and 29 CFR 1910 – Occupational Safety and Health Standards.

President Biden signed into law a new infrastructure bill in November 2021. More information is provided in Section 5.2.3.

2.2 COMMUNITY DEVELOPMENT

This section provides an overview of transportation projects or other projects that will impact transportation in Kodiak from the following entities: City of Kodiak, Kodiak Island Borough, ADOT&PF, and other State entities.

Kodiak has not had a transportation project developed by the Bureau of Indian Affairs (BIA) in the past. Future BIA projects will likely be coordinated through the Sun'aq Tribe as part of their Tribal Transportation Program. Additionally, there are no known active or future HUD housing projects in Kodiak.

2.2.1 City of Kodiak

The City of Kodiak keeps documents and records of past projects on their website. The following documents are related to this plan from the Public Works, Engineering, Ports and Harbors, and City Manager Departments:

- Kodiak Downtown Water, Sewer, and Storm Drain Master Plan
- Storm Water Pollution Prevention Plan (SWPPP)
- Long-Term Capital Improvement Plan Fiscal Years 2019-2023
- Kodiak Waterfront Plan
- Standard Construction Specification & Standard Details 2012 Edition

Also on the City's website is a list of open, closed, awarded, and cancelled Bids and RFPs at https://www.city.kodiak.ak.us/rfps.

The following City of Kodiak planning documents are available on the DCCED Community Plans Library (DCCED, 2021):

- 1980 General Plan (1980)
- Monashka Bay Comprehensive Plan (1985)
- Kodiak Roadway Master Plan (1986)
- Pasagshak / Narrow Cape Area Plan (1999)

The City also completed a Pedestrian Pathways Plan in April 2017, developed by DOWL. This plan is provided in Appendix C.

Most existing properties within the City boundary are developed. Housing expansion is primarily occurring to the north and east, outside of the City boundary. The City does not desire further development on Near Island.

2.2.2 Kodiak Island Borough

The Kodiak Island Borough Engineering and Facilities Department Projects Office publishes a Monthly Projects Report on their website. The most recent report from June 30, 2022 included mostly interior facility repairs or site improvements. No transportation-related projects are on their current project list.

The following Kodiak Island Borough planning documents are available on the DCCED Community Plans Library (DCCED, 2021):

- Kodiak Island Borough Comprehensive Plan 1968-1999 Part 1 General Plan (1968)
- Comprehensive Parks and Recreation Plan (1981)
- Near Island Comprehensive Development Plan (1987)
- Urban Islands Comprehensive Plan (1993)
- Revised Lakeside/Safeway Subarea Land Use Plan (1997)
- Kodiak Island Borough Comprehensive Plan Update (2008)
- Kodiak Island Strategic Plan for the Years 2008-2012 (2008)

2.2.3 ADOT&PF Projects

The ADOT&PF 2020-2023 Statewide Transportation Improvement Program (STIP) identifies program funds for improvements one project in Kodiak on Rezanof Drive. The project description involves resurfacing Rezanof Drive from the Airport to Chiniak Highway, repairing a section of Rezanof Drive from Carolyn St. to Marine Way, and addressing lighting, guardrails, drainage, culverts and other highway appurtenances as needed. A handful of other projects are listed on the STIP, which appear to be on Kodiak Island, but outside of the city limits (ADOT&PF, 2021a).

The ADOT&PF also has a Statewide project database that shows 25 active (design and construction) projects in Kodiak and one proposed project, which includes airport improvements as shown below (ADOT&PF, 2021c). This project list, as well as project description pages extracted from the STIP are provided in Appendix D.

Exhibit 1: Kodiak Airport Apron and Taxiways C, D, and F Rehabilitation Project

Source: ADOT&PF, 2021c.

2.2.4 Other State Projects

The Alaska Department of Education and Early Development (ADOE) has five projects listed for the Kodiak Island Borough School District on their FY2022 Capital Improvement Projects: School Construction and Major Maintenance by District list. The construction and implementation of these projects will be dependent on availability of funding based on the project's rank (ADOE, 2021).

3.0 EXISTING TRANSPORTATION SYSTEMS

3.1 ROAD SYSTEM

Kodiak Island has been a major fishing hub since the 1800s and became a strategic military site in the mid-1900s. Canneries were built to support the record runs of sockeye salmon, and local infrastructure began to develop as a result. With the advent of commercial king crab, shrimp, and halibut fisheries, Kodiak became renowned as one of the largest fishing ports in the United States.

Local roads within the City of Kodiak include a system of paved and gravel-surfaced routes. There is only one bridge within Kodiak, the Fred Zharoff Memorial Bridge (also known as the Near Island Bridge or Alimaq Bridge) which spans the Kodiak Harbor Channel and connects Near Island to the City center. Several roads lead out of the city proper to important subsistence areas, the State airport, military sites, and other outlying communities. Maps depicting the streets within the City boundary are attached.

The State-owned airport south of town is accessed via Rezanof Road, and Rezanof Road West continues south and east around the island to a U.S. Air Force reserve at Cape Chiniak. Figure 5 shows a few of the roads traversing the mountains to the western side of the island that are well used but are not maintained during winter months. Private motorized vehicles include pickup trucks, automobiles, motorcycles, snowmobiles, all-terrain vehicles (ATVs), and boats. Commercial vehicles are used daily to support the fishing industry and the local economy.

3.1.1 Inventory

A road inventory was developed as part of this LRTP. An abbreviated version of the inventory is provided in Appendix E, while the full inventory is provided electronically in Excel format. The inventory includes a list of all City-owned and maintained roadways with associated maps and instructions for using and updating the inventory. Data for each road was collected including ownership, geometric elements, condition of surface and drainage, and other existing features such as utilities or sidewalks located within the corridor.

There are approximately 54 miles of road within the Kodiak City boundary. Of those, the City owns 29 miles, while the remainder are owned by the State of Alaska, Kodiak Island Borough, or private owners. The City of Kodiak is responsible for maintenance of about 32 miles of road, which includes all City-owned roads within the City boundary, plus a few additional roadways owned by other entities such as Benny Benson Drive (State-owned), Selief Lane (Borough-owned), and a handful of unnamed gravel roads located off West Monashka Bay Road outside of the City border as shown on Figure 6.

3.1.2 Condition

Based on a site visit performed in August 2021, most City roads are in fair condition. However, approximately 85% of roads had at least one observed deficiency. Deficiencies observed included defects on the traveled surface, drainage issues, vegetation overgrowth, or

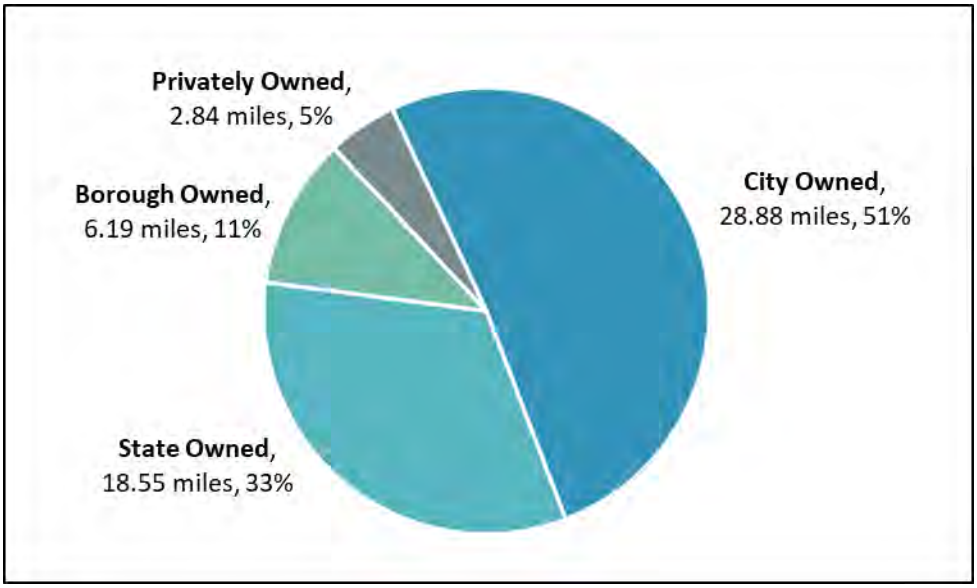
signage problems. For paved roads, observed surface defects included potholes / pavement patching, cracking, rutting, and faded pavement paint. For gravel roads, observed surface defects included potholes, ruts, and missing surface course. Many roads had a longitudinal joint failure crack down the centerline along the pavement joint between the two lanes. Alligator cracking and transverse cracking was also observed on some roads, typically around sewer manholes and at intersections. Ruts also tended to occur at high-use intersections. Drainage deficiencies could include lack of road crowning, lack of stormwater conveyance facilities (such as drainage ditches and culverts or curb and gutter with storm drains), or clogged drainage facilities (overgrown or full of sand or debris).

3.1.3 Right-of-Way and Ownership

ADOT&PF owns several of the major arterial roads, which include Rezanof Drive, a portion of Mission Road, Anton Larsen Bay, Monashka Bay and Cape Chiniak Road. A few smaller stub roads are also owned by the State including Benny Benson Drive. Mission Road becomes state-owned outside of the City boundary. Apart from a handful of privately-owned roads, the remaining roads located within the city boundary are owned by the City of Kodiak, while roads immediately outside the city boundary are owned by the Kodiak Island Borough. Federal lands managed by the U.S. Fish and Wildlife Service (USFWS) and the Department of Natural Resources have jurisdiction of the roads within the managed areas. The U.S. Coast Guard (USCG) has a base south of the City of Kodiak, and all rights are maintained by the USCG for the base area. A portion of Federal lands have been recently transferred to Koniag, Inc., other local Native corporations, and private native allotments as part of the Alaska Native Claims Settlement Act 14(c) agreement. Roads are color-coded by ownership on the attached Figures.

The graph below shows the miles and percentage of roadways within the City of Kodiak boundary by general ownership.

Exhibit 2: Kodiak Roads by Ownership



3.1.4 Maintenance

3.1.4.1 Responsible Agencies

The City of Kodiak owns 29 miles of road but maintains 32 miles due to maintenance agreements held with owners for certain roadways. The City is responsible for maintenance of all City-owned roadways. However, they also maintain some roads that are owned by other agencies. These include Benny Benson Drive (State-owned) and several gravel roads located off Monashka Bay Road (Borough-owned), as shown on Figure 6.

Maintenance responsibility of other roads in Kodiak falls to the road owner, which may include the Kodiak Island Borough, State and Federal agencies, and private owners.

3.1.4.2 Maintenance Budgets and Funding Sources

The City of Kodiak generates revenue from personal and real property taxes, a sales tax of 7%, a transient room tax, and a tariff on goods transferred over the municipal docks, which also includes a wharfage fee (City, 2021). Road maintenance budgets are determined by the City and Borough. The amount of funding available for road maintenance and improvements has diminished in recent years. The City would like to pursue other funding sources such as State and Federal grants, and leveraging resources with other local governments.

3.1.4.3 Community Maintenance Equipment Inventory

ADOT&PF has two road maintenance depots, and the City of Kodiak has one maintenance depot. The Borough contracts Brechan Construction, LLC for road maintenance activities.

The City has infrared equipment for patching pavement seams. It is a slow process that does not work well during rainy weather.

Streetlights are maintained by the Kodiak Electric Association, Inc. (KEA), and the City pays for the electricity. The City also operates and maintains the water, sewer, and storm drain facilities that run beneath the roads.

3.1.5 Geometric Elements

Road widths, lanes, and geometric elements vary depending on the road type and road owner. State-owned roads are generally paved two-lane, 24-foot-wide roads with 4-foot shoulders, and some roads have turn lanes. Rezanof Drive is wider outside of the City limits, but utilities, properties, and other constraints limit the width of the road in town.

Most city roads are paved two-lane with a 2-inch asphalt overlay and are 20 to 24 feet wide. Many have 4-foot sidewalks, curbs, and gutters. Mission Road has smaller shoulders for most of the route. Several of the newer housing subdivisions are currently two-lane, 24-foot-wide, unpaved roads.

As the roads leading out of town get further away, they become narrower, unpaved, and less maintained due to high maintenance costs and lower traffic volumes.

3.1.6 Existing Structural Characteristics

3.1.6.1 Surfacing and Subbase Material

Most roads in Kodiak are well established and appear to be constructed to minimum design standards. Paved surfaces have a gravel subbase and a 2-inch-thick asphalt overlay. Some subdivision roads are not paved and consist of 2-foot-thick gravel subbase with a crushed aggregate surface. Gravel sources on the island are plentiful. Borrow material and crushed aggregate are produced at several commercially owned pits. Asphalt plants are also available locally.

Due to the frequency of potholes and cracking on paved roads, the City has identified the need to improve road construction so roads will last longer with reduced maintenance requirements. The City would like to evaluate environmental factors (such as freeze/thaw and drainage conditions) that are impacting roads and consider alternative technologies and construction methods (such as seal coating) to mitigate the issues.

3.1.6.2 Drainage

Curb and gutters and underground storm drain facilities are generally used in the downtown area. Cross culverts and ditches are the main methods used to divert surface water runoff in the outlying sections of the community. Some areas have very little drainage facilities along the roads, and severe breakdown of the traveled-way surface (potholes and cracking) has occurred.

3.1.6.3 Bridges

The Fred Zharoff Memorial Bridge is the only bridge within the City boundary. It is approximately 1,253-foot bridge and built in 1986, crosses the Kodiak Harbor Channel and connects Near Island and Kodiak Island. The State Bridge Design section inventory of bridges lists the Near Island Bridge as CDS Route Number 068600 and Bridge Number 1189 (ADOT&PF, 2021b). The bridge was resurfaced with new lane striping in 2021.

3.1.7 User Characteristics

3.1.7.1 Modes

Typical trip modes vary depending on the purpose and time of year. Truck or car use is the predominant method of transportation in the winter, while ATVs and snowmachines are also used. In the summer, transporting boats to and from the boat harbor and fishing-related activities are important uses of public roads. Automobiles, motorcycles, ATVs, bicycles, and boats are predominantly used. Pedestrian foot traffic is also common, especially near the schools, parks, and downtown.

3.1.7.2 Trip Generators

Local travel in and around the City of Kodiak consists mainly of work, school, stores, other commercial businesses, senior or teen centers, government offices, church, post office, movie

theater, bowling lanes, health care, military, recreation, and fishing-related activities. Four distinct trip types are identified: (1) work/school, (2) shopping, (3) health/social/recreational, and (4) fishing/subsistence. Each trip type and seasonal activity creates a unique mode of transportation and destination choices.

Saint Herman Harbor and Saint Paul Harbor experience a considerable amount of use during the summer months but are well-used year-round because of the mild winters in Kodiak. The shipping yards, two float plane facilities, and ferry terminal, generate much of the other marine-related activities. Kodiak is also a cruise ship destination bringing an influx of people and tourism-related activities.

Travel outside of the city includes access to cultural and subsistence sites, the airport, the Kodiak Launch Complex and other military sites, and connections to other communities.

3.1.7.3 Traffic Counts

ADOT&PF collected traffic data at 54 stations between 2015 and 2020. Typically, only state-owned roads are monitored. In 2020, the busiest street with the highest annual average daily traffic (AADT) at 9,190 vehicles per day (VPD) was Rezanof Drive between Center Street and Marine Way. The lowest AADT was 80 vehicles per day on Sawmill circle south of Monashka Bay Road, but this location is outside of City limits. The lowest AADT within the City boundary was 1,270 vehicles per day on Benny Benson Drive between Rezanof Drive and Mission Road (ADOT&PF, 2021d).

Exhibit 3: 2020 AADT for Routes with > 2,500 VPD

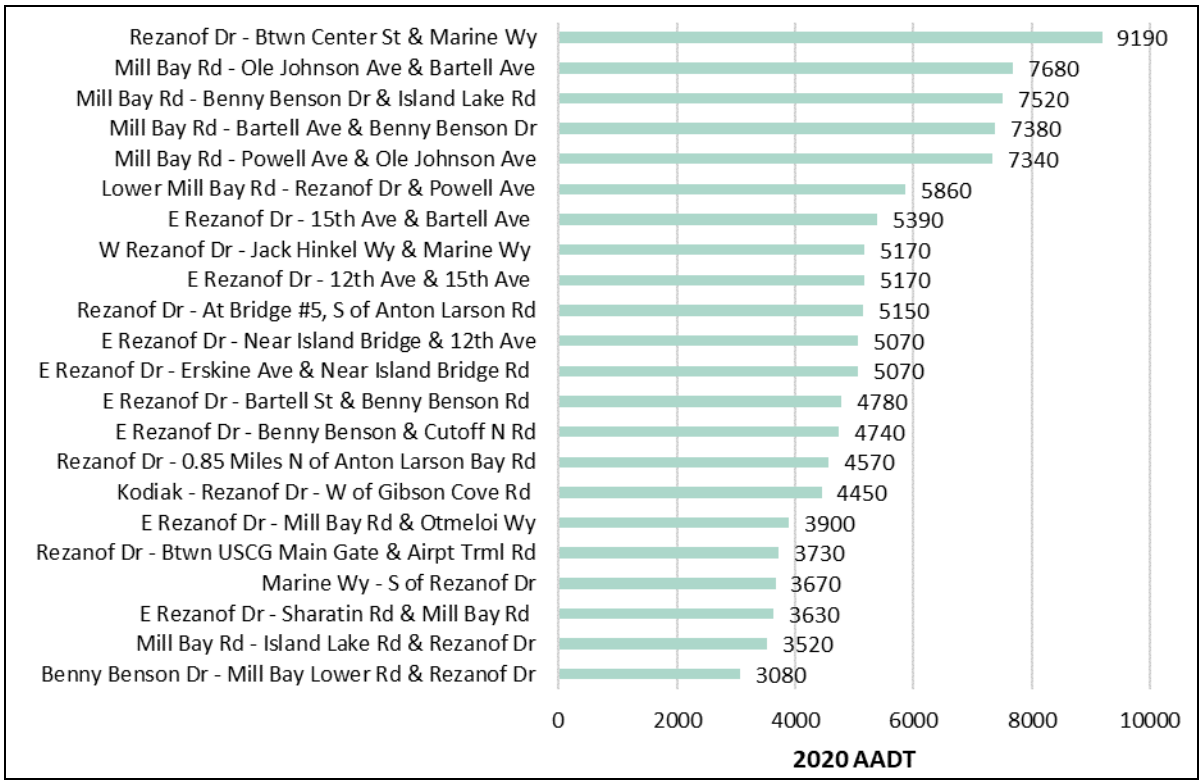
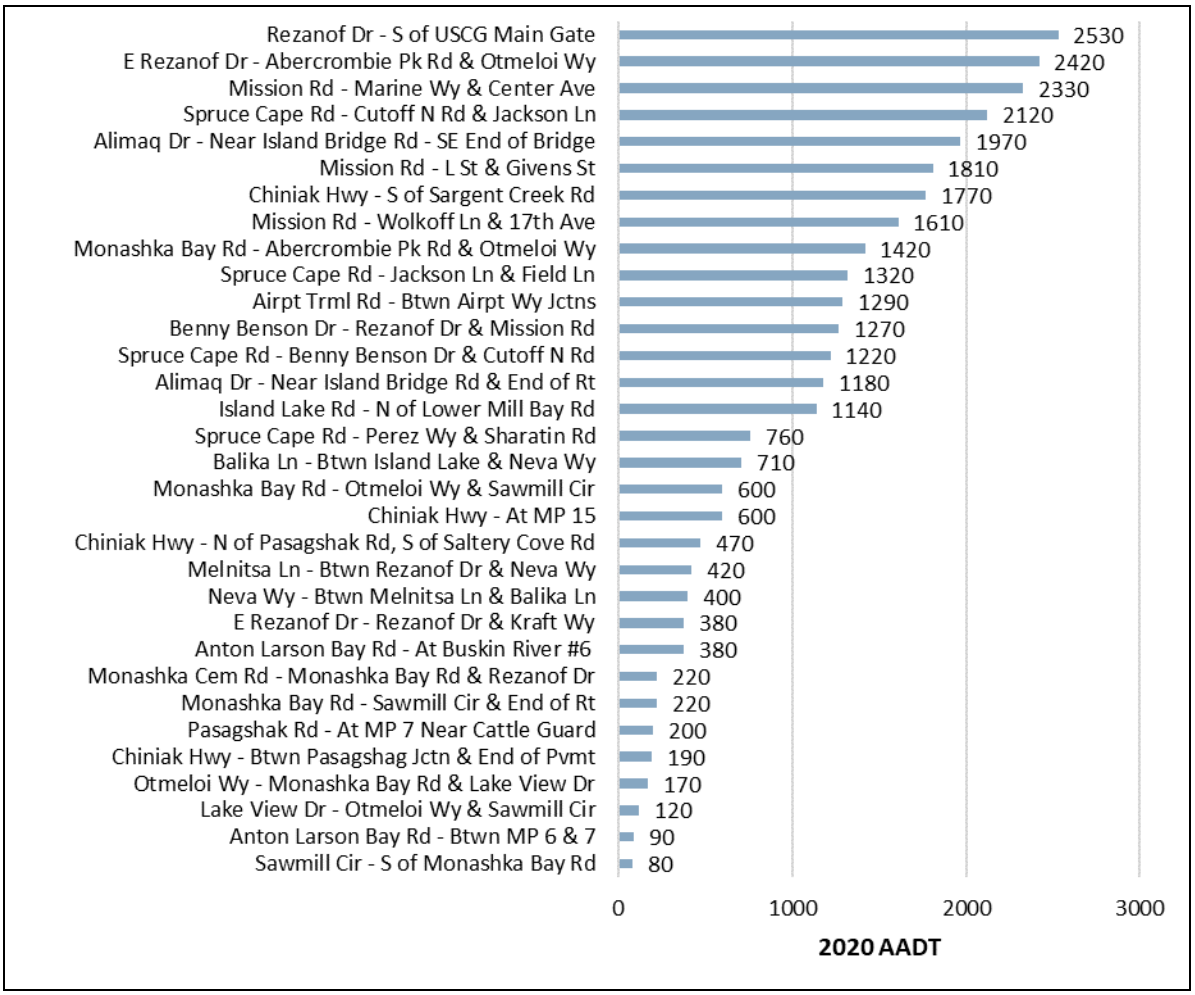
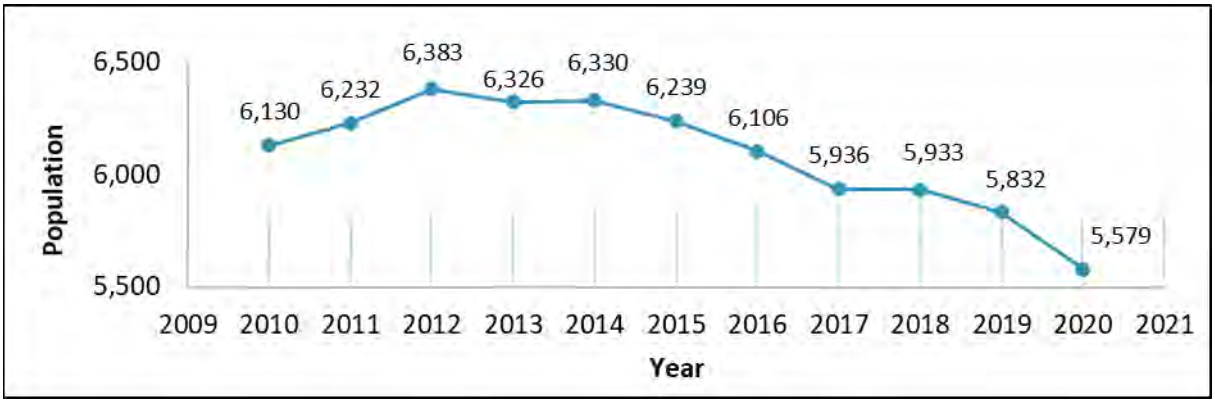


Exhibit 4: 2020 AADT for Routes with < 2,500 VPD



Raw data and graphs of the data trends by roadway are presented in Appendix F. In general, traffic volumes seem to have decreased from 2015 to 2020. This could correlate with the decline in population over recent years, as shown in the graph below:

Exhibit 5: Kodiak Historic Population Trends

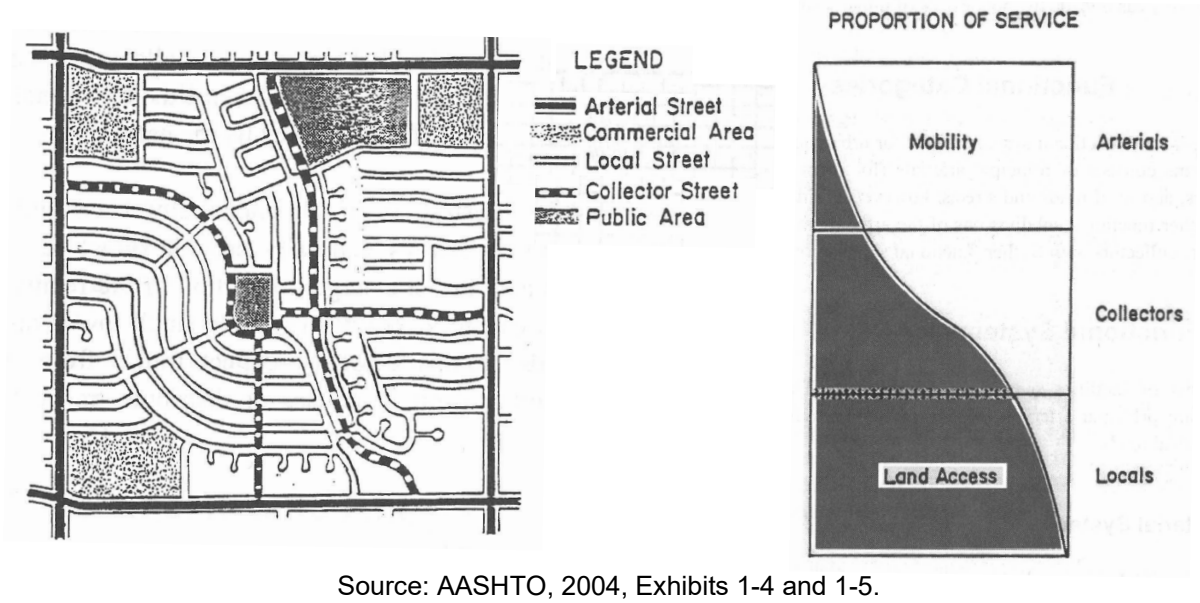


Source: ADOL&WD, 2021.

3.1.7.4 Functional Classification

Roads are given a classification based on their function in terms of mobility and access to land. Below is a schematic showing the general classification of roadways.

Exhibit 6: Roadway Functional Class Schematic



Source: AASHTO, 2004, Exhibits 1-4 and 1-5.

The following definitions are from FHWA's *Road Function Classifications* Data Fact Sheet:

- **The Interstate System** is the highest classification of roadways in the United States. These arterial roads provide the highest level of mobility and the highest speeds over the longest uninterrupted distance. Interstates nationwide usually have posted speeds between 55 and 75 mi/h. There are no Interstate Arterials in Kodiak.

- **Other Arterials** include freeways, multilane highways, and other important roadways that supplement the Interstate System. They connect, as directly as practicable, the Nation's principal urbanized areas, cities, and industrial centers. Land access is limited. Posted speed limits on arterials usually range between 50 and 70 mi/h.

- **Collectors** are major and minor roads that connect local roads and streets with arterials. Collectors provide less mobility than arterials at lower speeds and for shorter distances. They balance mobility with land access. The posted speed limit on collectors is usually between 35 and 55 mi/h.

- **Local** roads provide limited mobility and are the primary access to residential areas, businesses, farms, and other local areas. Local roads, with posted speed limits usually between 20 and 45 mi/h, are the majority of roads in the U.S.

Functional classification of Kodiak roads is provided in the roadway inventory and identified on Figure 7. There are no freeways in Kodiak. There are only a few collector and arterial streets, as listed below. All other roads are considered local roads.

Table 1: Functional Classification of Kodiak City Roads

Road Name	Classification
Lower Mill Bay Rd	Minor Arterial
Mill Bay Rd (Lower Mill Bay to Rezanof)	Minor Arterial
Rezanof Dr	Minor Arterial
West Marine Way	Minor Arterial
Fred Zharoff Memorial Bridge Rd	Major Collector
Mission Rd	Major Collector
Alimaq Dr	Minor Collector
Dog Salmon Bay Rd	Minor Collector
All other roads	Local

3.1.7.5 Speeds

Setting correct speed limits on roadways is critical to protect public safety and property. Speeds are selected based on several factors including the road's functional classification, lane width, vehicle access requirements, curve radius, superelevation, and stopping sight distance. The speed limit of a road should be selected by a qualified engineer.

The following is a general guide for setting speed limits based on a road's functional classification and terrain in rural and urban areas.

Table 2: Recommended Ranges for Design Speed

Type of Roadway	Terrain	Speed (mph)	
		Rural	Urban
Freeway	Level / Rolling	70	50 min
	Mountainous	50–60	50 min
Arterial *Link cities, towns, and other major traffic generators over long distances.*	Level	60–75	30–60
	Rolling	50–60	30–60
	Mountainous	40–50	30–60
Collector *Link arterial roads to local roads.*	Level	40–60	30+
	Rolling	30–50	30+
	Mountainous	20–40	30+
Local *Provides access to land adjacent to collector network and serves travel over relatively short distances.*	Level	30–50	20–30
	Rolling	20–40	20–30
	Mountainous	20–30	20–30

Source: AASHTO, 2004.

Urban areas are places having a population of 5,000 or more, where rural areas are those outside the official boundaries of urban areas. Kodiak is considered a small urban area (population between 5,000 and 50,000), but rural areas exist outside the city boundary.

3.1.8 Transportation Health and Safety

The health and safety of transportation users is of utmost importance to the City. Several safety priorities have been identified by the City, while additional safety concerns were identified through public involvement as discussed in Section 1.6). The highest priorities at this time include safety improvements on Mission Road, in the school zones, on steep roadways, and at the intersection of Rezanof Drive, Lower Mill Bay Road, and Center Avenue (locally known as "The Y").

Along Mission Road, the traveled way is narrow with no pedestrian amenities, despite the high pedestrian traffic. There are limited connection points from Mission Road to Rezanof Drive up the hill. There is also limited street lighting along this corridor. Public feedback emphasized the need for safety improvements along Mission Road.

The Kodiak High School, Kodiak Middle School, and East Elementary School are all located between Egan Way / Powell Avenue and Mill Bay Road / East Rezanof Drive. There are limited crosswalks and school zone signs within this area to help protect and direct pedestrians. Students living south of Rezanof Drive that walk to school must cross the busy highway to get to school. The roads surrounding the school property become congested before and after school. Speeding in this area is also a concern.

The northwestern edge of Kodiak is bound by a hillside where perpendicular subdivision roads become very steep and narrow. These roadways are challenging to drive in the winter when the roads are icy. This is a safety concern for average road users due to reduced traction and driving control, but there is an added concern when emergency vehicles such as fire trucks and ambulances cannot access the roads.

Exhibit 7: "The Y" Intersection Layout

Image source: Google Earth, 2021.

Finally, there are several safety concerns regarding The Y (shown in Exhibit 7). It is important to note, this intersection is owned and maintained by the State of Alaska, and therefore, improvements would be their responsibility. The intersection is confusing, especially to tourists who are unfamiliar with it. Everyone entering Kodiak from the airport must pass through this intersection. The intersection is controlled with yield signs on Lower Mill Bay and stop signs on Center Avenue. Travelers heading northeast and turning left on Rezanof must yield to traffic coming from three directions. Then there are two intersections immediately on either side of The Y, including one that has the only stop light in all of Kodiak. Drivers must also pay attention to the heavy pedestrian traffic in this area, as it is located downtown with many bars, restaurants, shops, and the St. Paul Harbor located nearby. Overall, the City would like coordinate with the State to consider alternate geometric designs or traffic control devices to improve the traffic flow and safety at The Y.

3.1.9 Crash Data

Crash data in Kodiak was collected from ADOT&PF from the most recent 5-year period. Due to the time it takes to verify data, only crash data through 2017 was available. Between 2013-2017, there were 239 crashes located within the Kodiak city boundary. Figure 6 shows the locations of each crash, color-coded by year, based on latitude / longitude data from the crash. There were 22 crashes from this dataset that appeared to have faulty coordinates, so they were not included on the map (ADOT&PF, 2021e).

The map shows several crash clusters (locations with >5 crashes) have occurred at the following intersections of note:

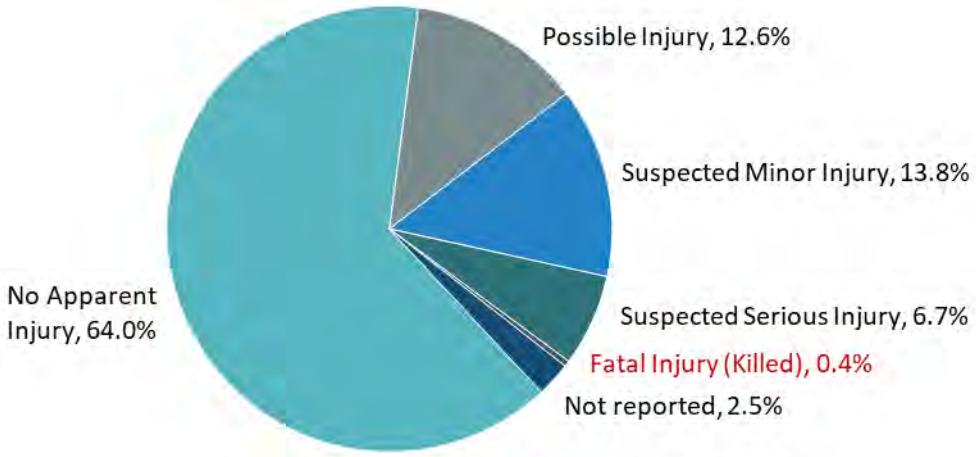
Table 3: Intersections with Crash Clusters

Location Description	Approximate No. of Crashes
“The Y” Intersection along Rezanof Dr / Lower Mill Bay Rd	15
Mill Bay Rd between Birch St / Powell Ave	7
Rezanof Dr between Armstrong Ave / Ole Johnson Ave	10
Mill Bay Rd between Benny Benson Dr / Von Scheele Way	12
Mill Bay Rd at intersection with Murphy Way	8

Out of all the crashes, more crashes occurred in December (32) than any other month. There was one crash that resulted in a fatality, 16 crashes with a suspected serious injury, and 63 crashes with a possible injury or minor injury (ADOT&PF, 2021e).

The crash with the fatality involved a single vehicle that ran off the road and overturned on Hillside Drive. The crash occurred on Thursday, November 13, 2014, between 12:00 AM and 1:00 AM. The lighting and weather conditions were not reported. The driver was a 44-year-old male who was reportedly not wearing a seatbelt and was suspected of alcohol use (ADOT&PF, 2021e).

Exhibit 8: Percent of Crashes in Kodiak by Severity (Injury Type)



Data source: ADOT&PF, 2021e.

3.2 PEDESTRIAN FACILITIES & TRAILS

Pedestrian facilities such as sidewalks, crosswalks, and trails are available in Kodiak. About 50% of roadways in Kodiak have concrete sidewalks along one or both sides. During the site visit, many of the sidewalks were showing signs of deterioration with chips and cracks across the surface. Other sidewalks were noted to be narrow or overgrown with vegetation and some painted crosswalks are faded, but in general the sidewalks were in good condition. A few streets have paved walkways and bike lanes. There are limited crosswalks and signs within the school zone.

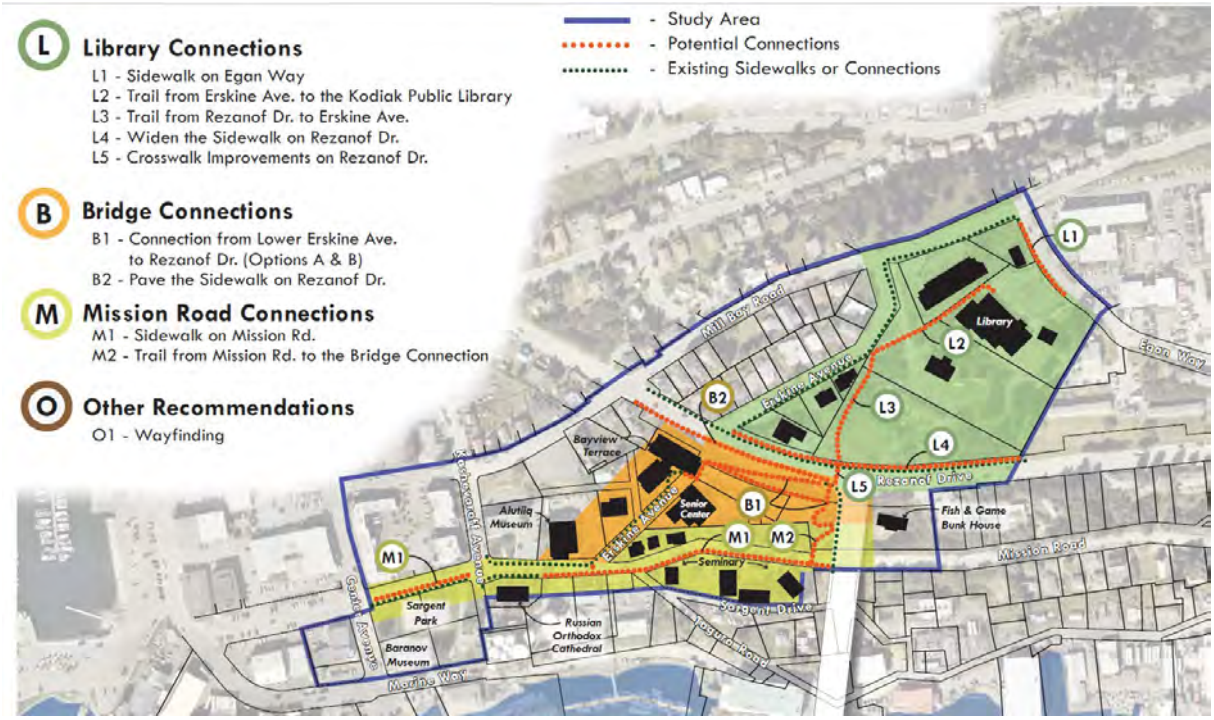
Some popular walking routes are highlighted in the exhibit below, which are typically to/from school, downtown, and recreational areas like Baranof Park and St. Paul Harbor.

There are also many hiking trails in and around Kodiak, which are shown on the attached figures with black dashed lines. Within town, there are some trails surrounding the Kodiak College Campus and Senior Center. In the outskirts of town are trails located in the hills to the northwest of Kodiak off Pillar Mountain Road and throughout Near Island. Many more hiking trails exist farther out of town throughout the island. ATV trails for four-wheelers and snow machines also exist.

Safety concerns associated with trails (outside of city areas) include stranded hikers, limited cell service, and bear encounters. There are approximately 3,500 Kodiak brown bears (the largest bears in the world) on the island, a density of about 0.7 bears per square mile. The bears are active between early April through late October. Only one person has been killed by a bear on Kodiak in the past 75 years. A bear injures a person about once every other year (ADF&G, 2021).

In 2017, the City of Kodiak developed a Pedestrian Pathways Plan. This plan should be referenced for future pedestrian facility improvements (provided in Appendix C for reference). In general, the plan recommended providing new connections to the Kodiak Public Library, Fred Zharoff Memorial Bridge Road, and Mission Road. Below is a figure showing the overall schematic of recommendations from the plan, within the downtown planning area:

Exhibit 9: Kodiak Recommended Pedestrian Plan, 2017



3.3 PUBLIC TRANSPORTATION

Public transportation in Kodiak is limited. There are no dedicated transit facilities or bus stops in Kodiak, and rights-of-way may be too narrow in most locations to install them.

There are four taxicab companies available for residents and tourists (JL Taxi, Kodiak Cab, Kodiak Taxi, and Kodiak City Cab). The Senior Center provides transportation for senior citizens to and from their homes and to the center. The center also provides home-delivered and curbside meal services to seniors. Bus transportation is available for all students. Rental cars are also available in Kodiak (Senior Citizens of Kodiak, Inc., 2021).

The Senior Citizens of Kodiak Inc. administers the Kodiak Area Transit System (KATS), which is operated by First Student Inc. Due to limited capacity, scheduled stops are currently not available, but the service may be provided in the future. People can schedule a ride by calling or booking online. KATS Dial-A-Ride service is available Monday through Friday from 6:30 AM to 6:30 PM, and Saturday through Sunday from 10:00 AM until 3:00 PM. Fares are $2.00 for each ride (KATS, 2021).

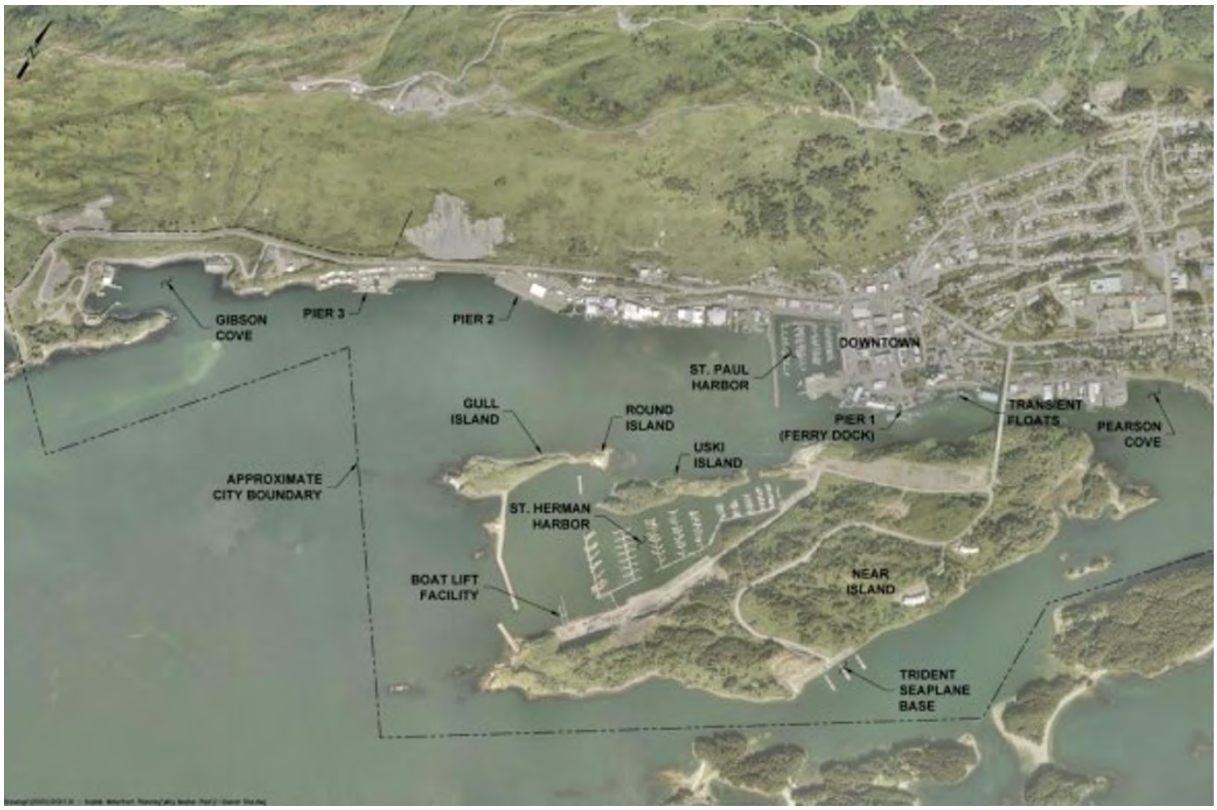
3.4 WATER TRANSPORTATION

Intermodal transportation in Kodiak consists of marine transportation associated with the USCG, the Alaska Marine Highway System (AMHS), commercial seafood processors, and the cruise ship industry.

3.4.1 Facilities

Kodiak offers a full range of dockage, boat yard and marine services for commercial fishing, cargo, passenger, and recreational vessels. The facilities are owned by the City of Kodiak; operated and maintained by the City's Harbor Department. Two harbors provide protected moorage for 650 vessels up to 150 feet in length. Large vessels, including the state ferry, cruise ships and cargo vessels are moored at one of the three deep water piers. Two inner-harbor docks are available for vessels up to 120 feet that may be used for loading and maintenance activities. All vessels must register with the Harbormaster's office for moorage, services, and dockage. Electricity and water are available at several locations and in most slips. Other services can be provided upon request. Harbor staff may be reached 24 hours per day, seven days per week on VHF channel 12 or 16. The office is open 8 to 5 Monday through Friday (City, 2021).

Exhibit 10: Kodiak Marine Facilities Map



Source: City, 2021.

The city-operated Saint Herman and Saint Paul Harbors provide small vessel slips, a dock, boat launch, and boat haul-out facilities. Shipping facilities are accommodated at the container port south of town. Intercommunity road access is limited because of the winter maintenance and road conditions.

The following intermodal facilities and operations are available (AMHS, 2021):

- Pier I – State Ferry Dock (Main Terminal for the *Tustumena*): 204-foot by 28-foot dock with water and bulk fuel.
    - Visitors' Center Building (also known as the Chamber of Commerce Building or the Kodiak Ferry Terminal Building) includes a ticket counter, public bathrooms, and a small waiting area that seats four people.
    - Discover Kodiak has tourism information located across the hall from the terminal in the Visitors' Center Building.
    - Parking for 10 vehicles not including the loading lanes or street parking, and a 72-hour lot across the street.
- Pier II – City Dock (where the *Kennicott* docks): 925-foot by 64-foot dock for commercial freight and fishing gear with bulk fuel, water, and a covered warehouse.
    - Port-a-potty restrooms only.
    - Ample parking.
- Pier III – Container Terminal: 490-foot by 64-foot dock for container freight with crane service and with water.
- LASH Marine Terminal: over 1,200 feet of dock space located in Women's Bay with 40- and 150-ton cranes, forklifts, storage, warehousing, waste disposal, and water.
- Fuller's Boat Yard: installed a travel-lift for vessels up to 150 tons, and outdoor dry storage.
- Saint Herman Harbor / Saint Paul Harbor: 650 slips with a 150-foot maximum vessel length, two general purpose docks, and tidal grids are inside the harbor.
    - A gravel parking area and paved trailer parking lot are available at the Saint Herman Harbor.
- USCG Base: Largest USCG facility in the United States.

3.4.2 Ferry Service

The Alaska Marine Highway system provides two ferry routes with service to Kodiak. Service in Southcentral (including Kodiak, Ouzinkie, and Port Lions) is provided year-round, while connects between Southcentral to Southeast and Southwest are only provided during summer months due to weather restrictions in the winter months (AMHS, 2021).

3.4.2.1 Southcentral to Southeast

The *MV Kennicott* connects the regions of southcentral and southeast. The mainline route is *Bellingham → Ketchikan → Juneau → Yakutat → Whittier → Chenega Bay → Kodiak → Homer*. The run time between Chenega Bay and Kodiak is approximately 14 hours, while Kodiak to Homer is 9 hours (AMHS, 2021).

The *MV Kennicott* is designed to carry 499 passengers and has a vehicle capacity of 1,560 linear feet for operation in Southeast Alaska. The vessel is 382 feet long and 85 feet wide, with a domestic gross tonnage of 9,978 and a service speed of 16.75 knots. There are 48 four-berth and 58 two-berth cabins, as well as 3 wheelchair-accessible cabins. The *MV Kennicott* onboard amenities include observation lounges with comfortable chairs, a covered heated solarium, a cafeteria-style restaurant, a movie lounge, showers, coin-operated lockers, writing and quiet lounges, and a child's play area. Fresh towels, pillows and blankets are available upon request for a small fee (AMHS, 2021).

Exhibit 11: Southcentral to Southeast Ferry Routes

Source: AMHS, 2021.

3.4.2.2 Southcentral to Southwest

The *MV Tustumena* connects the regions of southcentral and southeast. The mainline route is *Homer → Kodiak → Chignik → Sand Point → King Cove → Cold Bay → False Pass → Akutan → Dutch Harbor*, and *Homer → Kodiak.* The run time between Chignik and Kodiak is approximately 18 hours and 14 minutes (AMHS, 2021)..

The *MV Tustumena* is 296 feet long and 59 feet wide, with a domestic gross tonnage of 2,174 and a service speed of 13.3 knots. The vessel is designed to carry 160 passengers and has a vehicle capacity of 680 linear feet, which is equal to approximately 34 twenty-foot vehicles. There are 6 four-berth and 17 two-berth cabins, as well as 1 wheelchair-accessible cabin. The *MV Tustumena* is equipped with a dining room offering sit down food service, observation lounges, a covered heated solarium, a movie lounge, and showers (AMHS, 2021).

Exhibit 12: Southcentral to Southwest Ferry Routes

Source: AMHS, 2021.

3.5 AIR TRANSPORTATION

Air transportation provides the primary means of access to Kodiak Island for freight, mail, and people. There are two land-based airports and two floatplane facilities in Kodiak. On Kodiak Island, there are several other airport facilities at nearby communities including Port Lions, Larsen Bay, Moser Bay, Alitak (seaplane base), and Ouzinkie.

The USCG owns the Kodiak Airport but leases it to the State. The airport is located approximately 4 miles south of downtown Kodiak and has three paved runways that are

7,548-, 5,400- and 5,000-feet-long. Regular jet service from Alaska Airlines is available to and from Anchorage. The City of Kodiak Municipal Airport, located a mile from downtown Kodiak, has a 2,500-foot paved runway. Several airline charter services are available at the Kodiak and Municipal airports.

The floatplane facilities available in Kodiak include one located next to the Municipal Airport at Lily Lake, which is a freshwater facility, and another located at the Trident Basin Seaplane Base on the east side of Near Island. A small helicopter landing pad is available near Mission Bay off Mission Road.

3.6 RAIL TRANSPORTATION

There are no train or railway transportation systems in Kodiak at this time.

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4.0 TRANSPORTATION FACILITY NEEDS

4.1 CITY PRIORITIES

This section discusses City identified transportation projects, strategies, and goals for the near- (1-5 years), mid- (6-14 years), and long- (15-20 years) term. Projects were categorized into management, planning, design / construction, and maintenance categories.

4.1.1 Management

The table below shows the City's goals to enhance management of their Streets Division, including improvements to funding, budgeting, and records management. Each of the strategies listed below have a short-term (1-5 year) timeline, with an on-going status (annual organization or follow-up).

Table 4: List of City Management Priorities

Task Description
Funding / Budgeting
Develop a plan and process for seeking funding through Local, State, Federal, and Tribal government resources to continue funding transportation needs identified in this LRTP.
Use the LRTP to identify public priorities and gather voter support to allocate more funding from the local City budget for transportation improvements.
Develop a cost analysis to compare the design life and maintenance costs of roads with different surface materials including gravel, pavement, and chip seal.
Records Management
Organize and continue to keep records of roadway improvements (including what was done, materials and construction methods used, and date). Evaluate condition of roadways on a regular basis (for example once per year) by taking pictures or notes and keeping an organized record. After several years, determine which construction methods and materials work best for Kodiak environmental conditions.
Develop a simple record system to log community complaints about safety, potholes, and other transportation issues that could be used as data to support future funding needs.

4.1.2 Planning

Planning is a crucial component of a public works department. Additional planning needs were identified, as shown in the table below, which are meant to build on this LRTP. The purpose of the proposed planning projects is to understand the design and construction options to address a need such as safety improvements or expansion for community growth. Planning activities can include budgeting, mapping, public involvement, data collection, studies, and preliminary engineering. It is important to include relevant project stakeholders throughout the planning process. Most of these projects can be completed within the near-term timeframe.

Table 5: List of City Planning Priorities

Task Description
Develop a process for completing safety improvements such as identifying projects in a safety plan, completing RSAs, applying for funding, etc.
Develop a planning study to evaluate school zone safety. Consider design options such as a merge lane near the high school parking lot, adding a stop light at the intersection of Birch and Mill Bay Road, realignment of Powel Street, and other school zone improvements.
Develop a study to evaluate addition of pedestrian walkways and streetlighting to Mission Street. Consider right-of-way limitations. Consider one-way traffic flow.
Evaluate long-term community growth and traffic patterns. Evaluate solutions for congestion relief at priority areas including: • Along Rezanof near the schools, • At the Birch and Mill Bay intersection, • At the Powell and Mill Bay intersection • At the Thorshiem and Mill Bay intersection. • At the Y intersection (Mill Bay and Rezanof). Also consider redesign options such as roundabouts or one-way streets, intersections that might need traffic lights, and other ways to increase / improve flow.
Consider implementing weight limits on certain roadways (for example, Mill Bay Road) to reduce rutting and damage due to oversized vehicles.
Develop the Port of Kodiak Master Plan, including an inventory docks and facilities.
Continue to coordinate with the Sun'aq Tribe for safety and roadway improvement projects and leverage Tribal resources.
Update the Utilty Master Plan and priority list for repair / replacement of water and sewer lines. Ensure road repaving efforts are coordinated with these upgrades.
Develop a study to evaluate solutions to improve emergency response and access for fire trucks and ambulence vehicles on steep and narrow roadways (including Hill Crest and High Street) such as reducing the incline, increasing lane widths, or other solutions.
Develop a list or map of roads and their existing speed limits to decide if any need to be adjusted based on safety, access, and other factors. Identify locations for new speed limit signs, as needed.
Consider solutions to improve maintenance on Steller Way, which is a one-lane street that is too narrow to plow and pile snow.

4.1.3 Design & Construction

Design and construction projects require significant time and money to accomplish, but these high capital projects help improve transportation facilities to ensure they are safe and accessible over the long-term. Table 6 below shows an overview of City design and construction priorities.

Table 6: List of City Design and Construction Priorities

Task Description	Status / Timeline
Repave roads and enhance longevity of pavement.	1-5 years / on-going
Construct pedestrian improvements including new pathways and streetlighting on Mission Street.	6-14 years (After planning study)
Construct improvements for congestion relief on priority roads including: • Along Rezanof near the schools, • At the Birch and Mill Bay intersection, • At the Powell and Mill Bay intersection • At the Thorshiem and Mill Bay intersection. • At the Y intersection (Mill Bay and Rezanof).	15-20 years (After planning study)
Construct school zone improvements identified in the planning study.	6-14 years (After planning study)
Construct solutions to improve emergency response and access for fire trucks and ambulence vehicles on steep and narrow roadways that are identified in the planning study.	15-20 years (After planning study)
Construct pedestrian improvements including new pathways and streetlighting on Mission Street.	6-14 years (After planning study)
Construct improvements for congestion relief on priority roads including: • Along Rezanof near the schools, • At the Birch and Mill Bay intersection, • At the Powell and Mill Bay intersection • At the Thorshiem and Mill Bay intersection. At the Y intersection (Mill Bay and Rezanof).	15-20 years (After planning study)
Construct school zone improvements identified in the planning study.	6-14 years (After planning study)
Construct solutions to improve emergency response and access for fire trucks and ambulence vehicles on steep and narrow roadways that are identified in the planning study.	15-20 years (After planning study)

Street improvement projects were determined based on roadway conditions observed during the August 2021 site visit, while other needed projects were identified through public and stakeholder engagement. Priority was given to roads that are in worse condition and have a greater functional class and/or higher use.

For each road, the following features were evaluated and ranked Major (2 points), Minor (1 point), or None (0 points):

- Potholes,
- Ruts,
- Cracking,
- Worn down surface course (gravel roads only),
- Drainage issues,
- Safety issues,
- Traffic volume,
- City or stakeholder priority

With this methodology, the following roads had a priority rating of 6 or higher and were given a high priority to resurface.

Table 7: Roadway Improvements Priority Ranking

Road Name	Traffic Volume	Potholes	Ruts	Cracking	Drainage Issues	Safety Issues	City Priority	Priority Rating
Mission Rd	Major	Major	Major	Major	Major	Major	Major	14
Lower Mill Bay	Major	None	Major	None	Major	Major	Major	10
Mill Bay Rd (East)	Major	None	Major	None	Major	Major	Major	10
Mill Bay Rd (West)	Major	None	Minor	Minor	Major	Major	Major	10
Shelikof St	Major	None	Major	Major	Minor	None	None	7
Alimaq Dr	Major	None	None	Major	None	None	Major	6
E Marine Way	Major	Major	None	None	Major	None	None	6
W Marine Way	Major	None	Major	Minor	None	None	Minor	6

Notes:

1. Major = 2 points, Minor = 1 point, None = 0 points.
2. Mill Bay Road is sectioned here into West and East. The West segment is from Center Street to Lower Mill Bay Road (sometimes referred to as “Upper” Mill Bay Road). The East segment is from Lower Mill Bay Road to East Rezanof Drive.
3. A portion of E Marine Way has a gravel surface; all other roadways on this table are paved.

Table 8 below shows the estimated construction year and construction cost for each high priority route. The construction cost was based on an average cost per mile using recent construction cost estimates (2019-2022) from Brechan Construction for Ole Johnson Avenue, Baranof Street, Powell Avenue, Mill Bay Road, Von Scheele Street, and Larch Street in Kodiak. The cost only includes resurfacing the roadway (either shave and pave or full depth removal of pavement), not any additional improvements that may be needed, as shown in the table. The City’s current top priority is to repave Mill Bay Road.

Full cost estimate calculations and summaries are provided in Appendix G. A recommended budget summary for capital improvements is provided in Table 14 of Section 5.2.1.

Table 8: Short-Term Roadway Improvements Schedule and Budget

Road Name	Section Description	Road Length (miles)	Est. Const. Cost ($) (See note 1)	Const. Year	Construction Activity
Mill Bay Rd	Lower Mill Bay to Island Lake Rd	1.06	796,200	2023	Shave and Pave (See note 2)
	Total 2023	**1.06**	**796,200**		
Mill Bay Rd	Wilson Street to Lower Mill Bay	0.38	703,300	2024	Full Depth Removal of Pavement
Lower Mill Bay	Entire route	0.57	1,054,950	2024	Full Depth Removal of Pavement (See note 3)
	Total 2024	**0.95**	**1,758,250**		
Mission Rd	Erskine Ave to 12th Ave	0.63	1,165,950	2025	Full Depth Removal of Pavement (See note 4)
	Total 2025	**0.63**	**1,165,950**		
Alimaq Dr	Entire route	0.40	300,450	2026	Shave and Pave
Shelikof St	West Marine to Jack Hinkel	0.29	217,850	2026	Shave and Pave
	Total 2026	**0.69**	**518,300**		
W Marine Way	Entire route	0.30	225,350	2027	Shave and Pave
E Marine Way	Mission to Tagura	0.33	247,900	2027	Shave and Pave
	Total 2027	**0.63**	**473,250**		

Notes:

1. Costs are in 2022 US dollars. All roads listed are currently paved. Costs are estimated based on construction activity per mile, averaged from past cost estimates provided by Brechan Construction for the City of Kodiak. Other references include: City of Soldotna, 2016; TIC UW, 2002; USDA FS, 2022.
2. Mill Bay Road, from Island Lake Road to Rezanof Drive was paved in 2021 by the City and is not included in the repaving section.
3. Lower Mill Bay costs do not include additional improvements that may be needed including improving safety and congestion in school zone.
4. Mission Road Costs do not include additional improvements that may be needed including addition of pedestrian paths, lighting, and utility work.

For each of the roadways listed in Table 8, a brief project summary is provided below. A full list of roads and priorities is provided in Appendix E, including medium and low priorities. The priorities should be reviewed every year and updated every five years or as needed.

4.1.3.1 Mill Bay Road and Lower Mill Bay Road

Mill Bay Road is the City's top priority. Lower Mill Bay Road and Mill Bay Road are paved, urban minor arterials with traffic volumes up to 5,860 and 7,680 vehicles per day, respectively. Mill Bay Road is a rural local road where it forks from Lower Mill Bay Road to Center Avenue; This western segment of Mill Bay Road is sometimes referred to as "Upper"

Mill Bay Road. During a site visit conducted by Bristol in 2021, the pavement was observed to have cracks, ruts, potholes, patching, and faded pavement striping. The City reported that the road conditions degraded rapidly after repaving a few years ago. It is unknown if the failure is due to poor subsurface conditions / poor quality aggregate, inadequate drainage, freeze / thaw cycles, traffic volume, exceedance of weight limits, or a combination of these and other factors. Additionally, Mill Bay Road experiences traffic congestion due to the nearby school zone.

Ruts on Lower Mill Bay Road, 2021

Pothole patching on (Upper) Mill Bay Road, 2021

Due to the rapid deterioration after newly repaving the road, the City would like to evaluate the failure modes prior to repaving again. By understanding the root cause, the City can address the issue to increase the longevity of the road, thereby saving money in the long-term.

The City is in the process of funding a study to evaluate the failure modes, identify economic solutions to both capital improvements and long-term maintenance strategies, and also analyze traffic patterns and future growth. The purpose of the study will be to provide planning, data collection, and an evaluation of alternatives with capital and annual maintenance cost estimates for proposed solutions, as well as a summary of project requirements including permitting, potential utility conflicts, etc. The City's goal is to repave

the road in the 2023 construction season. No major road / intersection realignments, utility adjustments, or pedestrian improvements are anticipated at this time.

4.1.3.2 Mission Road

Mission Road, narrow lanes, no pedestrian path, and pavement cracking, 2021

Mission Road is another high priority for the City. It was also a major point of discussion at the public meeting, making it a clear public priority. Mission Road is a paved, urban major collector, experiencing between 1,610 to 2,330 vehicles per day. The pavement condition of Mission Road is among the worst of the roads within Kodiak. The surface has potholes, ruts, and cracking along much of the route. There are also drainage issues. Additionally, the street is narrow, with no dedicated pedestrian pathways (despite the high pedestrian traffic), and minimal street lighting, which is a safety concern. Due to steep terrain along the northwest side of the road, it will be costly to widen. The road cannot be expanded in the opposite direction due to proximity to residential lot lines. There is high traffic along this road because of the residential density.

The section of Mission Road from Lower Erskine Avenue to Ismailov Street / 12th Avenue (approximately 0.6 miles) is the highest priority for the City in terms of pavement condition, drainage, and safety issues. The City would like to prioritize repaving this road to improve its surface condition and drainage in the near-term. Lighting and pedestrian improvements are also needed. Additionally, the City would like to address utility issues along Mission Road including installing new storm drain facilities and replacing the aging water and sewer mains that were originally installed the 1950s.

It is recommended to perform a study to evaluate long-term solutions for expansion of this roadway. Some possibilities include widening into the hillside to add a sidewalk along one side of the road or turning a portion of the route into a one-way street with sidewalks. The pros and cons, including costs, would need to be evaluated. A formal study may also identify other alternatives not listed here. New lighting, signage, drainage, pedestrian stairways connecting to Rezanof Drive, and other features should be considered, as needed.

4.1.3.3 Alimaq Drive

Alimaq Drive is a paved, minor collector road located on Near Island. It provided access to St. Herman Harbor, the rock quarry, and other facilities on the island. The road is approximately 0.4 miles long, with an AADT of 1,970. This road receives a high volume of heavy-load truck traffic because of the rock quarry. The pavement is deteriorating rapidly. The road has cracking along the centerline joint, as well as several patched areas. Improving the condition of this road is a high priority for the City.

4.1.3.4 East and West Marine Way

Rutting and pavement deterioration along West Marine Way, 2021

Marine Way varies in condition. West Marine Way from Rezanof Drive to Mission Road is paved, with rutting and cracking along the surface. This is a high traffic area in downtown Kodiak for both pedestrians and automobiles. There is heavy-load traffic due to the cannery. East Marine Way from Mission to East Tagura Road is paved with cracking and drainage issues. East Marine Way from Tagura to its terminus has a gravel surface with potholes and minimal drainage ditching. There are no sidewalks along East Marine Way. South of Rezanof Drive, this route is classified as an urban minor arterial with 3,670 vehicles per day.

The recommended course of action for Marine Way is to resurface the paved section of roadway with new asphalt. The gravel section could be paved as well. New pavement striping, drainage facilities, and pedestrian pathways should be considered in the redesign.

Left: Alligator cracking along East Marine Way. Right: Gravel portion of East Marine Way.

4.1.3.5 Shelikof Street

Shelikof Street is a paved, rural local road located in downtown Kodiak and therefore can experience high traffic volumes. The pavement was observed to have rutting, patching, and small potholes, with cracks typically occurring along the centerline lane joint and at patched areas. There are bars, cafes, restaurants, shops, and viewing areas of St. Paul Harbor. There are sidewalks along portions of the roadway. There are also several industrial seafood centers located off Shelikof, which generate heavy-load traffic due to the cannery. On-street parking is available in some areas. The mix of pedestrian, automobile, and oversized vehicles / heavy equipment can cause congestion and be a safety concern.

Shelikof is also a high priority for the Tribe. They are in the process of conducting a formal Road Safety Audit of this corridor. The Tribe's goal is to reduce congestion and improve road conditions, as needed. The City would like to coordinate with the Tribe regarding improvements to Shelikof, potentially leveraging funding and other resources.

Pavement condition of Shelikof Street, 2021

At this time, the condition of Shelikof is primarily a maintenance issue. The roadway should be repaved in the near-term. Other safety improvements may be needed, depending on the results of the Tribe's Safety Audit. Aesthetic features or pedestrian amenities to promote tourism may also be considered.

4.1.4 Maintenance

The City of Kodiak Public Works Department maintains about 32 miles of roadway. To perform this function the Public Works Department has 5 operators, 6 maintenance workers, and 3 mechanics to provide almost around the clock service in the winter. Equipment available includes 4 graders, 1 sander, 2 salters, 4 dump trucks, 1 loader, 1 snow blower, and a Mastic machine. The City occasionally hires third-party contractors to conduct road improvements, as needed, typically through competitive bid.

Maintenance activities vary by the season (summer and winter) and road type (paved or gravel) as discussed in more detail below. Full maintenance cost estimate calculations and summaries are provided in Appendix G. Recommended budget summaries for annual summer and winter maintenance re provided in Table 12 and Table 13, respectively, of Section 5.2.1.

4.1.4.1 Summer Procedures

In the summer, road maintenance activities generally include pavement repair and street cleanup. The following activities are performed:

Asphalt Repair

As needed, the City will repair asphalt surface defects by filling potholes, sealing cracks, or replacing patches of pavement. The City recently procured a Mastic machine for crack sealing. It is assumed most roads need at least minor pavement repair work every year. Once every ten years, or as needed, paved roads will need to be resurfaced. This can include a new asphalt overlay, "shave and pave," or application of chip seal. Approximately every four years, pavement markings are repainted on applicable roadways.

The City should prioritize crack sealing to increase the longevity of paved roads. Many roads in Kodiak had a visible longitudinal joint crack down the centerline of the road where the two

paved lanes overlap. These cracks should be sealed to prevent excess stormwater from entering the subgrade and creating potholes.

Cleanup

The City works to keep the streets, sidewalks, and drainage channels clean and functional. At least once per year, the City inspects shoulders, ditches, culverts, gutters, and storm drain catch basins. Almost monthly, or as needed, the City will clear these facilities of vegetation and debris by mowing and collecting litter. Once per year, the City also inspects drainage structures (including curb and gutter and catch basins), and cleans them as needed. Approximately ten times per year, the City sweeps traveled ways including road lanes and sidewalks.

Sign Repair

Over time, signs may fade, lose reflectiveness, or become damaged due to weather, vandalism, and other factors. The City may need to replace up to one sign per roadway every four years, or up to 25 signs per year. The City may also elect to replace or add new signs along a particular roadway as part of repaving and improvement projects.

Gravel Roads

Gravel roads receive cleanup and sign repair maintenance similar to paved roads. However, gravel roads have additional surface maintenance requirements. Currently, the City blades / regrades gravel roads once per month to keep them free of potholes. Spot surfacing may also be needed to fill in / build up larger areas where gravel may have worn down over time.

Although not currently performed, the City would like to implement a dust control strategy for gravel roads, especially on Near Island along Trident Road. One of the most popular and effective dust control methods is to apply calcium chloride, mixing it into the surface course. Calcium chloride should be applied once per year. The first application often requires more chemical and more effort, but over time, the road will become more compacted and stable, requiring less chemical each application.

4.1.4.2 Winter Procedures

The following winter procedures are posted on the City's website:

Plowing

Snow plowing procedures vary depending on access type:

- **Main traffic routes**: Traffic routes are normally plowed out within 6 hours after heavy snowfall stops. These routes are plowed with graders from early morning to late at night during storms.
- **Other City maintained streets & parking lots**: After a heavy snowfall stops, the City attempts to plow out the full width of these areas with driveways and

intersections gated within 24 hours. Normally a complete plow out is necessary after snowfalls exceeding 4 inches.

- **Alleyways**: To be plowed after other roadway areas are completed.

Salting/Sanding

The City uses a combination of rock salt and chips to improve traction and melt ice on paved streets and sand or gravel to improve traction on gravel streets. Salting and sanding are one of the first methods the City uses to combat icy conditions. Drivers should be aware that generally only hills, intersections, and curves receive applications of these materials.

Weather Changes

Kodiak, having a maritime climate is subject to frequent weather changes during the winter. One of the most dangerous is the transition from a cold spell or snowstorm to rain. During these periods of extremely icy conditions, it may take several hours for public works personnel to improve driving conditions. Motorists are urged to avoid driving during these times if possible.

Snow Berms and Sidewalks

The City's primary objective is to keep streets open for safe travel. Whenever possible, operators try to minimize the size of snow berms across driveways. City staff note, “a gate [on the end of a road grader blade] can only carry so much, and will often spill over, leaving a berm.” The City does not have the resources available to remove snow berms and clean sidewalks. Removal of snow berms and the cleaning of sidewalks are the responsibility of the property owner/resident.

Snow Storage

Whenever possible, snow is stored behind the curb line on the roadway's right-of-way or hauled out of the area. After the initial plow-out, in an area where the snow is hauled, graders will return and push the snow back into the street where it is loaded into trucks and hauled away, making room to plow succeeding snowfalls. This procedure may block sidewalk usages for several days or weeks. Many walkways in downtown are cleared as time permits.

4.1.4.3 Technology and Innovation

One of the City’s goals is to explore new technologies and construction methods to improve the life of facilities that are impacted by environmental conditions such as freeze/thaw and heavy rain. This section provides an overview of resources to help the City of Kodiak stay up-to-date with modern technologies and innovative strategies for road construction, maintenance activities, information management, and more.

FHWA Center for Accelerating Innovation

The FHWA Center for Accelerating Innovation (CAI) was established in 2012 to identify proven yet underutilized innovations for planning, design, building, and maintaining highways and road systems. There are countless resources online including information on proven innovations, success stories, funding opportunities, virtual workshops, training resources, and more.

Some proven innovations that may be beneficial for Kodiak include:

- **Intersection and Interchange Geometrics –** Innovative intersection and interchange geometrics can accommodate traffic volumes efficiently while reducing or altering conflict points to allow for safer travel. These effective alternatives to traditional designs include modern roundabouts, diverging diamond interchanges, and intersections with displaced left-turns or variations on U-turns.

- **High Friction Surface Treatments** – High-quality aggregates that can be applied to existing or potential high-crash areas to immediately and dramatically reduce specific crash types and the related injuries and fatalities. HFST restore or maintain pavement friction, helping motorists keep better control in dry and wet driving conditions.

- **Geospatial Data Collaboration** – Geospatial data collaboration helps agencies save time on highway projects by making tools, data, and maps available on the Web. This shared access can improve the efficiency of working relationships among agency stakeholders, simplify data distribution among project participants, and enhance or streamline information flow for environmental and other processes.

- **Intelligent Compaction** – Intelligent compaction (IC) is a modern approach to compacting pavement materials that enhances pavement quality, uniformity, and long-lasting performance. IC uses vibratory rollers equipped with accelerometers, a continuous measurement system, Global Positioning System-based mapping, and an onboard computer reporting system so operators can monitor the compaction process in real-time and provide corrections if needed. IC rollers compact with greater efficiency with fewer passes than traditional modern vibratory rollers, producing saving time, cost, and fuel. Continued use and improvement of IC technology will produce better quality roadways and allow agencies to operate more efficiently.

- **Pavement Preservation (When, Where, and How)** – Applying a pavement preservation treatment at the right time (when), on the right project (where), with quality materials and construction (how) is a critical investment strategy for optimizing infrastructure performance. The “when and where” component supports preservation by managing pavements proactively. Whole-life planning defines expectations for the long term and provides more stability to the cost of operation and maintenance. Identifying preservation strategies at the network level reduces the need for frequent or unplanned reconstruction. The “how” component promotes quality construction and materials practices, including treatment options that apply to flexible

and rigid pavements. These practices contribute to improved pavement performance, providing smoother, safer roads and delaying the need for rehabilitation.

- **Road Weather Management** – Integrating Mobile Observations (IMO) and Path-finder are two distinct road weather management solutions that can help State and local agencies manage the surface transportation system ahead of, during, and after adverse road weather conditions. IMO is a cost-effective way to gather information on weather and road conditions using existing fleet vehicles that can then be integrated into decision support systems. Vehicle-based technologies provide agencies with data to manage transportation systems before the impacts of adverse weather occur. The Pathfinder process enables transportation departments, the National Weather Service, and private weather service providers to collaborate on clear, consistent road weather messaging for the public, helping drivers make informed travel decisions.

- **Safe Transportation for Every Pedestrian** – The majority of pedestrian roadway fatalities occur at uncontrolled crossing locations (such as midblock areas). The following countermeasures have known safety benefits for reducing those crash types:
    - Crosswalk visibility enhancements, such as crosswalk lighting and enhanced signing and marking, help drivers detect pedestrians.
    - Raised crosswalks are a traffic calming technique that can reduce vehicle speeds and encourage drivers to yield to pedestrians.
    - Pedestrian refuge islands provide a safer place for pedestrians to stop at the midpoint of the road before crossing the remaining distance.
    - Pedestrian hybrid beacons provide pedestrian-activated stop control in areas where pedestrian volumes are not high enough to warrant a traffic signal.
    - Road Diets reconfigure a road cross-section to accommodate all users safely.

More information for each of these innovations, and others, can be found on the FHWA CIA website.

Professional Conferences and Trade Shows

Another great way to learn about new technologies on the market and stay current with transportation research is to have City personnel attend professional conferences and trade shows. The following is a list of entities that typically host conferences, conventions, workshops, trainings, and other transportation-related events:

- American Association of State Highway and Transportation Officials (AASHTO)
- National Local Technical Assistance Program Association (NLTAP)
- Institute of Transportation Engineers (ITE)
- International Municipal Signal Association, Inc. (IMSA)
- American Traffic Safety Services Association (ATSSA)
- National Weather Association
- American Public Works Association (APWA)
- International Association of Chief of Police (IACP)
- Intermodal Association of North America (IANA)
- Western Association of State Highway Transportation Officials (WASHTO)

- American Meteorological Society (AMS)
- American Road & Transportation Builders Association (ARTBA)
- American Public Works Association (APWA)
- Association of Metropolitan Planning Organizations (AMPO)
- Operations Academy
- National Rural ITS
- National League of Cities (NLC)
- American Meteorological Society
- American Traffic Safety Services Association (ATSSA)
- National Association of County Engineers (NACE)
- National Association of Regional Councils (NARC)
- Northeast Association of State Transportation Officials (NASTO)

Other transportation-related conferences that take place in Alaska (Anchorage, Fairbanks, Juneau, Ketchikan) include:

- The Alaska Tribal Transportation Symposium
- The Alaska Trucking Association's Annual Meeting
- BIA Tribal Providers Conference
- Annual Alaska Community Transit Conferences
- Alaska Mobility Coalition Annual Meeting
- Alaska Tribal Transportation Work Group (ATTWG)

4.2 TRIBAL PRIORITIES

The Sun'aq Tribe discussed the following priorities at the project kick off meeting during the site visit. The City and Tribe will continue to coordinate road priorities to leverage funding and resources.

Table 9: List of Tribal Priorities

Task Description	Status / Timeline
Develop a Tribal Transportation Safety Plan.	Updated every 5 years.
Add the City's port and harbor facilities to the National Tribal Transportation Facilities Inventory so the Tribe can contribute Tribal Shares funding to improvements of those facilities, as needed.	1-5 years
Prioritize Shelikof Street to reduce congestion and improve road conditions, as needed.	15-20 years
Complete Road Safety Audits for the following streets: • Route 1001- Anton Larsen Bay Road 11.6 Miles • Route 1002- Mission Road 2.0 Miles • Route 1003- Rezanof Drive 13.8 Miles • Route 1012- Shelikof Street 0.9 Miles • Route 1043- Selief Lane 1.4 Miles • Route 1100- Lilly Drive 0.5 Miles • Route 1119- Sharatin Road 0.6 Miles	1-5 years The Tribe received TTPSF funding ($33k in 2019) to complete the RSAs.

5.0 NEXT STEPS

5.1 PROJECT DEVELOPMENT

Implementation of any priority project should follow the general process listed below:

1. Planning
   - Research data, collect public feedback, identify needed projects and strategies, and prioritize them in a planning document (such as this LRTP).

2. Design (including Preliminary Engineering)
   - Develop a project scope, compare alternatives and evaluate life cycle costs (typically in a Preliminary Engineering Report), consider environmental impacts and requirements (typically in an Environmental Assessment), perform other preliminary engineering such as geotechnical investigations and surveys as needed, obtain land/easements and permits as needed, develop design plans and specifications.

3. Construction
   - Develop a budget and schedule, hire contractor(s)/subcontractor(s), procure materials, mobilize equipment, construct project.

4. Operations & Maintenance (O&M)
   - Develop an O&M plan including a schedule and budget, monitor conditions, perform maintenance activities as needed.

5.2 FUNDING PROCESS

There are many ways to fund a project including with the City budget, federal or municipal grants and loans, City bonds, partnerships with regional entities, or a combination of sources. In general, it is easier to obtain federal grants for the Construction phase of a project after "shovel ready" design documents are complete. Therefore, many municipalities fund the Planning and Design phases of projects with the City budget, or by leveraging partnership funds. Often, funding programs will consider the funds spent on Planning and Design as the "match" for the grant.

5.2.1 Setting a Budget

The City of Kodiak Public Works Department has multiple divisions, which include Administrative Division, Streets Division, Garage, Water Utility, Sewer Utility, and Storm Water Pollution Prevention Plan (SWPPP). Projects that occur under these divisions are funded by various pools with budgets that are determined at the beginning of the fiscal year (FY). In FY 2021, the budget for these funds are as follows:

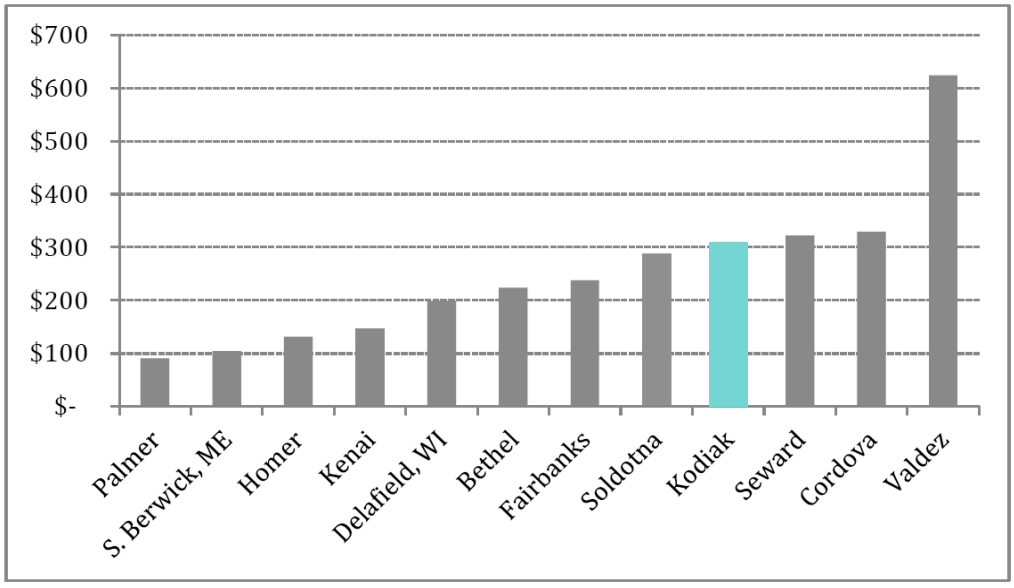
Table 10: City of Kodiak Public Works FY21 Actual Revenue

Fund	Revenue ($)
Interest	120,000
Water Fund	784,032
Sewer Fund	199,000
General Fund - Assigned to Capital Projects	3,322,000
Cargo Fund	5,000
Shipyard Fund	11,000
Streets Improvement Fund	1,250,840
Total	**5,691,872**

Road maintenance activities and capital projects are often funded by a combination of these funds. Table 11 shows the FY21 project list with the budget and funding source allocation for each. Projects and maintenance activities specific to the streets division are highlighted.

The City of Kodiak spends slightly more on road maintenance per capita than other communities in Alaska. Based on a population of 5,579 in 2020, and using the road maintenance budget of $2,190,032, the City spends approximately $393 per capita per year. A study conducted by PDC Inc. Engineers in March 2016 for the City of Soldotna "Streets Inventory and Management Plan" showed that the City of Kodiak spent just over $300 per capita per year, which was more than Bethel, Fairbanks, and Soldotna. This graphic is over 5 years old but provides a general picture of Kodiak's spending relative to other communities. With a cumulative inflation of approximately 23% over the last 5 years, the increase in spending per capita seems to be due to inflation.

Exhibit 13: Per Capita Spending on Street Maintenance in Select Cities, 2016



Source: City of Soldotna, 2016

Table 11: City of Kodiak Public Works FY21 Project Budget

Project No.	Project Description	Budget ($)	Source ($)	% Funded by Source	Funding Source Description
5003	Annual Sidewalk Curb & Gutter	1,010,101	120,000	12%	Interest
			240,032	24%	Water Fund
			55,000	5%	Sewer Fund
			355,000	35%	General Fund
			35,000	3%	Streets Improvement Fund
5032	Storm Drainage Repair on Simeonof	545,000	405,000	74%	Water Fund
			140,000	26%	General Fund
5033	Pillar Mountain Waste Material Dump Site	110,000	-	-	Completed
5034	Rocks for PW Maintenance	60,000	24,000	40%	Water Fund
			24,000	40%	Sewer Fund
			12,000	20%	Streets Improvement Fund
5035	SPCC Spill Prevention	58,000	5,000	9%	Cargo Fund
			15,000	26%	Water Fund
			20,000	34%	Sewer Fund
			11,000	19%	Shipyard Fund
			7,000	12%	General Fund
5036	Mill Bay Road Rebuild	2,670,000	100,000	4%	Water Fund
			100,000	4%	Sewer Fund
			1,000,000	37%	General Fund
			1,470,000	55%	Streets Improvement Fund
5037	Underground Storage Tank	137,540	10,000	7%	General Fund
			15,000	11%	Streets Improvement Fund
5038	Installation of Above Ground Storage Tanks	91,300	35,000	38%	Streets Improvement Fund
5039	Annual Pavement Repairs	1,119,931	550,000	49%	Streets Improvement Fund
			555,000	50%	General Fund
5040	Streets Capital Equipment	320,000	-	-	Completed
	Total	**6,121,872**			
	Total: Road Projects	**2,990,000**			
	Total: Road Maintenance	**2,190,032**			

The best way to estimate the cost of a proposed project is to evaluate the costs of past similar projects in the region. The City can use expenditure reports, receipts, financial statements, and maintenance logs to generate unit prices and apply them to estimated project quantities. Each project budget should include costs for materials and labor (including per diem) and should include administrative costs (typically 15-20% of the project total) and an added contingency (typically 5-15% of the project total). The cost estimate should include all phases of construction from permitting and mobilization to demobilization and cleanup. Third-party contractors can be used to generate cost estimates. Material suppliers can also perform take-offs of design plans. Specific repaving project budgets are provided in Section 4.1.3.

The City also needs an annual maintenance budget. Aa shown in Table 12, Bristol worked with the City to identify general assumptions for each summer and winter work item to generate an estimated cost per mile to maintain, and then apply this value over the number of road miles maintained by the City of Kodiak (approximately 9.3 miles of gravel road, and 22.3 miles of paved road, total ~32 miles).

Table 12: City of Kodiak Proposed Summer Road Maintenance Budget

Work Items	Gravel Roads (9.3 miles)		Paved Roads (22.3 miles)	
	Frequency	Est. Cost per Mile	Frequency	Est. Cost per Mile
Blading/Grading	12 times per year	$1,000	Not applicable	-
Ditching/Shoulders	4 times per year	$1,500	Once every year	$1,500
Dust Control	Once every year	$1,500	Not Applicable	-
Brushing/Mowing	10 times per year	$500	10 times per year	$500
Clean/Inspect Drainage Structures/Systems	Once Every Year	$2,500	Once Every Year	$2,500
Paint Pavement Markings (est. cost of materials and labor per mile)	Not applicable	-	Once every 4 years	$2,000
Repair asphalt-patching, potholing, crack sealing	Not Applicable	-	Every Year	$2,000
Resurface asphalt - chip seal	Not Applicable	-	Once every 10 years	$300,000
Sign Maintenance / Replacement (est. labor & materials)	Replace 1 per road every year	$400	Replace 1 per road every year	$400
Spot Surfacing	600 ton / 400 CY every 3 years 2-3 inch depth for 1/2 mile	$15,000	Not applicable	-
Sweeping	Not applicable	-	10 times per year	$2,500
Est. Annual Cost per Mile ($/mi):		$37,400	$66,900	
Est. Summer Cost Total:		$346,600	$1,490,900	
Est. Annual Summer Maintenance Total		**$1,837,500**		

Table 13: City of Kodiak Proposed Winter Road Maintenance Budget

Work Items	Frequency
Purchase of sand	Every Year
Purchase of chemicals	Every Year
Dumpsite maintenance	Every Year
Dump truck rental/hauling	Every Year
Est. annual cost per Mile	$15,000
Est. Annual Winter Maintenance cost (36 miles)	**$473,300**

With summer and winter maintenance costs combined, the City should budget approximately $2.3 Million for annual road maintenance. Compared to FY21, the City spent over $2.1 Million on road maintenance.

This budget was developed using the following assumptions:

- $500 Hourly Rate for Equipment & Operator
- 0.5 mile per hour Grading speed
- 3-man crew for ditching effort
- 3-man crew for asphalt repair
- Frequencies shown in Tables 12 and 13

Using the estimated annual maintenance costs described above, the total recommended FY23 budget for City Streets is provided in Table 14. The table includes the proposed capital improvements for FY23 (Mill Bay Road) and additional contingencies for planning, administrative, and training / equipment costs.

Table 14: Recommended City of Kodiak FY23 Budget for City Streets

Description	Budget
Annual Summer Maintenance: Paved Roads	$1,490,900
Annual Summer Maintenance: Gravel Roads	$346,600
Annual Winter Maintenance	$473,300
Capital Cost for FY23	$796,200
Subtotal	*$3,107,000*
Planning	$100,000
Administrative (20% of subtotal)	$621,400
Training / Equipment (20% of subtotal)	$621,400
Total	**$4,449,800**

5.2.2 Financial Constraints

To assist with transportation planning, cost estimates for short-term high-priority projects selected during the public involvement process will be developed. Having cost estimates on hand will aid in procuring funding by showing preparedness, as well as assist the City's planning efforts for future transportation projects and budget allocation.

In the event that funding falls short or requires amendment, the City will use the following recommended procedure to determine the best course of action:

1. Determine the new funding requirement;
2. Evaluate current available funding;
3. Evaluate additional funding options;
4. Hold a meeting with council members to re-evaluate the transportation budget and make amendments as needed, while utilizing the priority list to ensure other priority projects stay on track;
5. Adjust the project schedule as needed, and;
6. Update the LRTP.

5.2.3 Funding Sources

The vast majority of funding for transportation projects arises from federal highway acts, which are authorized by Congress and determine transportation policy and spending levels for a set period of time. On November 15, 2021, On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides $550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband (USDOT FHWA, 2022).

Federal funding opportunities will be posted on grants.gov. The ADOT&PF website also has more information about IIJA discretionary programs. Senator Murkowski has more resources to help Alaskans understand these opportunities on her website as well.

This section discusses potential funding sources for the Community's prioritized transportation projects, types of projects eligible for funding, and the funding process for each funding agency. Potential transportation funding sources include funds from the USDOT, Public Lands Highway, Scenic Byways, the Denali Commission, and the Better Utilizing Investments to Leverage Development (BUILD) Grant, among others, as explained in further detail below.

5.2.3.1 Alaska Department of Transportation

The ADOT&PF provides services to Alaskans and visitors by designing, constructing, operating and maintaining the state's transportation infrastructure systems, buildings and other facilities. These included more than 5,600 miles of highway, 242 airports, 731 public facilities, and 10 ferries serving 35 communities throughout the state of Alaska. The

department is divided into three regions, along with the Alaska Marine Highway System. The Community falls within jurisdiction of the ADOT&PF Southeast Region, Juneau office.

There are several funding options available through the ADOT&PF for transportation-related projects, which are established by and subject to the FAST Act funding allocation. These are described briefly below. More information is given on the ADOT&PF website.

- *STIP* – The Statewide Transportation Improvements Program is funded by the FHWA, FTA, and matching funds from the state and/or local sources. The STIP is ADOT&PF's four-year program for transportation system preservation and development. The Needs List is the foundation of the STIP and includes all the air, land and water transportation projects in Alaska that have been formally proposed by residents, elected officials, and transportation professionals every four years.
- *Safe Routes to School* – Grants are available to help plan, design or complete construction improvements that enable and encourage children to safely walk and bicycle to school. Eligible recipients include state, local and regional agencies, and nonprofit organizations with a sponsor. A 20% match is required for all projects.
- *Public Transit Funding* – The State of Alaska maintains various public transit programs to aid in funding across the state. These include the Non-Urban Formula Grants, Rural Transportation Assistance Program (RTAP), American Recovery and Reinvestment Act of 2009 (ARRA) Funding Distribution, and the Tribal Transit Program Funds.

5.2.3.2 Other Funding Sources

Apart from the TTP and ADOT&PF, additional funding sources are available for transportation projects, as listed and described briefly below.

- *Grants.gov* – www.grants.gov is a public website where all federal discretionary funding opportunities are posted for grantees to find and apply to them. The search function can be used to sort out transportation related grants. Some grant postings close after only two weeks, so it is important to check for opportunities frequently.
- *The Denali Commission* – The Denali Commission is an independent federal agency designed to provide critical utilities, infrastructure, and economic support throughout Alaska. Various funding opportunities are available through their Energy Program, Transportation Program, Health Facilities Program, and Training Program. Visit the Denali Commission website for more information.

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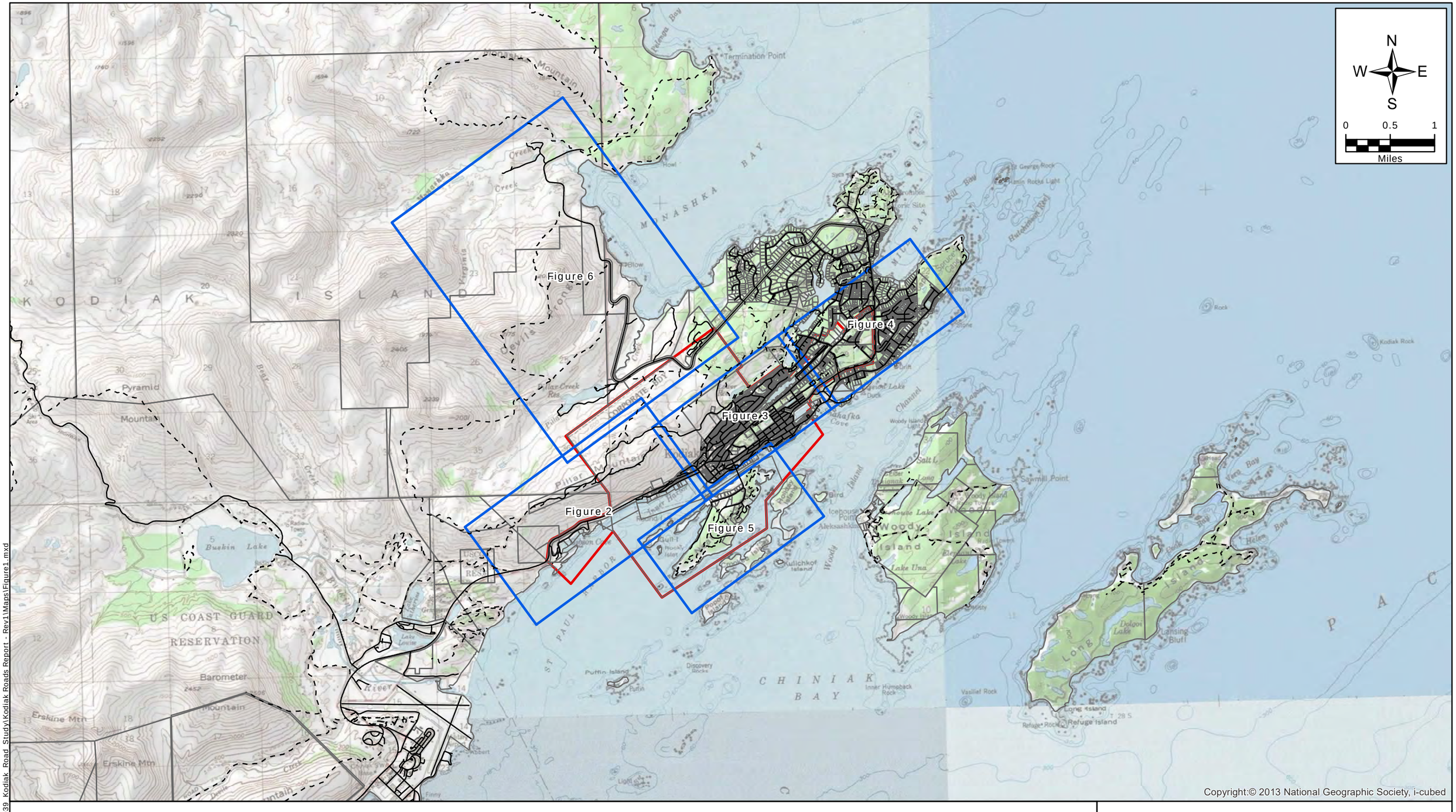
FIGURES



Legend

- Road
- Trail
- Figure Extent
- Parcel
- City of Kodiak

FIGURE 1
KODIAK, AK
KODIAK ROAD INVENTORY
KODIAK KEY MAP

Bristol
ENGINEERING SERVICES COMPANY, LLC
Phone (907)563-0013 Fax (907)563-6713

DATUM:	DATE: 11/12/2021	SHEET
NAD83	DWN. NAP	1
PROJECTION:	SCALE 1" = 1 mi	of
SP AK Z5 FT	APPRVD. JW	8
Project No. 32220039		

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Legend

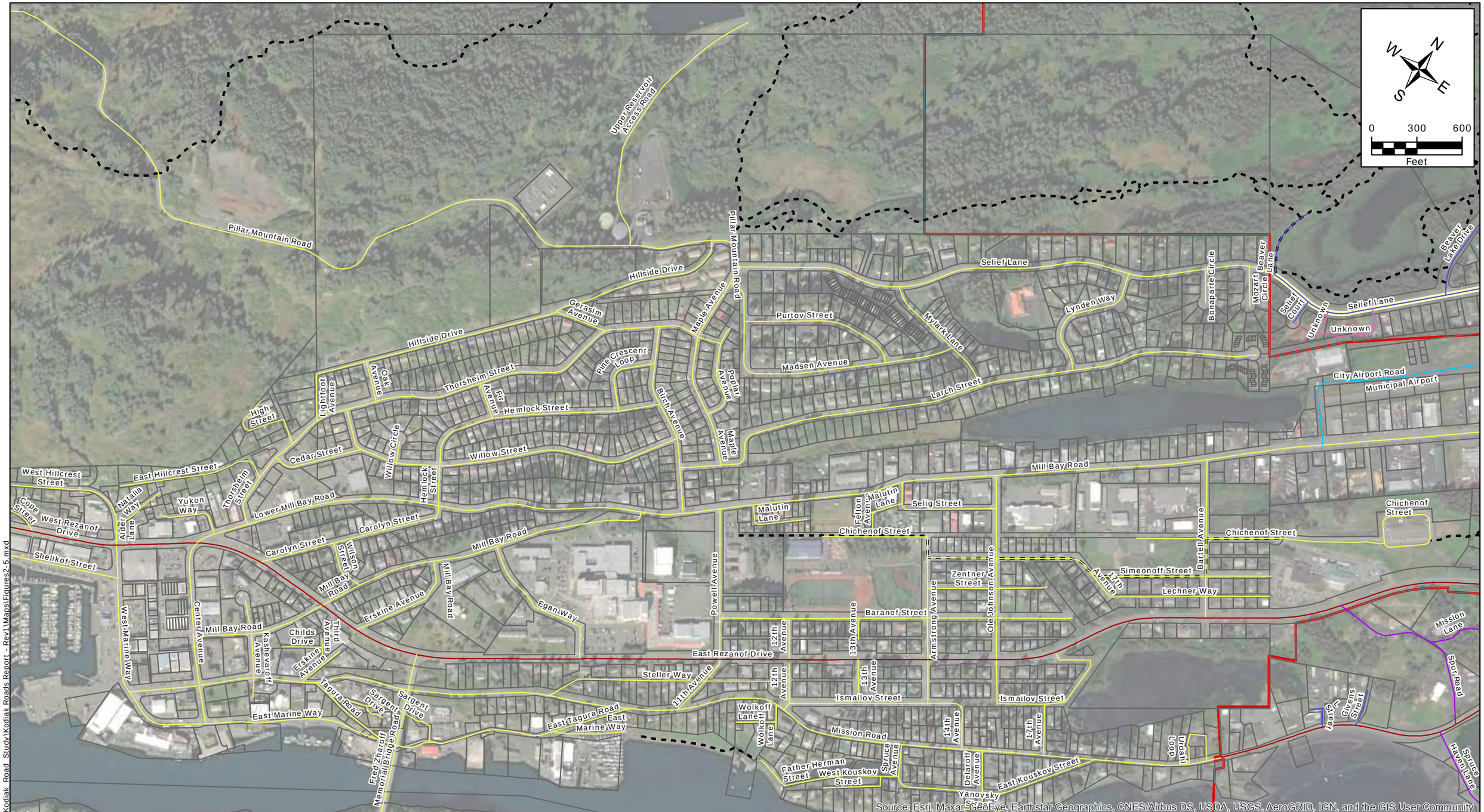
- City of Kodiak
- Private
- Private - Inside City Limits
- State of Alaska
- Highlighted Roads are Maintained by the City of Kodiak Outside of City Limits
- Trail
- Parcel
- City of Kodiak

FIGURE 2
KODIAK, AK
KODIAK ROAD INVENTORY
WEST KODIAK ROAD MAP

Bristol
ENGINEERING SERVICES COMPANY, LLC
Phone (907)563-0013 Fax (907)563-6713

DATUM:	NAD83
PROJECTION:	SP AK Z5 FT
Project No.	32220039
DATE:	11/12/2021
DWN.	NAP
SCALE	1" = 800'
APPRVD.	JW

SHEET 2 of 8



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Legend

- City of Kodiak
- City of Kodiak (Private - Inside City Limits)
- Kodiak Island Borough
- Private
- Private - Outside City Limits
- State of Alaska
- Highlighted Roads are Maintained by the City of Kodiak Outside of City Limits
- Trail
- Parcel
- City of Kodiak

FIGURE 3
KODIAK, AK
KODIAK ROAD INVENTORY
CENTRAL KODIAK ROAD MAP

Bristol
ENGINEERING SERVICES COMPANY, LLC
Phone (907)563-0013 Fax (907)563-6713

DATUM:	NAD83
PROJECTION:	SP AK Z5 FT
Project No.	32220039
DATE:	11/12/2021
DWN.	NAP
SCALE	1" = 600'
APPRVD.	JW

SHEET 3 of 8

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Legend

- City of Kodiak
- City of Kodiak (Private - Inside City Limits)
- Kodiak Island Borough
- Private
- Private - Inside City Limits
- Private - Outside City Limits
- State of Alaska
- Highlighted Roads are Maintained by the City of Kodiak Outside of City Limits
- Trail
- Parcel
- City of Kodiak

FIGURE 4
KODIAK, AK
KODIAK ROAD INVENTORY
EAST KODIAK ROAD MAP

Bristol
ENGINEERING SERVICES COMPANY, LLC
Phone (907)563-0013 Fax (907)563-6713

DATUM:	DATE: 11/12/2021	SHEET
NAD83	DWN. NAP	4
PROJECTION:	SCALE 1" = 600'	of
SP AK Z5 FT	APPRVD. JW	8
Project No. 32220039		

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Legend

- City of Kodiak
- Kodiak Island Borough
- Trail
- Parcel
- City of Kodiak

FIGURE 5
KODIAK, AK
KODIAK ROAD INVENTORY
NEAR ISLAND ROAD MAP

Bristol
ENGINEERING SERVICES COMPANY, LLC
Phone (907)563-0013 Fax (907)563-6713

DATUM:	NAD83
PROJECTION:	SP AK Z5 FT
Project No.	32220039
DATE:	11/12/2021
DWN.	NAP
SCALE	1" = 600'
APPRVD.	JW

SHEET 5 of 8

Document Path: G:\Jobs\32220039_Kodiak_Road_Study\Kodiak Roads Report - Rev1\Maps\Figures6.mxd

Legend

- Kodiak Island Borough
- Private - Outside City Limits
- State of Alaska
- Highlighted Roads are Maintained by the City of Kodiak Outside of City Limits
- Trail
- City of Kodiak

FIGURE 6
KODIAK, AK
KODIAK ROAD INVENTORY
NORTH KODIAK ROAD MAP

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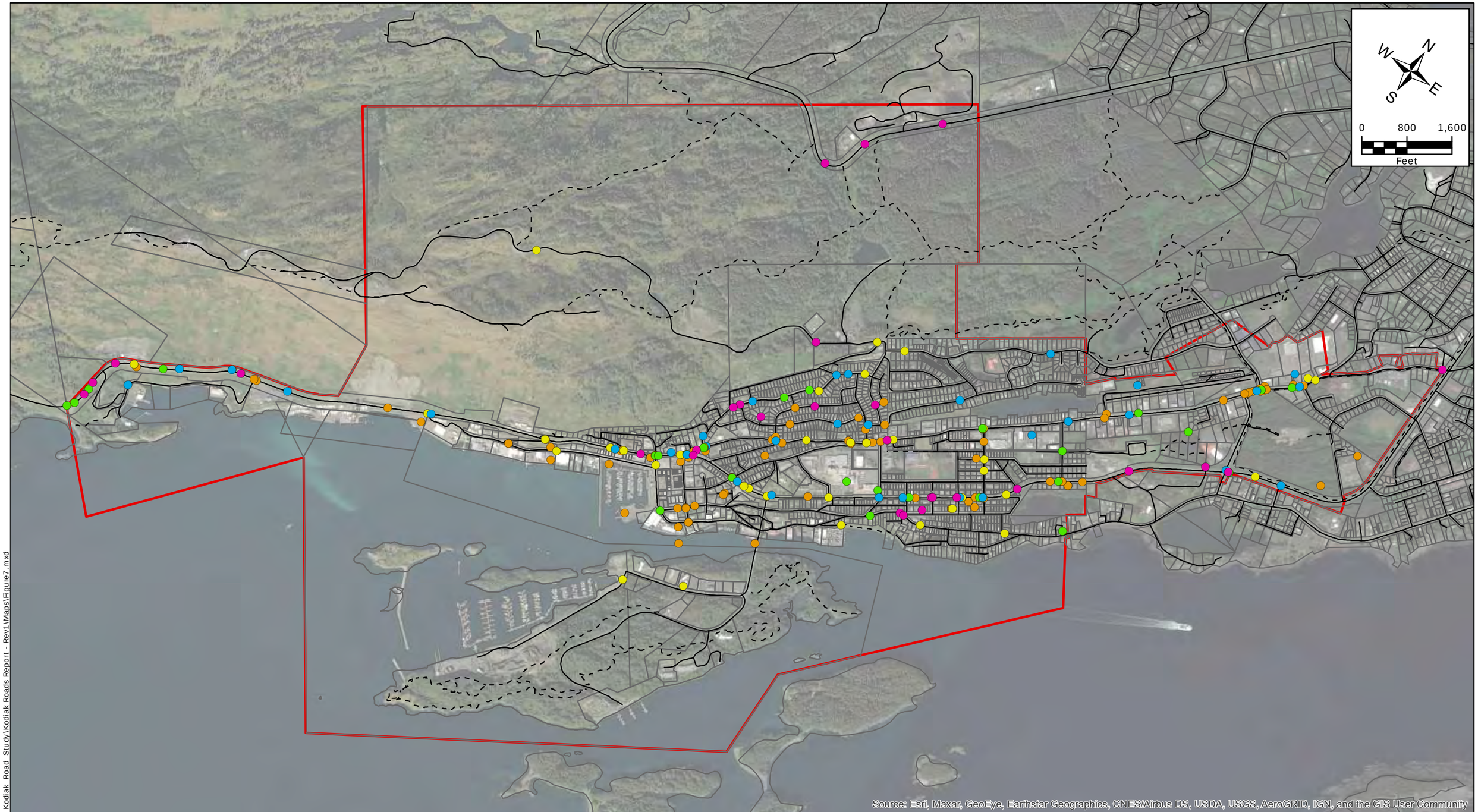
DATUM:	NAD83
PROJECTION:	SP AK Z5 FT
Project No.	32220039
DATE:	11/12/2021
DWN.	NAP
SCALE	1" = '
APPRVD.	JW
SHEET	6 of 8



Legend

- 2013
- 2014
- 2015
- 2016
- 2017
- Road
- Trail
- Parcel
- City of Kodiak

Note:
Positions are based on reported latitude longitude. Some locations may not represent actual site of incident.
This map excludes 22 crashes that did not have accurate latitude / longitude data.

FIGURE 7
KODIAK, AK
KODIAK ROAD INVENTORY
KODIAK CRASH DATA MAP

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DATUM:	NAD83
PROJECTION:	SP AK Z5 FT
Project No.	32220039
DATE:	11/15/2021
DWN.	NAP
SCALE	1" = 1,600
APPRVD.	JW
SHEET	7 of 8

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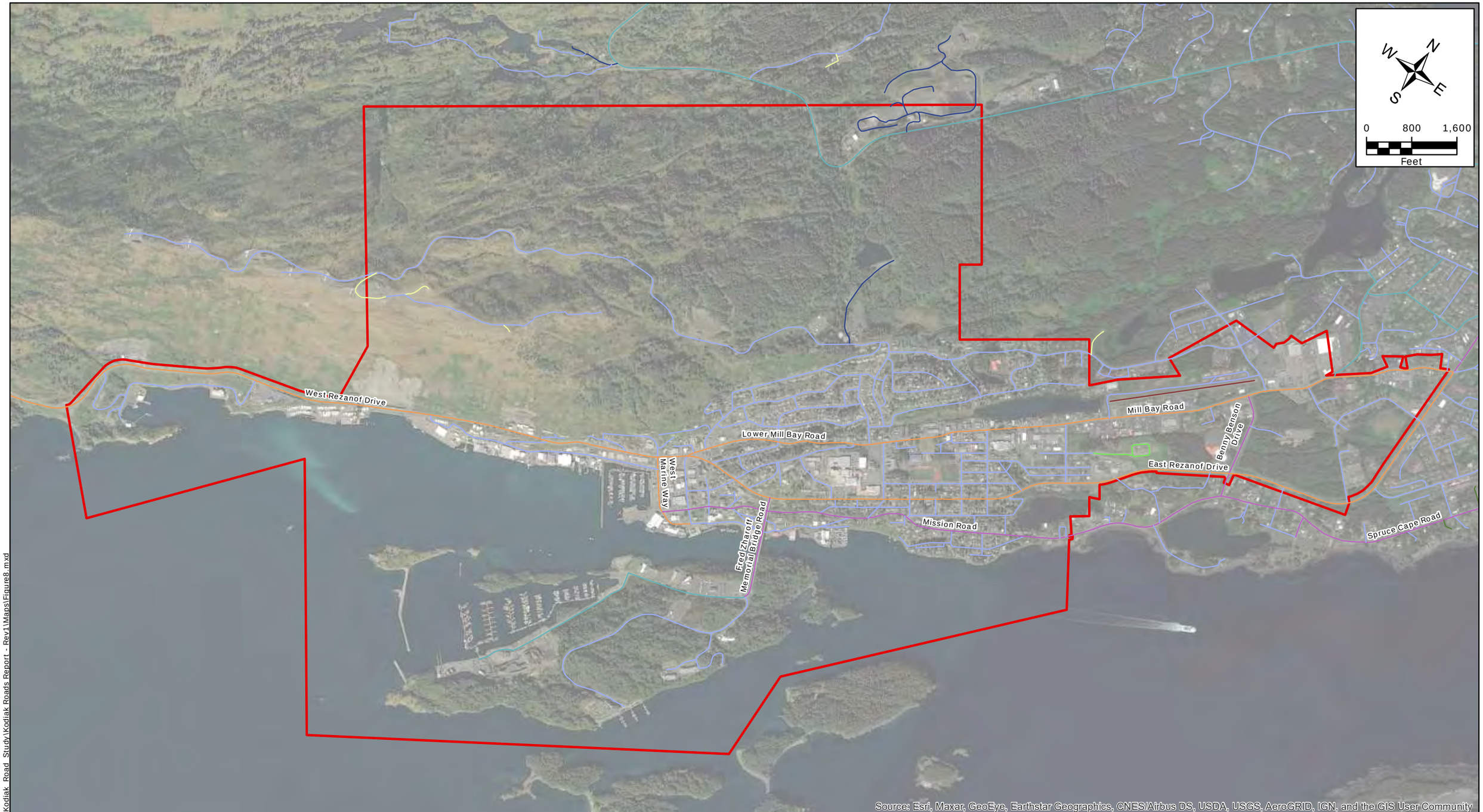

Legend

- Not Classified
- Driveway
- Government Facility
- Landing Strip
- Local
- Major Collector
- Minor Arterial
- Minor Collector
- Road
- City of Kodiak

FIGURE 8
KODIAK, AK
KODIAK ROAD INVENTORY
KODIAK ROADS BY ROAD TYPE

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DATUM:	NAD83
PROJECTION:	SP AK Z5 FT
Project No.	32220039
DATE:	11/12/2021
DWN.	NAP
SCALE	1" = 1,600
APPRVD.	JW
SHEET	8 of 8

Document Path: G:\Jobs\32220039 Kodiak Road Study\Kodiak Roads Report - Rev1\Maps\Figure8.mxd

APPENDIX A: TRIP REPORT & PHOTOLOG

Bristol
ENGINEERING SERVICES COMPANY, LLC

111 W. 16th Avenue, Third Floor
Anchorage, AK 99501-5169
phone (907) 563-0013
fax (907) 563-6713
www.bristol-companies.com

TRIP REPORT AND MEETING MINUTES

Project: **Kodiak LRTP**
Bristol Project No: 32220039
Date of Trip: August 18-20, 2021
Location: Kodiak, Alaska
Participants:

- Jackie Wander and Danielle Dance, Bristol Engineering Services Co., LLC (Bristol)
- Josie Bahnke (Deputy City Manager) and Craig Walton (Public Works Director), City of Kodiak
- Patrick, Randy, and Dave, Sun'aq Tribe

SUMMARY

Danielle and Jackie with Bristol arrived in Kodiak via Alaska Airlines at 9:30 AM on Wednesday, August 18, 2021. They picked up a rental car and headed to the City office where they met with Josie, the Deputy City Manager. A Kickoff Meeting was held at 11:00 AM with Bristol, City personnel, and members of the Sun'aq Tribe. Jackie and Danielle spent the rest of the day collecting data for the road inventory until about 6:30 PM. They drove each City-owned road, taking photographs and surface width measurements, and observing existing conditions such as pavement condition, sidewalks, drainage, utilities, and more. They also inventoried other transportation facilities such as the City-owned Piers and school zone areas.

The next day, Danielle and Jackie continued with the road inventory, working from about 8:00 AM until 7:00 PM.

On Friday, they met again with Josie and Craig at 11:00 AM to discuss key takeaways from the site visit and discuss other topics related to the LRTP project. Jackie and Danielle finalized data collection and notes, and departed Kodiak, arriving back in Anchorage around 6:00 PM.

Attached are a photolog showing existing conditions of each street that was inspected, a draft inventory list of each street with field observations, and draft roadway maps.

KICKOFF MEETING

The meeting started with the City discussing their goals for the LRTP:

- The City would like to have a plan that will allow the City to seek State, Federal, BIA funding for future projects.
- Every year, the City dedicates a percentage of their funding to transportation improvements. In the past, they dedicated about $1million per year, but the funding is

about half of that nowadays. The City intends to use this plan to ask for more funding from the local budget and to gather voter support on priority projects.
- The City wants to get the public involved to determine their priorities. A public meeting will be held later this fall or early winter.
- The City would also like the LRTP to explore new technologies (such as seal coating for road improvements which was recently used on the Afognak building parking lot and looks great). Specifically, they would like to learn how to identify and implement new technologies that will work with the local environmental / weather, especially the freeze/thaw conditions.

The meeting progressed into a discussion of transportation priorities and concerns:

- The City recently purchased infrared equipment for pavement patching and seams. It is a slow process that requires heating up the pavement. It's a good fix but is time consuming and not ideal. It doesn't work well during heavy rain, so it's a struggle to find good weather to use it properly.
- The City likes the idea of seal coating or chip seal to extend the life of pavement. They are interested in a cost analysis to compare the design life of using chip seal vs. repaving.
- Some old roads probably need to be completely repaved.
- The local rock is soft and brittle, and breaks up really fast.
- Sun'aq Tribe recommends focusing the priorities based on the what the funding sources are looking for: such as road safety, economy, essential services, etc.
- The City wants to ensure they are coordinating road projects with water/sewer projects (which is the City's responsibility), so that roads are repaved after utility work.
- Mission Street is a high priority. It is used heavily and has a lot of pedestrian traffic, including folks working in the cannery, and going to the Baptist mission, Salvation Army, and the beach. It is very narrow, but they would like to add pedestrian facilities along this road such as pathways and street lighting (there are very few lights currently). In the past, they have considered making this a one way street because the space is limited due to cliffs on either side and a narrow right of way.
- KEA maintains the streetlights, but City pays the bills.
- Dust control is a priority, especially on Near Island along Trident Road.
- Only a piece of Mill Bay is State owned.
- The City wants the LRTP to look long term at community growth and traffic patterns.
- They discussed rerouting options for congestion relief, especially at the following locations where bottlenecking tends to occur:
    - Along Rezanof near the schools,
    - at the Birch and Mill Bay intersection,
    - at the Powell and Mill Bay intersection
    - the Thorshiem and Mill Bay Intersection.
    - The Y (Mill Bay and Rezanof) is also very busy and confusing.
- People in the community don't like stopping and often ignore stop signs. There was a community uproar when the stop light was added on Rezaonf (the only one in Kodiak).
- Consider redesign options such as roundabouts or one-way streets. Consider a merge lane near the high school parking lot or other school zone improvements. Consider

intersections that might need traffic lights. Consider other ways to increase/improve flow. There was talk about realigning Powell to meet up with Birch, making a 4-way intersection with a light; however, this would require removal of the baseball field.

- Mill Bay Road needs a different form of rock to get a longer life out of repairs. This road is pretty well lit.
- There are several steep hills that are icy in the winter. The City plows snow and applies a salt/chip mixture. They don't use sand anymore.
- Some manholes are more than a 1.5-inch deep, which can act like large potholes.
- School zone safety is a high priority.
- Access for emergency response and fire trucks are also a priority. Some of the steep and narrow streets are currently inaccessible by these large vehicles.
- The City would like to know a better way to identify the proper speeds for each street. Some people ignore speed limits.
- Signs get torn down sometimes, and can be an obstruction during snow plowing.
- Need more signage for tourists to better navigate the city.
- It would be nice to develop a template process for completing safety improvements such as identifying projects in a safety plan, completing road safety audits, applying for funding etc.
- The City has a replacement strategy for prioritizing utilities, but they may need to do more water/sewer master planning after they complete their next round of projects. The Aleutian homes (Hemlock, Pinecrest, and Fir Streets) are next on schedule for water/sewer replacement and are in design right now. Then the roads will get repaved.
- City gets calls about potholes.
- Transit:
    - Kodiak has CATS senior transit; Sun'aq had provided some funding
    - They have a pretty robust taxi service in Kodiak
    - It would be a good to ask the public about transit needs
    - Potentially may need more transit for tourists
    - There aren't any pullouts for transit, but there's no room in the ROW for those.
- The City is in the process of developing the Port of Kodiak Master Plan. They want to inventory the docks, which include St Paul and St Herman Harbor, Piers 1, 2, 3 (big crane, operated by Matson, but City owned), and the Ferry Terminal (owned by state but getting transferred to City).
    - Want to include these in the Tribe's inventory too

The following existing and past projects were mentioned during the meeting:

- The State recently repaved Rezanof Drive
- The north end of Mill Bay Road was recently repaved using state specs
- The City is doing comparisons on road paving materials and construction methods. So far, the hard rock seems to last longer, but it's more expensive.
- The City was repaving the intersection of 12th and Mission, using leftover funds from another project, which helped addressing safety at a big intersection.
- Tribe just got BIA funding for a Safety Plan. They want to prioritize Shelikof Street which is congested and in bad shape, according to the Tribe.

- The Tribe also received funding ($33k in 2019) to complete several Road Safety Audits. Randy forwarded the list to Jackie via email.
- The State is currently working on the bridge: sand blasting, repainting, and resurfacing.

DEBRIEFING MEETING

After the site visit, Danielle and Jackie presented their overall takeaways to Josie and Craig, and discussed any other thoughts, as described below:

- Most roads are in good condition. There are only a few roads that were identified as a high priority. Nothing seems to be a safety hazards that needs immediate attention.
- Potholes and cracking tend to occur at intersections, around sewer manholes or water valves, or at areas that have been patched for utility work.
- Most roads have a crack down the center at the pavement seam. This is not a major concern, but it can worsen over time and cause potholes.
- Most concrete sidewalks are showing signs of erosion (crumbling) and may need to be rebuilt soon.
- Many stop, road name, and speed limit signs are faded.
- Pavement striping is mostly nonexistent.
- The school zone could use more crosswalks and signage. Some other solutions could include streetlights for improved traffic control and pedestrian safety (push button for crosswalk), or overhead pedestrian bridges.
- The Y is confusing and could use a different geometric layout such as a roundabout or a streetlight-controlled intersection.
- The City could perform their own simple pavement studies by recording what material was used and the construction method, inspecting the road section once per year and taking pictures.
- The City could develop a simple record system for community complaints that could be used as data for future funding needs.
- Steller is a nightmare in the winter. It's a one-lane street and is too narrow to plow snow and pile snow. They have to back-in equipment.
- They can't get fire trucks up Hill Crest or High Street because they are too steep. Those serve as private driveways.
- Selief is a well-traveled road, so the stop signs are good for speed control.
- The City has a Development Plan from 2019, which Josie sent to Jackie via email.
- There is no expansion planned for or desired on Near Island.
- Garret Paul is the DOT Project Manager for Kodiak. 907-465-1897.

Attachments:

1. DRAFT Road Maps
2. DRAFT Inventory with Field Data
3. Site Visit Photolog

[End Trip Report and Meeting Minutes]

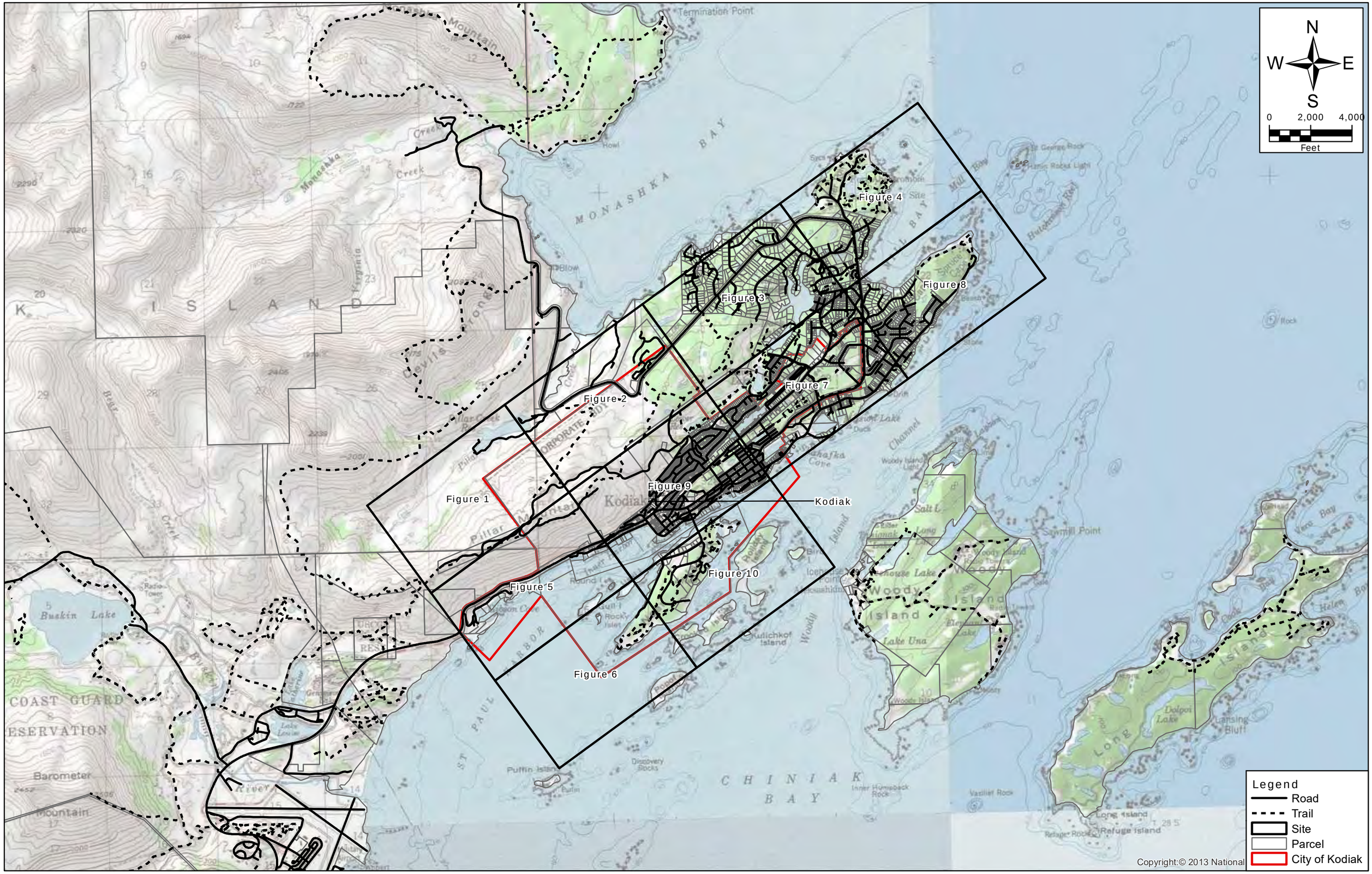
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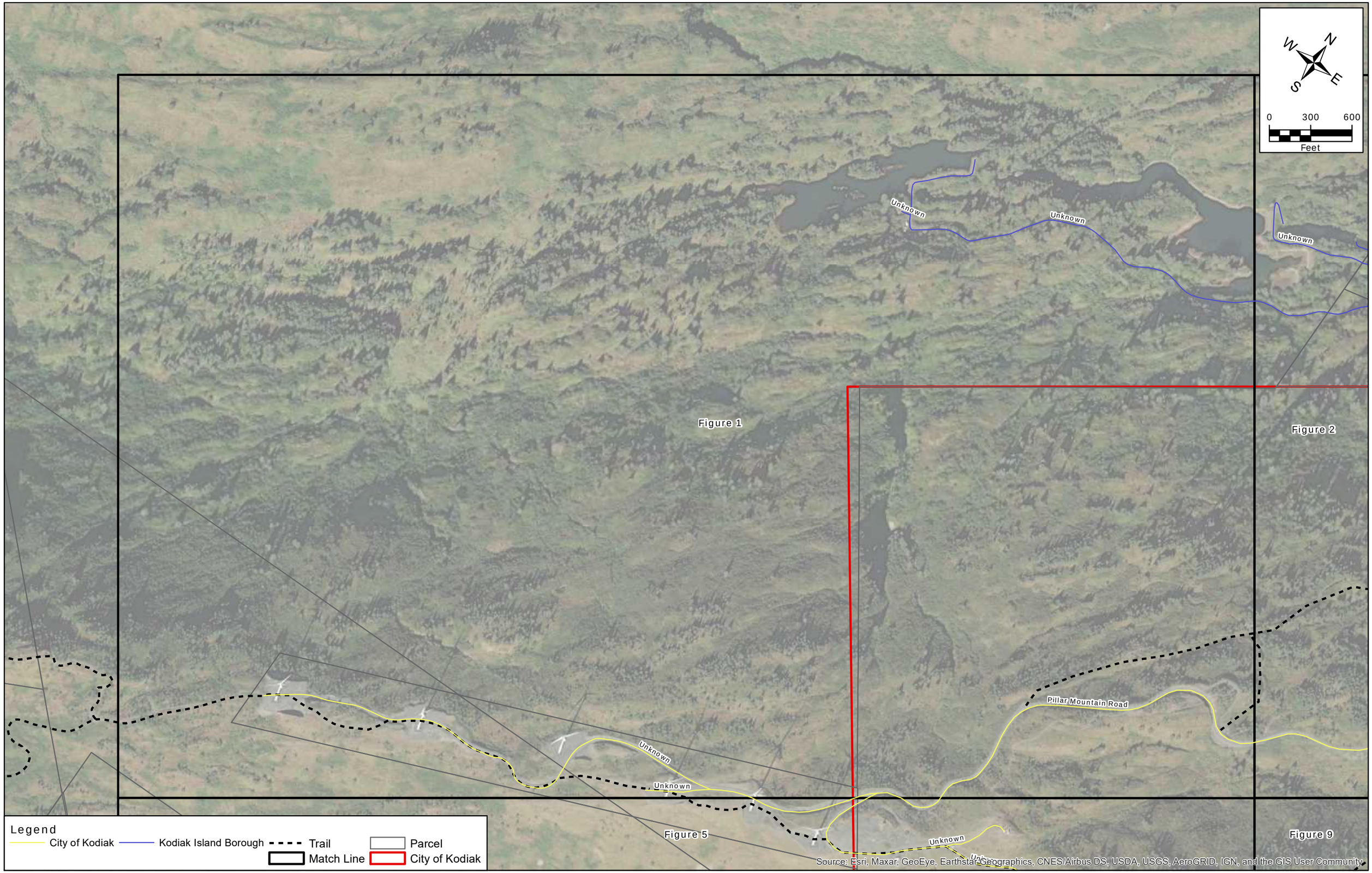
Figure 10
Kodiak
Legend
Road
Trail
Site
Parcel
City of Kodiak
Copyright:© 2013 National
MONASHKA BAY
CHINIAK BAY
ST PAUL HARBOR
KODIAK ISLAND
COAST GUARD RESERVATION
Termination Point
Buskin Lake
Barometer Mountain
Pillar Mountain
Monashka Creek
Kodiak
Woody Island
Lake Una
Long Island
Refuge Island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Pillar Mountain Road
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Figure 9
Legend
City of Kodiak
Kodiak Island Borough
Trail
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Match Line
City of Kodiak
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

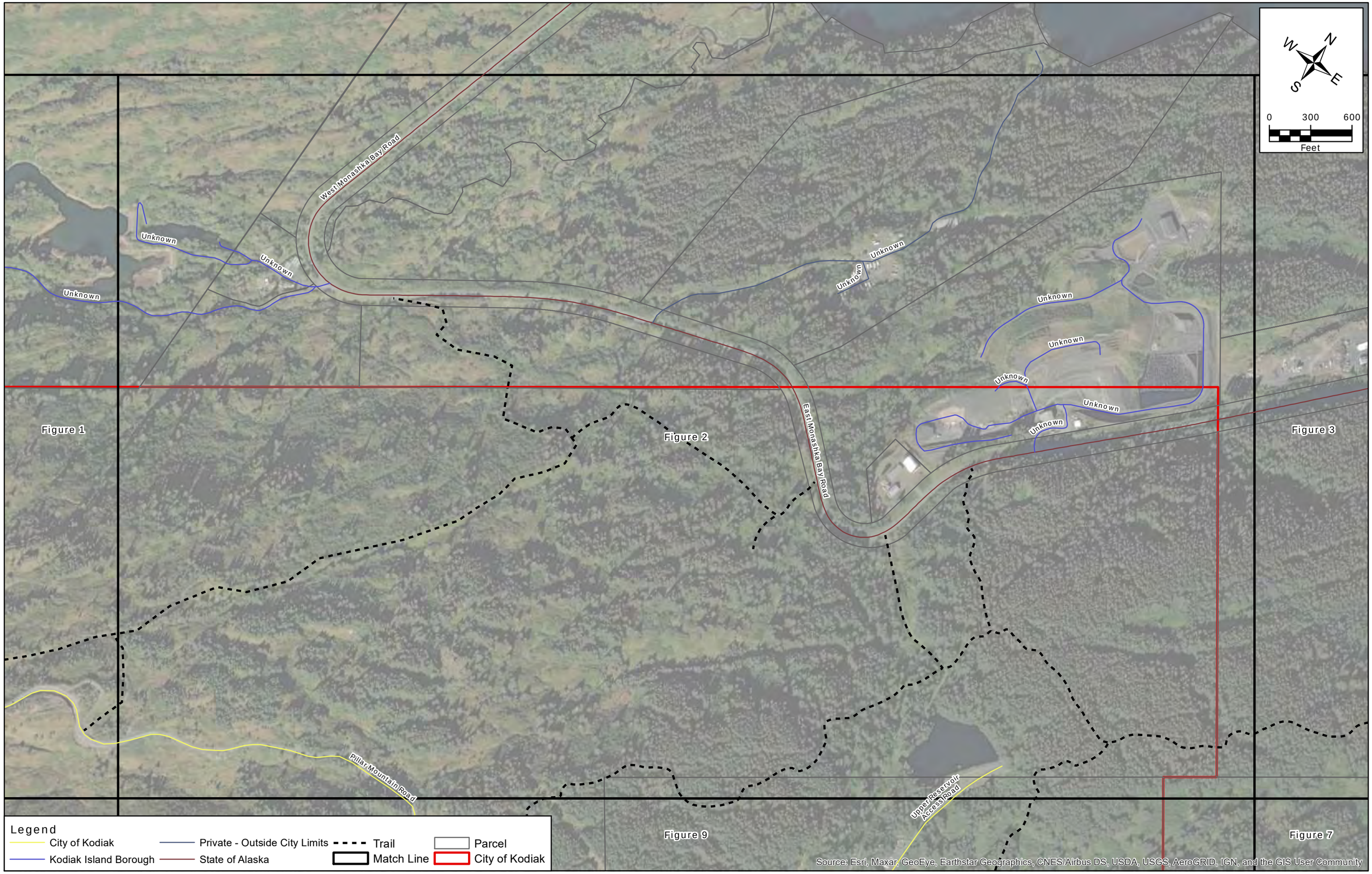
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Figure 7
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City of Kodiak
Kodiak Island Borough
Private - Outside City Limits
State of Alaska
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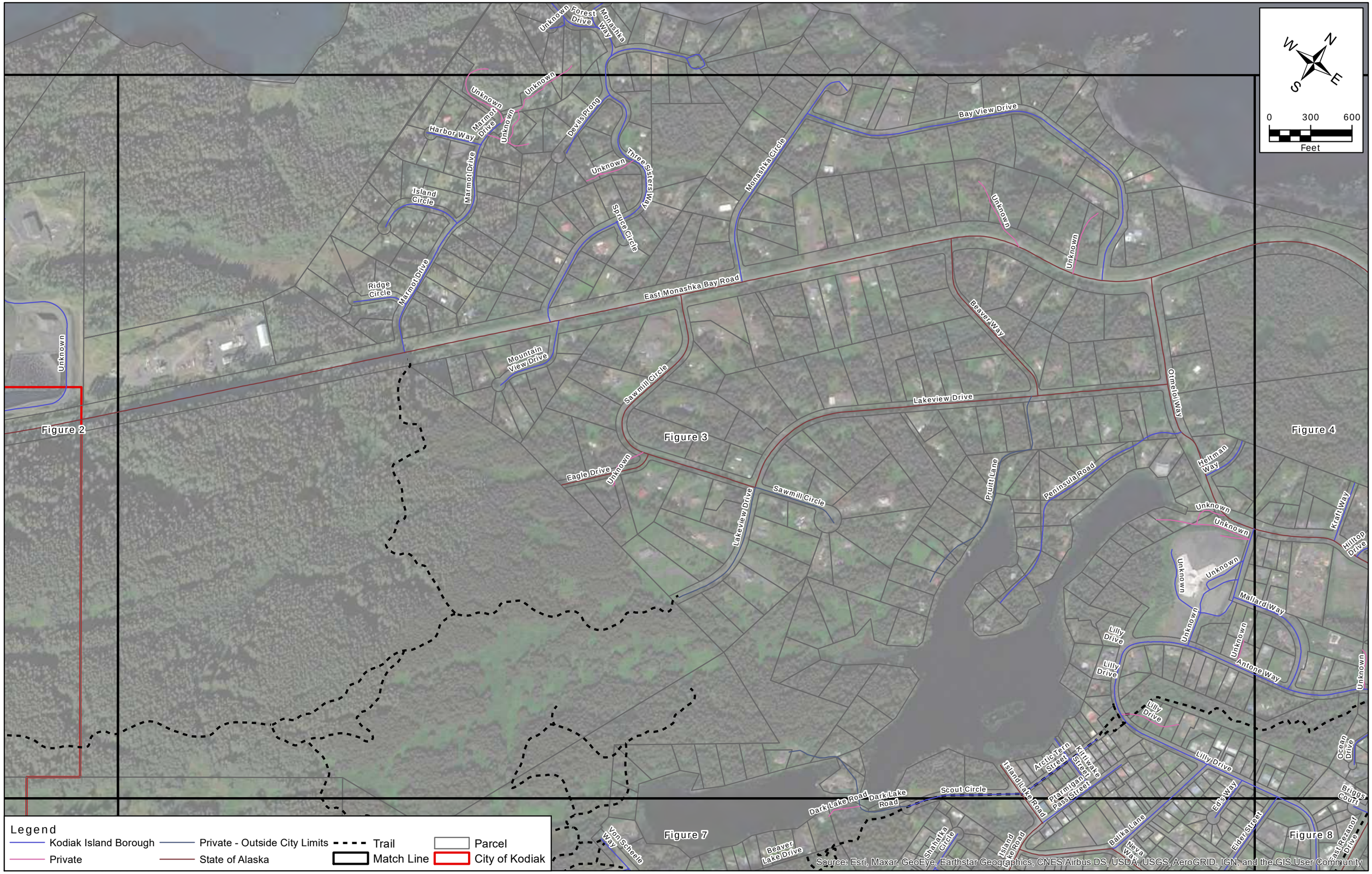
City of Kodiak
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community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Spruce Circle
Monashka Circle
Bay View Drive
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Ridge Circle
Marmot Drive
East Monashka Bay Road
Beaver Way
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Mountain View Drive
Sawmill Circle
Otmeloi Way
Lakeview Drive
Figure 2
Figure 3
Figure 4
Eagle Drive
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Sawmill Circle
Lakeview Drive
Pruitt Lane
Peninsula Road
Heitman Way
Kraft Way
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Hilltop Drive
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Mallard Way
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Ocean Drive
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Kittiwake Street
Island Lake Road
Lilly Drive
Dark Lake Road
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Scout Circle
Ptarmigan Pass Street
Briggs Court
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Figure 7
Beaver Lake Drive
Shaharka Circle
Island Lake Road
Balika Lane
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Kodiak Island Borough
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Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community


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Figure 4
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Kraft Way
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Hilltop Drive
Otmeloi Way
Parkside Drive
Parkside Drive
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Mallard Way
Unknown
Unknown
Antone Way
Unknown
East Rezanof Drive
Cliffside Road
Lilly Drive
Ocean Drive
Shoreline Circle
Lilly Drive
Balika Lane
Eds Way
Briggs Court
Figure 8
Legend
Kodiak Island Borough
State of Alaska
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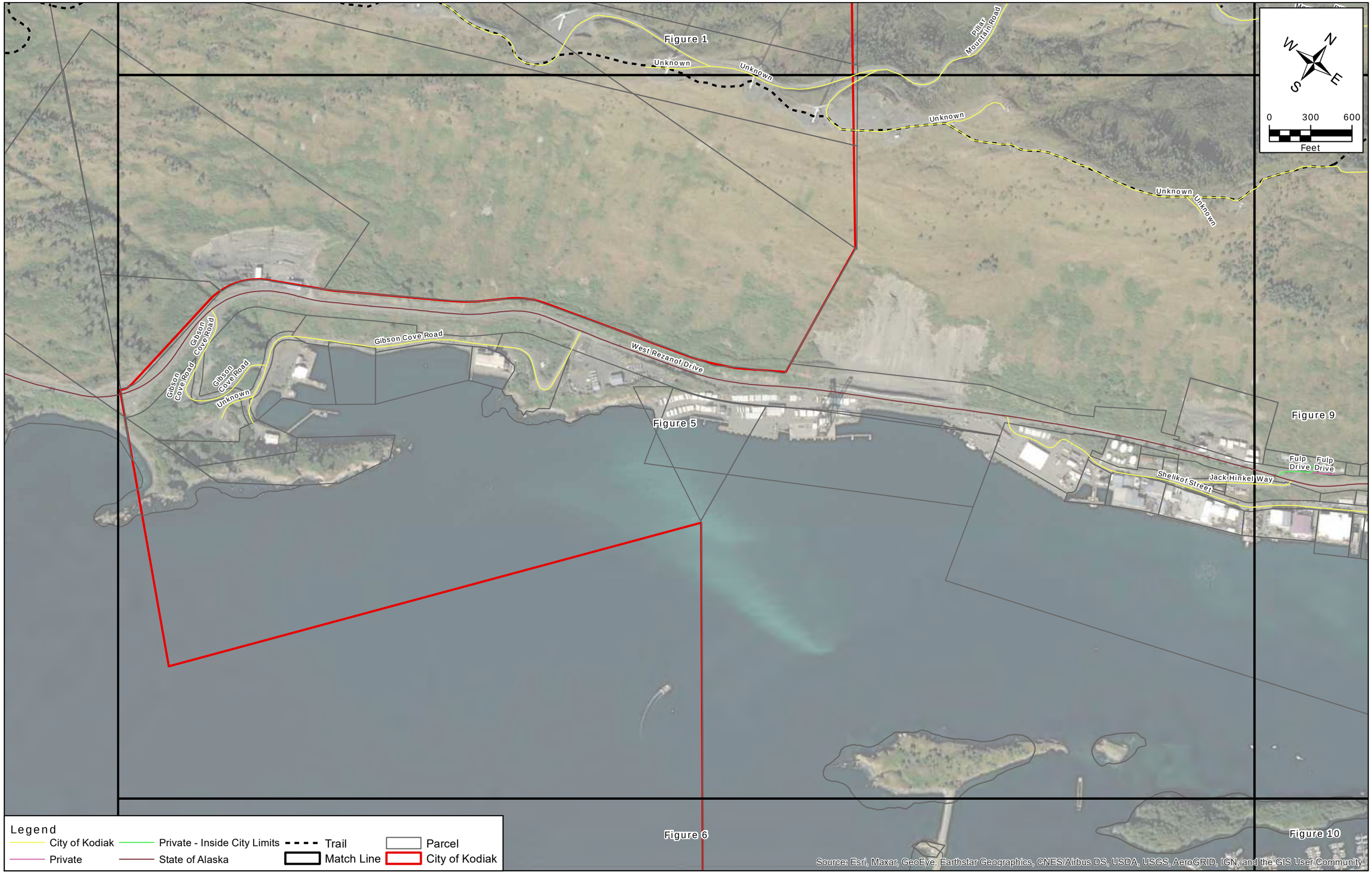
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community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Fulp Drive
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Shelikof Street
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City of Kodiak
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Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community


Figure 5
Figure 6
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Dog Salmon Bay Road
Trident Way
Legend
City of Kodiak
Trail
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City of Kodiak
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

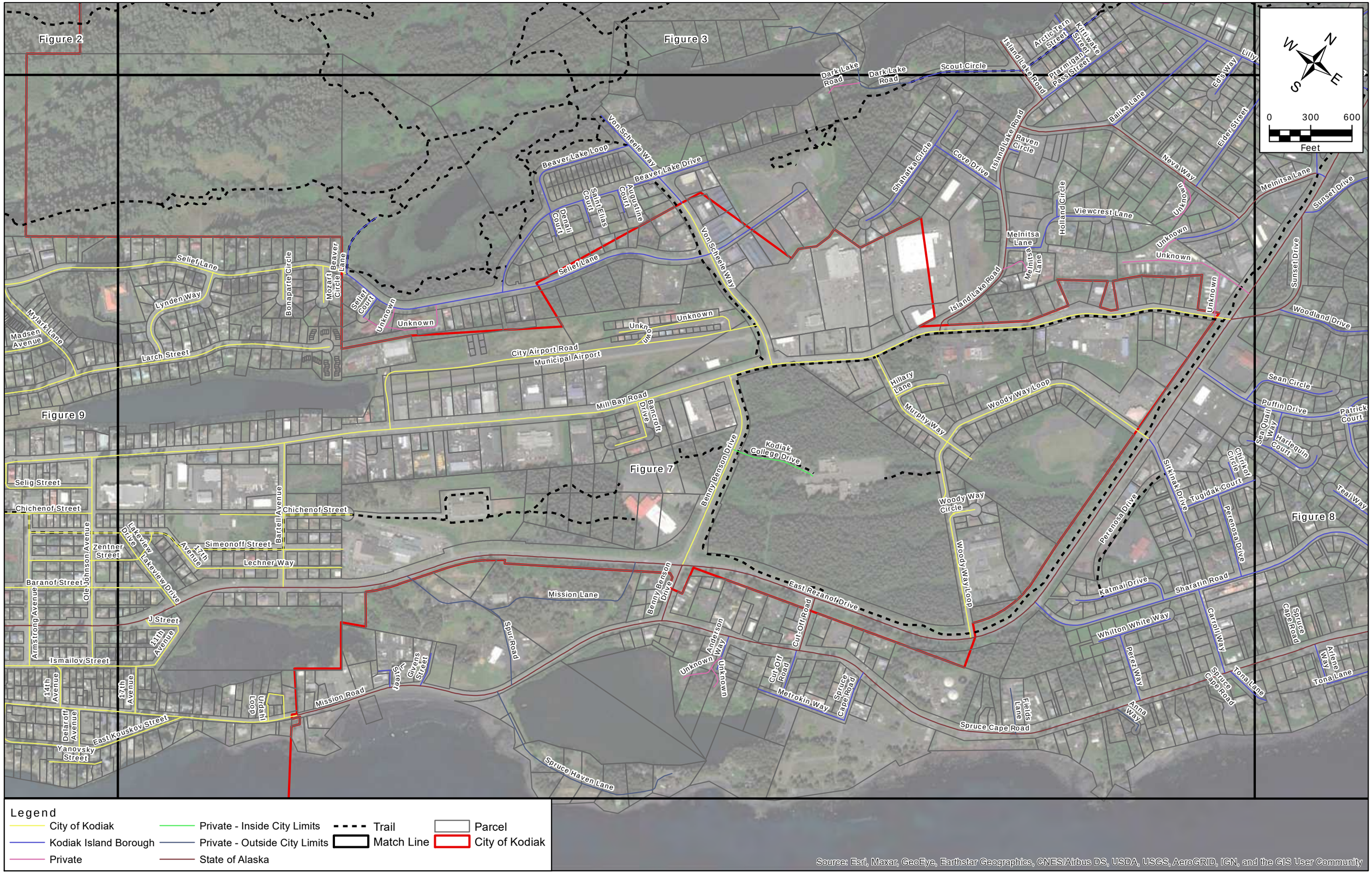
Figure 2
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Figure 9
Dark Lake Road
Scout Circle
Island Lake Road
Arctic Tern Street
Kittiwake Street
Ptarmigan Pass Street
Lilly
Eric's Way
Elder Street
Balika Lane
Neva Way
Melnitsa Lane
Sunset Drive
Woodland Drive
Sean Circle
Puffin Drive
Patrick Court
Sea Quail Way
Harlequin Court
Teal Way
Chirikof Circle
Sitkinak Drive
Tugidak Court
Perenosa Drive
Katmai Drive
Sharatin Road
Whilton White Way
Perez Way
Carroll Way
Spruce Cape Road
Alene Way
Tona Lane
Anna Way
Fields Lane
Woody Way Loop
Woody Way Circle
Hillary Lane
Murphy Way
Shaharka Circle
Cove Drive
Raven Circle
Holland Circle
Viewcrest Lane
Unknown
Von Scheele Way
Beaver Lake Loop
Beaver Lake Drive
Saint Elias Court
Augustine Court
Denali Court
Selief Lane
Selief Court
Beaver Lane
Mozart Circle
Bonaparte Circle
Lynden Way
Mylark Lane
Madsen Avenue
Larch Street
City Airport Road
Municipal Airport
Mill Bay Road
Bancroft Drive
Benson Drive
Kodiak College Drive
Selig Street
Chichenof Street
Bartell Avenue
Lakeview Drive
Zentner Street
17th Avenue
Simeonoff Street
Lechner Way
Baranof Street
Ole Johnson Avenue
Armstrong Avenue
J Street
11th Avenue
Ismailov Street
14th Avenue
17th Avenue
Delaroff Avenue
Yanovsky Street
East Kouskov Street
Urdahl Loop
Mission Road
Mission Lane
Spur Road
Benny Benson Drive
Givens Street
Anderson Way
Cut-Off Road
Metrokin Way
Spruce Cape Road
East Rezanof Drive
Spruce Haven Lane
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City of Kodiak
Kodiak Island Borough
Private
Private - Inside City Limits
Private - Outside City Limits
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City of Kodiak
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community


Figure 3
Figure 4
Figure 7
Figure 8
Ocean Drive
Shoreline Circle
Lilly Drive
Balika Lane
Ed's Way
Briggs Court
Elder Street
Neva Way
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East Rezanof Drive
Sunset Drive
Sunset Drive
Bay Circle
Seabreeze Circle
Mill Bay Road
Woodland Drive
Coho Lane
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Sean Circle
Puffin Drive
Curlew Drive
Patrick Court
Coho Circle
Plover Way
Wolverine Way
Sea Quail Way
Harlequin Court
Chirikof Circle
Sitkinak Drive
Tugidak Court
Curlew Way
Gull Drive
Shearwater Way
Auk Circle
Perenosa Drive
Teal Way
Harry Neilsen Avenue
Sut Larsen Way
Eli Waselie Circle
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Sharatin Road
Kalmai Drive
Whilton White Way
Carroll Way
Spruce Cape Road
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City of Kodiak
Kodiak Island Borough
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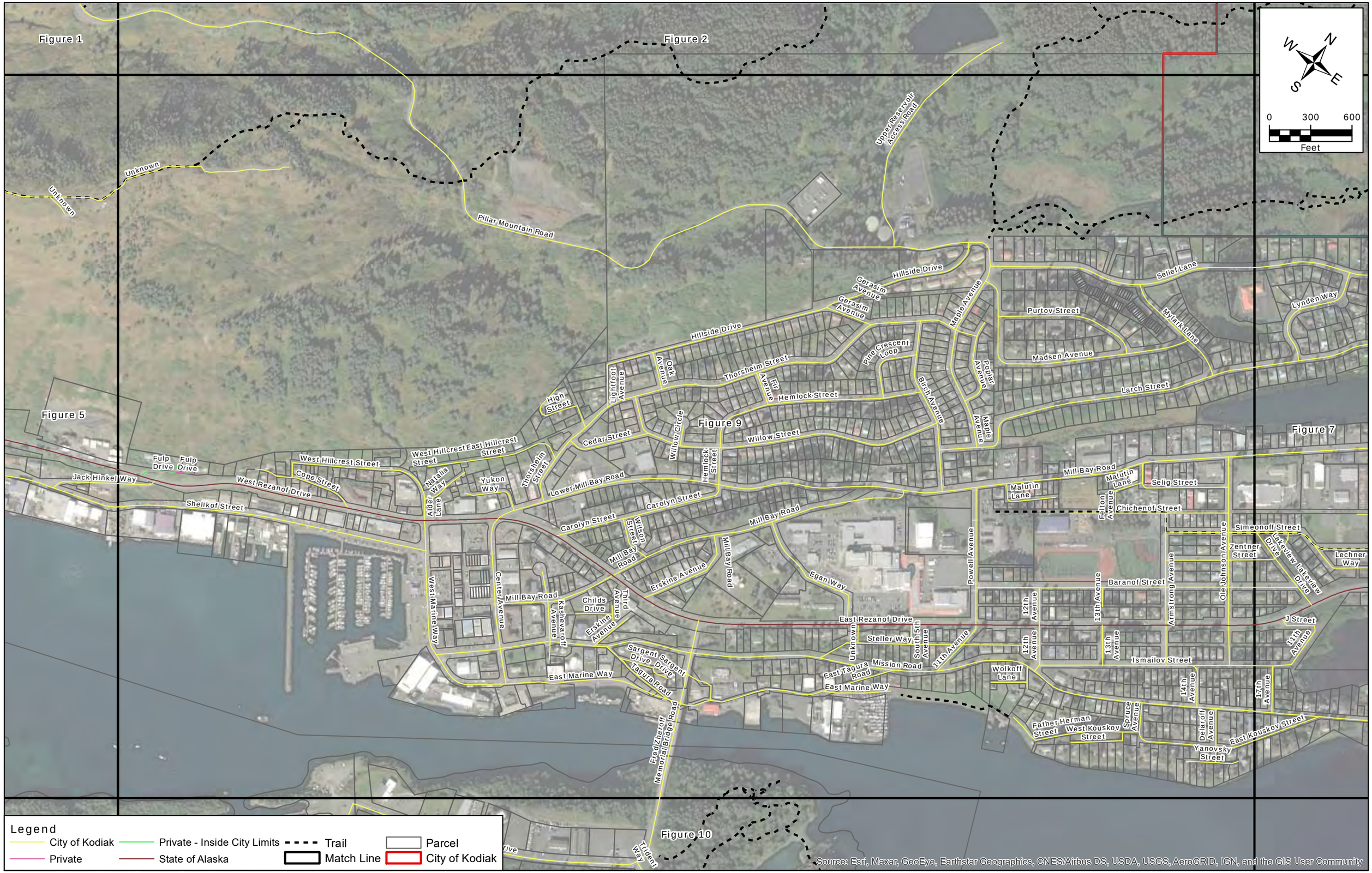
City of Kodiak
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community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Pillar Mountain Road
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Maple Avenue
Seliet Lane
Purtov Street
Mylark Lane
Lynden Way
Madsen Avenue
Larch Street
Lightfoot Avenue
Oak Avenue
Thorsheim Street
Fir Avenue
Hemlock Street
Pine Crescent Loop
Birch Avenue
Poplar Avenue
Maple Avenue
High Street
Willow Circle
Willow Street
Cedar Street
Hemlock Street
Fulp Drive
Fulp Drive
Jack Hinkel Way
West Rezanof Drive
Shelikof Street
West Hillcrest Street
West Hillcrest Street
East Hillcrest Street
Cope Street
Natalia Way
Alder Lane
Yukon Way
Thorsheim Street
Lower Mill Bay Road
Carolyn Street
Carolyn Street
Wilson Street
Mill Bay Road
Mill Bay Road
Mill Bay Road
Erskine Avenue
Egan Way
Powell Avenue
Malutin Lane
Mill Bay Road
Malutin Lane
Selig Street
Felton Avenue
Chichenof Street
Simeonoff Street
Zentner Street
Lakeview Drive
Lakeview Lakeview Drive
Lechner Way
Baranof Street
Armstrong Avenue
Ole Johnson Avenue
12th Avenue
13th Avenue
J Street
11th Avenue
West Marine Way
Center Avenue
Mill Bay Road
Kashevaroff Avenue
Childs Drive
Third Avenue
Erskine Avenue
East Rezanof Drive
Unknown
Steller Way
South 5th Avenue
11th Avenue
12th Avenue
13th Avenue
Ismailov Street
Sargent Drive
Sargent Drive
Tagura Road
East Marine Way
East Tagura Road
Mission Road
East Marine Way
Wolkoff Lane
14th Avenue
17th Avenue
Fred Zharoff Memorial Bridge Road
Father Herman Street
West Kouskov Street
Spruce Avenue
Delaroff Avenue
East Kouskov Street
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City of Kodiak
Private
Private - Inside City Limits
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Trail
Match Line
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City of Kodiak
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community


Figure 5
Figure 9
Figure 6
Figure 10
Alimaq Drive
Fred Zharoff Memorial Bridge Road
East Kouskov Street
Yanovsky Street
Dog Salmon Bay Road
Trident Way
Research Court
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Match Line
City of Kodiak
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

	Surface Type	Surface	Lanes	Roadbed Condition									Shoulder Type	Shoulder	Drainage	Priority Repairs	Act Cons.	Road Signs Type					Road Sign Condition	Utilities					Notes
Label	(G/P)	Width (ft)	Number	Potholes	Ruts	Cracking	(-) surface course	Adequate	Sidewalks	Stripping	Cross Walks	Parking	E/G/P/C	Width (ft)	(P/A/)	L/M/H	Y/N	School Zone	Inter. Control	Spd Lim./Reg	St. Name/ Guide	Gen Warn.	L/D/A	Streetlights	Storm Drain	Power	Water	Sewer	
Selig St	G	22.00	2	X	X								G		A	H	N							X		X			small gravel drainage ditching
Malutin Ln	G	14.00	2	X	X									0	P	H	N									X			narrow
Malutin Ln	G	20.00	2	X										0	P	H	N							X		X	X	X	
Felton Ave	G	12.00	2	X	X									0	P	H	N							X		X			narrow and steep
E Marine Way	G	22.00	2	X									G	2 ft but varies		H	N							X		X		X	some drainage ditching but not excellet, roadbed condition is well compacted with minimal drainage ditching
Cope St	P	12.00	2	X		X mostly around manholes							C/G		A	H	N							X	X	X	X	X	steep, guardrail,
Carolyn St	P	28.00	2	X	X	X			x both sides				C/G		A	H	N							X	X	X	X	X	steep intersection with a rut across and sort of bumpy coming onto street from Lower Mill Bay.
Mill Bay Rd	P	28.00	2		X minor	X minor			x both sides				C/G		A	H	N							X	X	X	X	X	patching, Assumedd sewer
Mill Bay Rd	P	Not field measured	3		X (birch/ mill bay intersection)				x both sides	x center stripping good but arrows in turn lane are faded)			C/G		A	H	N	x (near birch intersection)		30 mph				X	X	X	X	X	middle turn lane, red flashing light at Mill bay and Birch intersection
Mission Rd	P	38 (22 field measured)	2	X	X	X				x faded			P/G	3	A (ditching on one side)	H	N			20 mph				X		X	X		guardrail and flashing speed limit sign, very few streetlights
W Hillcrest St	G	10.00	2		X			X						0	A	L	N									X			steep, guardrail
Urdahl Loop	G	Narrow not measured	2												P	L	N												narrow, looks like a gravel driveway
Upper Reservoir Access Rd	G	14.00	2	X										0	A for most part	L	N										X		some standing water at the beginning and low spot, gated, not public access which gave low priority
Trident Way	G	22.00	2					a (showing signs of washboard in places)					G	5	A	L	N			25 mph			A			X		X	
Tagura Rd	G	12.00	2				X							0	A	L	N			x faded				X		X			sloped
Pillar Mountain Rd	G	18.00	2	X	X									0	A	L	N												Off Road Vehicles Prohibited, No Regular road mx proceed at own risk, warning avoid wind turbine area, gate (closed during winter, pretty rough road,
Lightfoot Ave	G	10.00	2		X									0	A	L	N		stop							X	X	X	steep
High St (High Ave)	G	14.00	2		X									0	A	L	N									X			steep, gravel ditching, drainage path or dry creek bed from hill
Gibson Cove Rd	G	18.00	2					X					G	8	A	L	N									X	X		guardrail, drainage from cliff to culvert
Gibson Cove Rd Branch	G	10.00	2	X										0	P (standing water)	L													
Woody Way Loop	P	32 (20 field measured)	2	around manhole				X	x both sides				C/G		A	L	N		bent stop sign				D	X	X	X	X	X	paved parking on both sides. Appears they paved the section between the road and sidewalkes.
Woody Way Loop	P	32 (24 field measured)	2			x down middle		X	x one side			X	C/G		A	L	N							X	X	X	X	X	
Woody Way Cir	P	43 (22 field measured)	2					X	x both sides				C/G		A	L	N								X	X	X	X	
Willow St	P	30.00	2			X minor			x paved both sides			X	C/G both sides		A	L	N			20 mph				X	X	X	X	X	
Willow Cir	P	30.00	2					X	x paved both sides		x painted		C/G		A	L	N							X	X	X	X	X	
W Marine Way	P	Not field measured	2		x (at intersection of selikof)	x minor			x both sides		x painted		C/G		A	L	N							X	X	X	X	X	high pedestrian area
W Hillcrest St	P	14.00	2					X					C/G		A	L	N							X	X	X	X	X	guardrail
Von Scheele Way	P	22.00	2					X	x (more bike path than sidewalk - paved, on other side of guardrail)				G (one side)	3	A	L	N			20 mph				X		X	X	X	ditching along side
Trident Way	P	22.00	2			X				stripping is faded			G	3	A	L	N			25 mph			A	X		X	X	X	guardrail,
Thorsheim St	P	30.00	2			x middle		X	x both sides paved				C/G		A	L	N			20 mph				X	X	X	X	X	steep at intersection of Poplar, cracking seems to be in middle between the two pavement lays

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Label	(G/P)	Width (ft)	Number	Potholes	Ruts	Cracking	(-) surface course	Adequate	Sidewalks	Stripping	Cross Walks	Parking	E/G/P/C	Width (ft)	(P/A/)	L/M/H	Y/N	School Zone	Inter. Control	Spd Lim./Reg	St. Name/ Guide	Gen Warn.	L/D/A	Streetlights	Storm Drain	Power	Water	Sewer	
Steller Way	P	22 (14 field measured)	2					x					G		A	L	N		faded stop sign	x 10 mph			A	X	X	X	X	X	Retaining wall and guardrail, hard to maintain in winter because there isn't a place to put snow
Simeonoff St	P		2			minor only at intersection (Armstrong)		X			X	X	C		A	L	N		faded stop sign				D	X	X	X		X	
Shelikof St	P	30.00	2			x minor			X			x (8 ft paved on one side)	C/G		A but pretty flat so not super great	L	N			10 mph		pedestrian signs		X	X	X	X	X	
Selief Ln	P	24.00	2					X	x both sides	x faded			C/G		A	L	N			20 mph				X	X	X	X	X	overall pavement good, but some areas with cracking and patches
Pine Crescent Loop	P	30.00	2			X			x both sides			x both sides	C/G both sides		A	L	N							X	X	X	X	X	sloped
Pillar Mountain Rd	P	25 (20 field measured)	2					X	x one side				C/G		A	L	N							X	X	X	X		
Ole Johnson Ave	P		2			x minor			x both sides		X		C		A	L	N							X		X	X		
Oak Ave	P	30.00	2			x minor		X	x paved on one side and vegetation growing into sidewalk and concrete on other		X		C/G		A	L	N			20 mph					X	X	X	X	painted sidewalk
Natalia Way	P	18 (+-2)	2					X					C/G		A	L	N			5 mph					X			X	guardrail, no outlet sign,
Murphy Way	P	18.00	2			x minor			x both sides			paved parking path	C/G		A	L	N						A	X		X	X	X	sloped, paved parking on one side (8ft)
Mozart Cir	P	22.00	2					X	x both sides				C/G		A	L	N		faded stop sign and faded stop line paint				D	X	X	X	X	X	Steep
Lynden Way	P	30.00	2					X	x one side	x faded			C/G		A	L	N							X	X	X	X	X	
Lechner Way	P	12.00	2					X						0	P	L	N		faded and tilted stop sign				D			X		X	appears to have some utiliity work repairs
Larch St	P	22.00	2					X	x one side	x faded stripping		x (~8ft)	C/G		A	L	N			20 mph (dirty)				X	X	X	X	X	sidewalk in disrepair and not on a curb, stop signs possibly not needed at intersections, powerpole near end is leaning
Kodiak College Dr	P	22.00	2					X						0	A	L	N						D	X					paved bike path on one side, seems crowned and sloped.
Kashevaroff Ave	P	36.00	2			X			x both sides		X	X	C		E	L	N				street sign faded	12 hr parking	D	X	X				
Jack Hinkel Way	P	16.00	2					X	x one side				C/G		A	L	N							X	X	X	X	X	
Hillary Ln	P	25.00	2					X	x both sides				C/G		A	L	N				no street name sign		L	X	X	X	X	X	No street name sign, ends a playground
Hemlock St	P	30.00	2			X			x both sides			X	C/G		A	L								X	X	X	X	X	patching on street near intersection (Hemlock/Mill Bay), Monitoring Well near Fir Ave.
Gerasim Ave	P		2			X			x one side				C/G		A	L	N							X	X	X	X	X	steep,
Fir Ave	P	30.00	2					X	x both sides		X	X	C/G		A	L	N									X		X	
Erskine Ave	P		2					X	x both sides			X	C		A	L	N		x				A	X	X	X	X	X	sloping, appears to have utilty cuts in pavement, adequate signage but bush is covering a few signs
Egan Way	P	22.00	2					X	x one side (discontinuous sidewalks)		x painted		C/G		A	L	N				no street name sign at main intersection of Rezenof			X		X			Road seems well lite
Dog Salmon Bay Rd	P	22.00	2			X				extremely faded			G	10	A	L	N			25 mph						X	X	X	side parking, guardrail, think it used to be painted, very end after parking lot it turns into a gravel road (18-20 ft wide with some potholes)
Chichenof St	P	28.00	2			x minor			x both sides			x both sides	C		A	L	Y							X	X	X			Steep along part of the road, hospital access, one sidewalk at top of road, guardrail, ends at Chiniak Elders Center

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Chichenof St	P	24.00	2					X	x one side				C/G on one side with sidewalk and shallow gutter on other side		A	L	N			15 mph			A				X	X	
Center Ave	P		2					X	x both sides		X	x both sides	C		A	L	N				x		A	X	X		X		Seems to a busy street - Main thoroughfare
Cedar St	P	30.00	2					X	x paved both sides				C/G		A	L	N							X	X	X	X	X	
Bonaparte Cir	P	22.00	2					X	x both sides				C/G		A	L	N							X	X	X	X	X	steep
Birch Ave	P	30.00	2			x minor down side			x on both sides			X	C/G		A	L	N			20 mph but covered by bush				X	X	X	X	X	flashing red lights at intersection
Benny Benson Dr	P	20.00	2					X		X	X		P	3	A	L	N	x		30 mph/ 20 mph school zone			A	X		X			crowned, East Elementary School, guardrail, Kodiak Island UAA, bike path paved on one side
Bartell Ave (Bartel Ave)	P		2			x minor		X	x both sides		X		C		A	L	N			20 mph				X	X	X	X	X	
Alimaq Dr	P	22.00	2			x (Center and some patches)							G	3	A	L	N			20 mph (into boat launch area) 25 mph away from boat launch headed toward bridge)						X		X	culverts under approaches, minor cracking and in fairly good repair
Alder Ln	P		2			x minor		X	x one side	X	X		C/G		A	L	N			10 mph					X		X	X	steep, stripping and cross walk paint at intersection, traffic light (alder and Rezenof)
17th Ave	P	28.00	2			x minor			x one side				C		A	L	N									X			
14th Ave	P	30.00	2			x down middle			x both sides				C/G		A	L	N								X	X		X	sidewalks are narrow, overgrown and being parked on
13th Ave (Thirteenth Ave)	P	30.00	2			x minor			x both sides				C/G		A	L	N								X	X	X	X	sloped
12th Ave	P		2			X			x both sides			X	C		A	L	N		x				A					X	minimal cracking
12th Ave	P	43 (28 field measured)	2					X	x both sides			x both sides	C		A	L	N		z				A	X	X	X			at the end of the road it crosses Rezanof Dr and there are stairs on the other side but no cross walk to safely cross. Kids use this often to get to school and the ball field. People speed on 12th and down Rezanof - note from resident on street sometimes there are little alley ways, street lights are under trees
11th Ave	P	18.00	2					X					C on one side		A	L	N									X			
Baranof St	P	42 (28 field measured)	2			x minor			x on both sides			X	C		A	L				20mph				X		X			
E Tagura Rd	G	10 (8 field measured)	1	X										0	A	M	N												Doesn't connect to misson and a steep driveway looking road that ends at a culs da sac
Zentner St	G	21 (14 field measured)	2	X										0	P	M	N												
Yanovsky St	G	15 max but varies	2	X			X							0	P	M	N							X		X			Standing water
Wolkoff Ln	G	12.00	2	not smooth but no potholes								paved parking lot at the top	G			M	N								X	X			Steep and narrow, sharp corner, the storm drain is covered in rocks
Ismailov St	G	24.00	2				X						G	2/3 ft	P	M	N		stop sign rusty	20mph hidden behind trees						X			tight curve into street, Includes J Street and 11th Avenue from map, looks to be recently graded

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Father Herman St	G	14 but portion near Spruce is widened to 22		x near intersection										0	drainage ditch on side	M	N			10 mph									narrow
E Kouskov St	G	43 (20 field mearsured)	2				x but seems compacted						G	1	P	M	N							X		X	X	X	Streetlights at the intersection
Delaroff Ave (Delarof Ave)	G	24.00	2				X						G	3	P	M	N							X		X			
Chichenof St	G	12.00	2	X										0	P	M	N									X			utility easement more than road, narrow
Bancroft Dr	G	16.00	2	X									G	2	A	M	N									X	X	X	water and sewer assumed, steep at intersection of mill bay
17th Ave	G	22.00	2				x but seems to be well compacted						G	1	A	M	N									X			appears to have been recently graded
Zentner St	P	21 (28 field measured)	2			X			x both sides		X	X	C		A	M	N											X	
Yukon Way	P	22.00	2			X						x one side	C/G		P (one storm drain seems to have some growth)	M	N							X	X	X	X	X	cracking and patching, water and sewer assumed
Purtov St	P	30.00	2	x small ones in middle		x middle			x both sides		x paint faded		C/G		A	M	N							X	X	X	X	X	
Powell Ave	P	38.00	2			c minor			x both sides		X	X	C		A	M	N	x		20 mph			A	X		X			handicap parking
Poplar Ave	P	28.00	2			X			x one side				C/G both sides		A	M	N							X	X	X	X	X	steep, skewed manhole lid
Mylark Ln	P	30.00	2			X			x one side				C/G both sides		A	M	N							X	X	X	X	X	lots of patching in the asphalt
Maple Ave	P	30.00	2					X	x both sides			x both sides	C/G		A	M	N			20 mph				X	X	X	X	X	
Madsen Ave	P	30.00	2			X			x both sides				C/G both sides		A	M	N			20 mph				X	X	X	X	X	children at play signs
Ismailov St	P	30.00	2			X			x both sides				C/G		A	M	N							X	X	X	X	X	doesn't connect/ discontinuous
Hillside Dr	P		2			X			x one side			x both sides	C/G both sides		A	M	N							X	X	X	X	X	cracking with patches
Erskine Ave	P	25.00	2			X			x one side				C		A	M	N							X	X	X		X	sloping, appears to have utilty cuts in pavement
E Marine Way	P		2			X		X					gravel one side gutter other		P minimal drainage but with gutter	M	N							X		X	X	X	Industrial, guardrail
Armstrong Ave	P	28.00				X			x both sides		X		C		A	M	N		faded stop						X	X			retaining wall on both sides
W Kouskov St	G	16.00	2	X												TBD													
Spruce Ave	G	22.00	2	X				X					G	1	A except for driveway	TBD													culvert but a puddle
Sargent Dr	G	16.00	2	X			X							0	P	TBD	N			x faded			D	X		X			
Wilson St	P	28.00	2			X			x both sides				C		A (storm drain in strange spot and not at low point)	TBD	N									X	X	X	steep, cracking around manholes
Shelikof St	P	Not field measured	2		x (at intersection of west marine way)	x minor		X	x both sides		x painted	x (one side)	C/G			TBD				20 mph				X	X	X	X	X	high pedestrian area
Fred Zharoff Memorial Bridge Rd	P		2					X								TBD	Y												currently resurfacing the bridge, pedestrian path on one side
E Rezanof Dr	P		2					X	X	X		X	C		A	TBD	N	x					A	X	X	X	X	X	State owned

11th Ave

12th Ave - Alley down side easement

12th Ave - Pedestrian crossing needed on Rezanof at stairway

12th Ave (293)

12th Ave

13th Ave - Side alley

13th Ave (288)

14th Ave

17th Ave (419)

17th St

Alder Lane

Amilaq Drive - Road culvert

Amilaq Drive

Armstrong Ave

Bancroft Drive

Baranof St

Bartell Ave

Benny Benson Dr

Birch Ave

Bonaparte Circle

Carolyn Street

Cedar St

Center Ave

Chichenof St - Access around Senior Center

Chichenof St - Access to Senior Center and Medical Center

Chichenof St - Looking towards portion that does not connect to Ole Johnson

Chichenof St (178)

Chichenof St (260)

Chichenof St

Chichenoff Ave - Trail near Senior Center closeup

Chichenoff Ave - Trail near Senior Center

City Airport Road

Cope St

Delaroff Ave

Dog Salmon Bay Road

East Hillcrest St

East Kouskov St

East Marine Drive - Pedestrian Trail

East Marine Drive

East Marine Way (cracking)

East Marine Way (paved)

East Tagura Road

Egan Way

Erskine Ave (335)

Erskine Ave

Father Herman St

Felton Ave

Fir Ave

Fred Zharoff Memorial Bridge Road (Near Island side)

Fred Zharoff Memorial Bridge Road

Fred Zharoff Memorial Bridge

Gerasim Ave

Gibson Cove Rd (725)

Gibson Cove Rd

Hemlock St

High St

Hillary Lane

Hillside Drive

Ismailov St (243)

Ismailov St

Jack Hinkel Way

Kashevaroff Ave Cul de sac

Kashevaroff Ave Storm Drain

Kashevaroff Ave

Kodiak College Dr

Larch St

Lechner Way

Lightfoot Ave

Lynden Way

Madsen Ave

Malutin Lane (403)

Malutin Lane

Maple Ave

Mill Bay Road - Ball park between Birch and Powell

Mill Bay Road - Birch Ave Intersection (2)

Mill Bay Road - Birch Ave Intersection (3)

Mill Bay Road - Birch Ave Intersection

Mill Bay Road - Powell Ave Intersection

Mill Bay Road (143)

Mill Bay Road

Mission Rd - New pavement (from Ismailov)

Mission Rd - New pavement (looking east)

Mission Rd - New pavement, drainage improvements and sign

Mission Rd - New pavement

Mission Rd (215)

Mozart Circle

Murphy Way

Mylark Lane

Natalia Way

Oak Ave

Ole Johson Ave

Pier 3 - Container Terminal

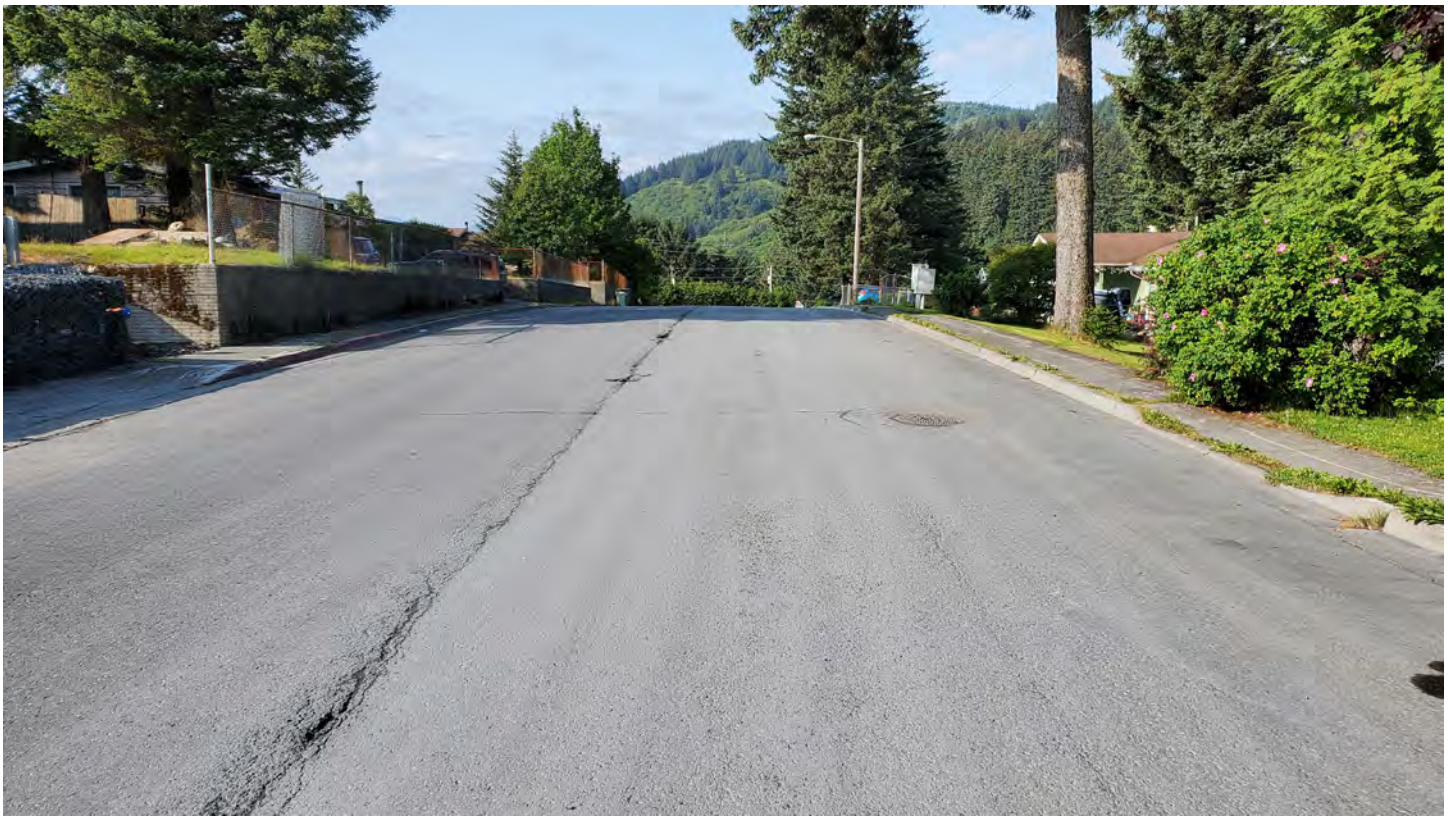
Pillar Mountain Rd (paved section)

Pillar Mountain Road (gravel section)

Pine Crescent Loop

Poplar Ave

Powell Ave



Purtov St

Rezanof Dr - School zone (2)

Rezanof Dr - School zone (3)

Rezanof Dr - School zone (4)

Rezanof Dr - School zone

Rezanof Drive (East)

Saint Herman Harbor - Boat launch ramp

Saint Herman Harbor - Fish cleaning station

Saint Herman Harbor - Ramp 2

Saint Herman Harbor - Trailer parking (gravel)

Saint Herman Harbor - Trailer parking (paved)

Saint Herman Harbor

Sargent Drive & Tagura Road

Selief Lane

Selig St

Shelikof St (382)

Shelikof St

Simeonoff St

South 5th Ave - Pedestrian stairway access (no road)

Spruce Ave

Steller Way

The Y - After Yukon

The Y - Approaching split

The Y - Approaching streetlight

The Y - Approaching the split, showing turn signs

The Y - Approaching Yukon

The Y - At the Rezanof turnaround

The Y - At Thorsheim

The Y - At Yukon

Third Ave

Thorsheim St

Trident Way - South end trail head

Trident Way (421)

Trident Way (423) (paved)

Upper Reservoir Access Road

Urdahi Loop

Von Scheele Way

West Hillcrest Street - Gravel access to Cope Street

West Hillcrest Street

West Kouskov St

West Marine Way

Willow Circle

Willow St

Wilson Street

Wolkoff Lane - Paved parking area

Wolkoff Lane

Woody Way Circle

Woody Way Loop - Connects to other side with sidewalk

Woody Way Loop - Pedestrian trail

Woody Way Loop (130)

Woody Way Loop (139)

Yanovsky St (East)

Yanovsky St (West)

Yukon Way

Zentner St (255)

Zentner St

APPENDIX B: SURVEY RESULTS & PUBLIC INVOLVEMENT

Bristol
ENGINEERING SERVICES COMPANY, LLC

111 W. 16th Avenue, Third Floor
Anchorage, AK 99501-5169
phone (907) 563-0013
fax (907) 563-6713
www.bristol-companies.com

PUBLIC MEETING MINUTES
CITY OF KODIAK
2021 LONG-RANGE TRANSPORTATION PLAN

Meeting Details

Bristol Project No.	32220039
Date / Time	Wednesday, March 9, 2022 / 5:30 PM – 7:00 PM AKST
Location	Kodiak Public Library, 612 Egan Way, Kodiak, AK 99615
Virtual Participation	Zoom Online or Call-in
Host(s)	Jackie Wander, Civil Engineer, Bristol Josie Bahnke, Deputy City Manager, City of Kodiak
Participants	See Attached Sign-In Sheet

The purpose of the meeting was to present the Draft Long-Range Transportation Plan (LRTP) project to the community and collect public comment. The Host presented information with a PowerPoint slide show, then participants were able to ask questions and discuss freely about their transportation concerns. Zoom participants were able to participate by using the chat box feature. Surveys, meeting handouts, and refreshments were provided to in-person attendees. Door prizes were raffled off at the end of the meeting.

Comments, questions, and discussion items noted during the meeting are summarized below.

Questions / Comments / Discussion Items

- How old is the traffic data set? The traffic count data may not be representing the community accurately.
  - Jackie verified that the map shown on the slides was data from 2020, but data from 2015-2020 was discussed in the LRTP.
  - There are up to 13,000 vehicles per day at the Walmart and Safeway entrances, which cause major congestion.
  - Also, people avoid certain roads due to road conditions, for example, Mission Road, which would reroute traffic patterns. The traffic counts may vary each year.
  - The Y may not be the highest traffic area. Over the years, a lot of things have been done to help with congestion, such as limiting left turns at certain points.

- One resident expressed they are very opposed to one-way streets in downtown Kodiak.
- The State needs to update Mission Road. The State owns the northeast portion of Mission Road past Urdahl Loop. That part is in okay condition.
- One resident has lived on mission road for 50 years. They often take a detour to avoid Mission, for example, driving down Steller to get to Rezanof.
- One resident suggested the planners look at the density of people that live along the roads. Mission Road is solid with population on both sides.
    - The properties along Mission have minimum lot lines, so many small lots are packed close together.
- Mission road is the worst, it's basically "a paved trail." It may not be possible to put sidewalks on it.
- Parking is a concern. There is no parking plan in this town.
    - People don't park their trailers and boats in their driveways, causing snow-plowing issues in the winter. Kodiak doesn't require people to remove their vehicles for snow plowing like Anchorage does.
    - There is no plan to require new facilities to build their own parking lots. For example, the new Kodiak Marketplace (Kodiak Area Native Association) being built downtown at 111 W. Rezanof Drive at the corner of W. Marine Way, doesn't have a parking plan, so overflow parking will likely occur in downtown.
- Consider what's beneath the road. For example, there are some major sewer lines that haven't been touched in a long time.
- The City could use a formal snow removal policy.
- The lack of wide shoulders is a safety concern for pedestrians. There is a large number of pedestrians and cyclists on the roads. One mother explained how it becomes difficult when she takes her kids cycling. There is not a safe / wide shoulder to use, especially with on-street parking; They would have to veer out into traffic around the parked vehicles, so instead they have to ride on the sidewalks. This issue worsens in the winter by having to navigate around sidewalks that aren't cleared of snow. Consider looking into adding more bike lanes and these safety issues.
- A lot of people at the meeting live on Mission Road. It's dark and not lit up. A lot of people walk it. It's horrible. Some people are afraid they might hit a pedestrian they didn't see.
- East Marine Way to the boat yard is a mess. Even though they grade it 2-3 times per week, craters or giant ponds are back even after a few days. It's difficult to maintain in the rain (like the current weather). This road is used by the canneries and includes a lot of heavy vehicle traffic. The Hana restaurant traffic also rip up the road because people have to U-turn over there.
- One resident thinks Mission Road can't be widened. It should be a one-way road with a bike path or pedestrian corridor. Also, there's no access from waterfront to Rezanof, so in the event of a tidal wave, people would have to climb up the cliff, over nettles and fences

to reach safety. Although it's not even half a mile long, kids can't safely walk to school, especially in dark/snowy/muddy conditions.

- Mission Road has drainage issues. The road is slumping.
- Drainage is horrible along Tagura / East Marine Way. You can't grade it when it's under water.
- The City engineer explained they are aware of Mission, and it is a very high priority.
- Add the City's municipal airport to the inventory.
- Focus improvements of Misison Road from Wolkoff Lane to downtown along because that's the worst part that's scary.
- One resident explained how they've seen people blow their tires on Mission Road and had to stop in the middle of the road to change them because they aren't able to pull onto a shoulder.
- The recently repaved section of Mission feels amazing to drive on.
- Water never makes it to the drainage ditch because it sinks into the road and drains out into someone's yard. (I think they meant an area on Mission near Tagura / E. Marine Way).
- Another person doesn't like the idea of Mission being a one way.
    - Jackie asked the group to raise hands if they like the idea of Mission being a one-way street (with a pedestrian path). Only 4 people raised their hands. Most people were opposed.
    - There are not enough points to turn around. It would divert the traffic onto Rezanaof, which would increase the congestion on Rezanof near the school zones.
- Because of the school zone and traffic on Rezanof, it's very difficult to cross.
- Has the City been considering different strategies for Mission?
    - Yes. The City could repave it, but there are utilities below to consider.
    - About 10 years ago, they developed a study to improve the road, involving new retaining walls, etc., which was estimated around $11 million. This would be more costly today.
- Mission is a 60-foot wide right of way, but the challenge is terrain. The people living along on the water side have gotten accustomed to parking on the other side of the road.
- Is there a way to have pedestrian access from Mission up? For example, adding stairs like they along Rezanof.
- Kodiak has good parks and trails. A lot of the roads are good, but some roads are just really bad.
- One resident lives a block from the middle school. There's a sidewalk for a few blocks near the school and dirt walking trails after that, but in the winter the sidewalks and trails are not being maintained. Snow gets plowed onto the walkways. A tremendous amount of

kids walk by his house. The kids can't cross the street due to snow berms blocking the way. There's also a truck that's been parked across the street for 2 years and has never moved. One guy tried to get around it and took out his fence.

- Main elementary doesn't have buses so those kids either walk or get dropped off. Most kids get dropped off. Some families without vehicles even use taxis when it's not safe enough to walk. Walking safety needs to be improved around this school in particular.
- There are many narrow streets in Kodiak. When the graders come through, it pushes snow into the roadsides, then they have a machine that comes through and blows that snow into a truck to be hauled, to clear the pedestrian paths, but it takes time and may not be feasible to accomplish immediately after a big snow event.
- Birch and Mill Bay backs up past the radio station and close to the fire department downtown.
    - This would be a good location for a real stop light, not a blinking light.
    - Also recommend training the crossing guards to make the cars wait for the kids to cross. They did have a crossing guard last year, but it wasn't enough. Sometimes other places use police to control the intersections. This is needed between 2:30-3:30 after school.
    - The City and school district were developing a Master Plan to talk about this problem.
    - Another option is to add a pedestrian overpass.
    - The City looked at removing the ballpark to reroute Powel to connect with Birch and create a 4-way stop to keep the traffic flowing, but City doesn't own the property, and it's a community landmark that people would not want removed.
- One resident who lives on Tagura / Marine Way explains how there's a crossing for seafood works to go to their dormitory but there should be flashing yellow lights or a caution sign to show drivers when there are pedestrians. The City chimed in to explain they are working on putting three crosswalks over there: plant by bowling alley, by the federal building, and across the street to housing, so this will happen soon.
- People who park against the restaurant building create a narrow road (I believe they meant along Mission Road).
- Improve design or road construction methods. Consider evaluating what is it that makes the roads fail after just a few years? Don't waste money, spend more money up front to build it right if needed, so they last 20 years. It seems like new roads only last about 5 years in Kodiak.
- There is a quarry in town, so they have access to good roadbed material locally.
- Sometimes drainage issues are caused by broken buried pipes. One resident explained how they saw a car almost fall into a sinkhole.
- The City has an infrastructure plan to upgrade storm drains, sewers, etc. The City is so overloaded with updating existing systems let alone building new infrastructure.

- If the municipal airport is involved, one resident explained how he owns multiple lots over there. The slope makes it difficult to build and they aren't allowed to build within certain distances. This will likely never be used as a municipal airport again, although there are a few small companies that still operate out of there. Can the City reduce the development restrictions so people can develop? It seems like a great economic opportunity. There's a lot of private personal flyers out there, but the airport it doesn't meet current standards. You can't even tell where the runway is to know where to build or not, which is a problem. The City explained they are working on a plan for the airport.
- One resident encouraged people to send letters to the State because they haven't figured out what they are going to do with the billions of dollars coming through federal funding. They recommended taking advantage of the upcoming federal infrastructure funding.
- Include Harbor Plan projects in this LRTP.

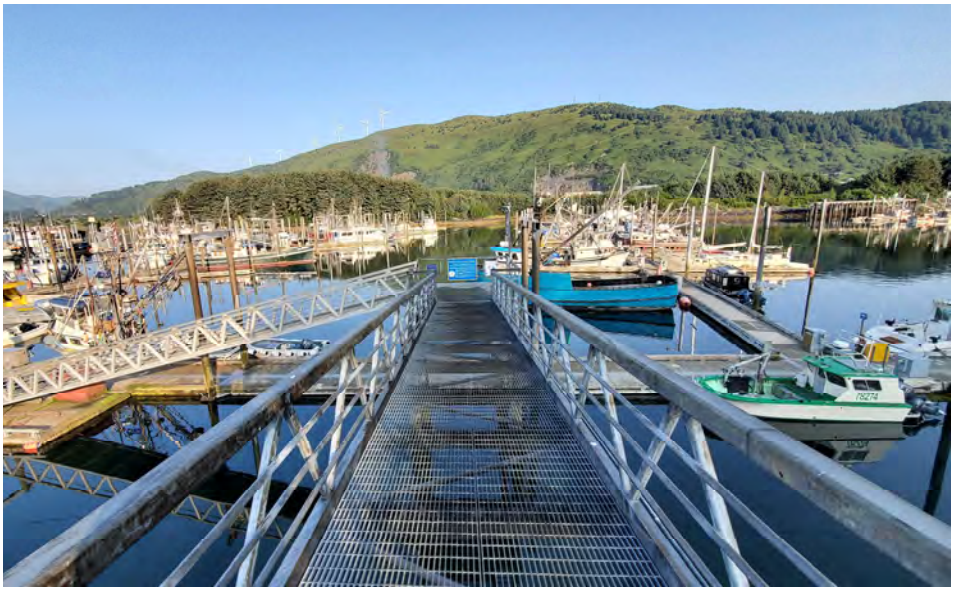
After the meeting, two participants provided additional input to Jackie, particularly about public transportation:

- There is no public transit to Bells Flats or to the airport.
- The KATS system only runs within City limits (so it does not provide access to tourist areas and the airport) and doesn't operate on the weekends.
- Kids need more transit options for sporting events.
- Rising gas prices are causing the need for more transit options.
- In the summer, the rental cars get booked and taxi companies are overloaded.
    - Tourists can't access the Buskin River and other trails and parks for fishing, recreation, etc.
    - Some people even have to walk from the airport into town, which is not safe given the narrow shoulders. There was a woman hit 2 years ago.

[End Meeting Minutes]

Attachments:

1. Meeting Announcements
2. Sign-In Sheet
3. Meeting Handout
4. Public Survey with Figure
5. Presentation Slides



CITY OF KODIAK
LONG-RANGE TRANSPORTATION PLAN

PUBLIC MEETING

The City of Kodiak is developing a Long-Range Transportation Plan and is collecting public input. The Plan evaluates near- and long-term construction and maintenance strategies to improve safety, traffic flow, and condition of roads, trails, pedestrian paths, ports and harbors, and transportation facilities in Kodiak.

We want to hear from you!

Your feedback is extremely valuable to this plan. At the meeting, attendees can express their priorities and concerns regarding public transportation in Kodiak. Project planners will be available for any questions or feedback from the public.

Everyone is welcome!!

Posting date 2/22/2022

Wednesday
March 9, 2022
5:30 - 7:00 PM

Join In-Person at Kodiak Public Library (612 Egan Way, Kodiak, AK)
Refreshments Provided!

OR to **Join Online** go to *zoom.us/join* or open the Zoom app.
Meeting ID: 814 4846 1353
Passcode: 167540

Five $50 Amazon Gift Cards will be raffled off to attendees!

For more information or to submit comments contact:

Jackie Wander
(907) 563-0013
jwander@bristol-companies.com

Bristol
ENGINEERING SERVICES COMPANY, LLC

COVID-19 Information

City of KODIAK Alaska

MENU

City of Kodiak Draft Long-Range Transportation Plan (LRTP)

How do you get around Kodiak? The City of Kodiak wants to know!

The City's Draft Long-Range Transportation Plan (LRTP) is available for public comment. The City will host a combination in-person / online meeting from 5:30 to 7:00 PM on Wednesday March 9, 2022 to present the plan updates, collect comments from the community, and discuss the future of the City's transportation program.

If you would like to provide input about safety and conditions of roads and other transportation facilities, you may participate in the meeting via one of three methods:

To Join In-Person*

Come to Kodiak Public Library 612 Egan Way, Kodiak, AK 99615

To Join Online*

Use this link to join the meeting on any computer or smart device with internet:
https://us02web.zoom.us/j/81448461353?pwd=ZnV4Z1RIb2ZjTnhIeFV5S1ZtMVhOdz09

Meeting ID: 814 4846 1353
Passcode: 167540

To Join by Phone*

You can call into the meeting at +1 (253) 215-8782 (US Tacoma, WA)
Meeting ID: 814 4846 1353
Passcode: 167540

*Please remember to mute your mic upon joining the meeting online or by phone to reduce audio interference during the presentation. Participants will have the opportunity to ask questions and provide feedback at the end of the presentation.

The LRTP discusses local transportation resources including roads, pedestrian walkways and trails, public transit, and port / harbor facilities. It also outlines short- and long-term goals for the City's Transportation and Maintenance Program.

Copies of the DRAFT LRTP can be downloaded and are also available at the Borough Building at 710 Mill Bay Rd, Kodiak, AK 99615. Copies will also be available at the public meeting.

For more information or to submit comments, contact Jackie Wander (Bristol Engineering) at 907-563-0013 or at jwander@bristol-companies.com. Comments are due by April 15, 2022 (60-day review period).

Link to LRTP Online Survey

Supporting Documents

Draft LRTP.pdf (40 MB)
LRTP Figures.pdf (5 MB)
Appendix A: Report and Photolog.pdf (5 MB)
Appendix C: Community Development.pdf (1 MB)
Appendix D: Road Inventory and Photolog.pdf (529 KB)
Appendix E: Traffic Court Data.pdf (3 MB)

Web Links

LRTP Online Survey Link

Public Works

Overview

+ Divisions

Contact Information

2410 Mill Bay Road
Kodiak, Alaska 99615
Phone: 907.486.8060
Fax: 907.486.8066

Office Hours:
Monday - Friday
8 AM to 5 PM
except noon hour

Wastewater Treatment Plant
2853 Spruce Cape Road
Kodiak, Alaska 99615
Phone: 907.486.8076
Fax: 907.486.8079

Office Hours:
Monday - Friday
8 AM to 5 PM
except noon hour

View Full Contact Details

Please Sign In to the Public Meeting for the City of Kodiak Long Range Transportation Plan

Name	
Richard Walker	Kodiak City Council
Rebecca Skinner	Alaska Whitefish Trawlers Association
★ Ons Bays	Home Owner
DAN URBAN	
★ Jan Johnston	
Chad Burnside	
★ Crystal Burnside	
Randy Boskofsky	Sun'aq Tribe of Kodiak
Dan Rohrer	Business Owner
Tony Jones	
CHRIS PAULSON	
Kathleen M Smith	
DAVE KUBIAK	E. MARINE NAT

Bristol
ENGINEERING SERVICES COMPANY, LLC

111 W. 16th Avenue, Third Floor
Anchorage, AK 99501-5169
phone (907) 563-0013
fax (907) 563-6713
www.bristol-companies.com

Public Meeting Informational Handout
2022 City of Kodiak Long-Range Transportation Plan

March 9, 2022

Thank you for your interest in transportation planning in Kodiak, Alaska. Bristol Engineering, on behalf of the City of Kodiak, is developing a Long-Range Transportation Plan (LRTP) to evaluate local transportation resources and outline short- and long-term goals and strategies for the City's Transportation and Maintenance Program over the next 20 years. The LRTP provides a comprehensive evaluation of Kodiak's multi-modal transportation system which consists of roads, pedestrian walkways, trails, ports, and harbors. The purpose of this meeting is to discuss the LRTP, which is currently at the Draft report stage, and collect public feedback prior to finalizing the plan.

An electronic version of the DRAFT LRTP and attachments can be downloaded from the City's website at https://www.city.kodiak.ak.us/publicworks/page/city-kodiak-draft-long-range-transportation-plan-lrtp. Hard copies are also available at the Borough Building at 710 Mill Bay Rd, Kodiak, AK 99615.

Public engagement is crucial to successful transportation planning. Personal accounts help paint a better picture of road conditions, safety needs, and community priorities. Your feedback can help influence future transportation improvement projects in Kodiak.

Apart from attending this public meeting, there are other ways to provide feedback, including:

1. **Participate in the Public Survey**
   Take the survey online at https://forms.office.com/g/vNwdeVaYiX, or ask for a paper copy at the Borough Building located at 710 Mill Bay Rd, Kodiak, AK 99615. The survey takes about 5 minutes to complete. The survey will close on April 15, 2022, at 11:00 PM AKST.

2. **Contact the Planners**
   Please feel free to contact me, Jackie Wander, the engineer and planner at Bristol developing this LRTP, with any questions or comments. I can be reached by phone at 907-563-0013 or by email at jwander@bristol-companies.com. Please submit comments by April 15, 2022, the 60-day public review period.

Sincerely,

Jaclyn Wander

Jaclyn (Jackie) Wander, PE
Civil Engineer III
Bristol Engineering Services Company, LLC

PUBLIC SURVEY

The City of Kodiak is developing a Long-Range Transportation Plan. An important component of the plan is public involvement. Please help us understand community priorities in terms of travel, safety, access, maintenance, and more. Note that the "transportation system" includes all modes of travel including roads, trails, pedestrian and bike paths, and harbor facilities. Also keep in mind, this survey only applies to *City* owned and maintained public facilities.

A map of Kodiak is provided for reference.

1. How do you get around the City of Kodiak and Kodiak Island? Circle all that apply.

Truck	**SUV**	**Car**	**Van**
Walk	**Bicycle**	**Motorcycle**	**Commercial Vehicle**
Carpool	**Taxi**	**Transit (KATS)**	**All-Terrain/All-Purpose Vehicle (ATV/APV)**
State Ferry	**Boat**		

Other _____

2. How would you rate the SAFETY of the following facilities? Check one box for each line.

Safety concerns can include lack of visibility, steep inclines, poor state of repair, lack of drainage, obstructions or hazards, traffic congestion, or lack of safety features such as guardrails, road signs, emergency response access, etc.

Facility	**Excellent** No safety concerns	**Fair** Some safety concerns	**Poor** Serious safety concerns
City Roads – Downtown	❒	❒	❒
City Roads – School zone areas	❒	❒	❒
City Roads – Residential streets	❒	❒	❒
"The Y" Intersection of Rezanof Drive and Lower Mill Bay Road	❒	❒	❒
Pedestrian sidewalks and crosswalks	❒	❒	❒
Hiking trails (Pillar Mountain and Near Island)	❒	❒	❒
St. Paul Harbor (near downtown)	❒	❒	❒
St. Herman Harbor Facilities (on Near Island)	❒	❒	❒

PUBLIC SURVEY

3. How would you describe the overall quality of City roads when driving conditions are good and the weather is dry?

Terrible	❒
Bad	❒
Fair	❒
Good	❒
Excellent	❒

4. How would you describe the overall quality of City roads during rainy, snowy, or icy weather conditions?

Terrible	❒
Bad	❒
Fair	❒
Good	❒
Excellent	❒

5. Overall, has the road quality gotten better, stayed about the same, or gotten worse in the City during the last five (5) years?

Gotten better	❒
Stayed about the same	❒
Gotten worse	❒

6. Overall, has the availability of transportation gotten better, stayed about the same, or gotten worse in the City during the last five (5) years?

Gotten better	❒
Stayed about the same	❒
Gotten worse	❒

PUBLIC SURVEY

7. Do you think there is sufficient public transportation options available in Kodiak? For example, KATS transit, taxis, and ride share.

Feature	Excellent	Fair	Poor
Availability (enough vehicles, offered at reasonable times)	❒	❒	❒
Accessibility (wheel-chair access, safe pickup/drop off)	❒	❒	❒
Affordability	❒	❒	❒

8. What type of intersection / traffic control do you prefer? Check one box for each line.

Control Type	Like	Neutral	Don't Like
Stop signs	❒	❒	❒
Yield signs	❒	❒	❒
Stop lights	❒	❒	❒
Roundabouts	❒	❒	❒
One-way streets	❒	❒	❒

9. In general, do you think speed limits in the City are too high, too low, or just right?

❒ Too high ❒ Too low ❒ Just right

10. How concerned are you about the following transportation issues?

Component	Very Concerned	Neutral	Not Concerned
Potholes	❒	❒	❒
Dust on gravel roads	❒	❒	❒
Lack of traffic law enforcement	❒	❒	❒
Lack of parking in public places	❒	❒	❒
Limited access for emergency vehicles	❒	❒	❒
Winter maintenance	❒	❒	❒
Roadway drainage	❒	❒	❒

PUBLIC SURVEY

11. Are there enough pedestrian sidewalks, crosswalks, and/or bike lanes in Kodiak?

❒ Yes ❒ No

If not, where are they needed?

_____

_____

_____

_____

12. Are there enough streetlights to illuminate the roadways?

❒ Yes ❒ No

If not, where are they needed?

_____

_____

_____

_____

13. What specific streets or intersections would you like to see the City prioritize for improvements or road maintenance, and why?

_____

_____

_____

_____

_____

14. What do you think could be done to improve transportation safety or traffic flow in Kodiak?

_____

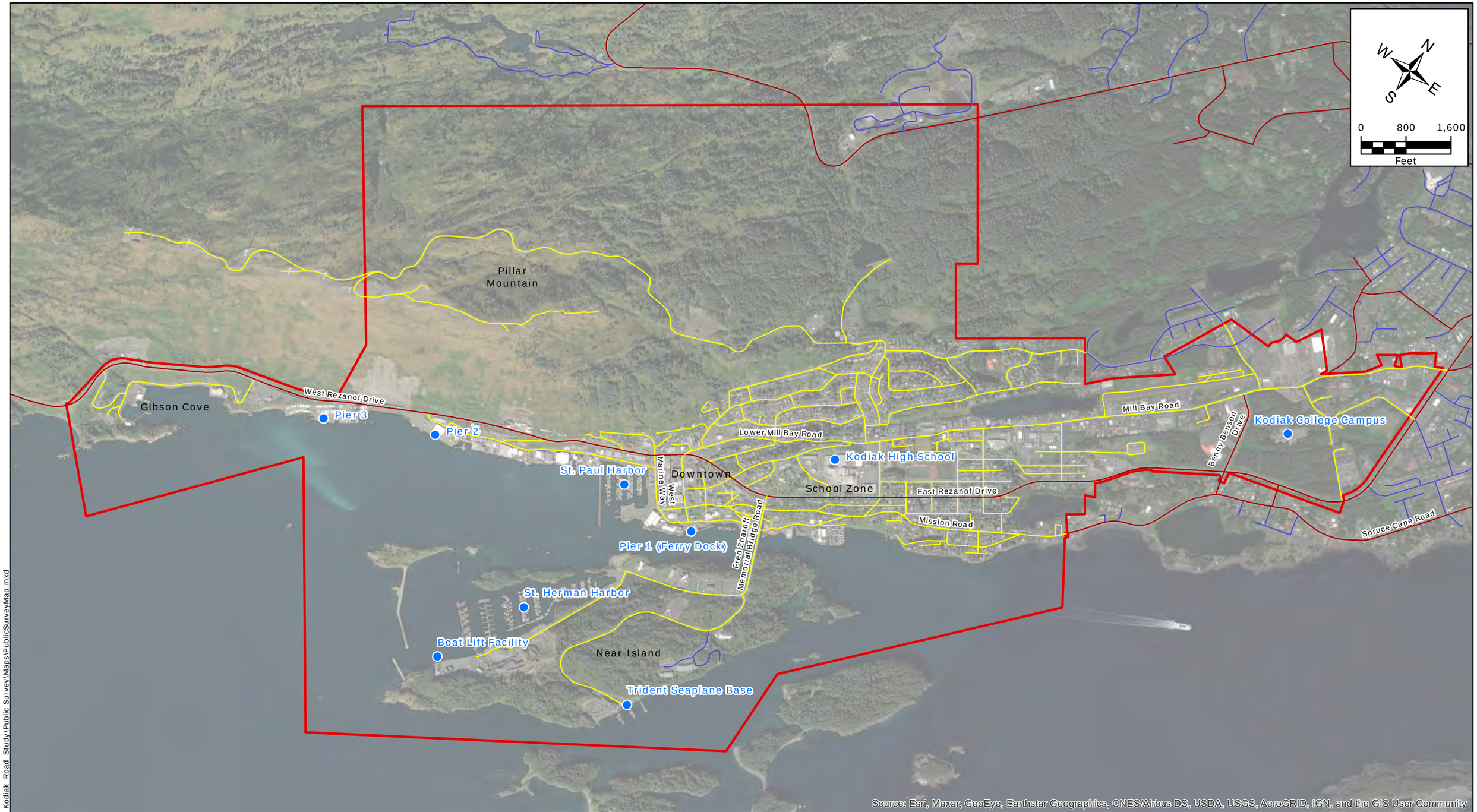
_____

_____

_____

_____

_____



Legend

- City of Kodiak
- Kodiak Island Borough
- State of Alaska
- City of Kodiak

PUBLIC SURVEY REFERENCE MAP
KODIAK, AK
KODIAK ROAD INVENTORY
KODIAK ROADS BY ROAD OWNERSHIP

Bristol
ENGINEERING SERVICES COMPANY, LLC
Phone (907)563-0013 Fax (907)563-6713

DATUM:	NAD83
PROJECTION:	SP AK Z5 FT
Project No.	32220039
DATE:	2/18/2022
DWN.	NAP
SCALE	1" = 1,600
APPRVD.	JW
SHEET	1 of 1

Document Path: G:\Jobs\32220039 Kodiak Road Study\Public Survey\Maps\PublicSurveyMap.mxd

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

CITY OF KODIAK
LONG RANGE TRANSPORTATION PLAN

Bristol Engineering Services Company, LLC
Jackie Wander, P.E.

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

House Keeping

- Handouts
- Surveys with Figure
- Raffle Tickets (door prizes at end)
- Refreshments
- Callers on Zoom
  - Type questions and comments into chat
  - Remain muted until the of presentation
- Q&A Discussion after the presentation

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

Safety Minute

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

Presentation Overview

1. Project Background
   - Goals, Process, LRTP Overview
2. LRTP Contents
   - Community Development
   - Roads: Inventory, Conditions, Ownership, Traffic Count & Crash Data
   - Pedestrian Facilities
   - Public Transportation
   - Water Transportation
3. Priorities
   - Budgeting & Planning
   - Design & Construction
   - Maintenance
4. Discussion / Q&A
   - Door Prizes

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

Project Background: LRTP

- City Funded
- Bristol developing LRTP
- Stakeholders and Partners include:
  - Sun'aq Tribe
  - Alaska State DOT&PF
  - Kodiak Island Borough

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

Project Background: Goals

- Develop a new Long-Range Transportation Plan (LRTP)
- Create a road inventory with mapping
- Prioritize safety
- Build partnerships
- Improve funding, maintenance, and training processes

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

Project Background: Process

Timeline:

- 1-year
  - Review plan
- 5-years
  - Update plan as needed
- 20-years
  - New plan

Site Visit
Aug 2021

7

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

LRTP Contents: Overview

- Contains overview of:
  - Traffic regulations
  - Community development
  - Existing transportation facilities
    - Site Visit in August 2021
- Identifies:
  - Transportation needs for next 20 years
  - Prioritizes implementation strategies
  - Funding options & budget development
- Strategies include:
  - Planning
  - Design
  - Construction
  - Maintenance
- Applies to these modes:
  - Roads and trails
  - Ports and harbors
  - Pedestrian pathways
  - Transit / public transportation
  - Airports
  - Railroads

8

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

LRTP Contents: Community Development

- City of Kodiak
  - Aleutian Homes Water & Sewer Replacement
  - Kodiak Waterfront Master Plan
  - Baranof Ice Rink Addition
- Kodiak Island Borough
  - Providence Kodiak Island Medical Center Retaining Wall
  - Salonie Creek Culvert Replacement
- AK Dept. of Transportation & Public Facilities (ADOT&PF)
  - Rezanof Dr Resurface: Airport to Chiniak Hwy
  - Rezanof Dr Resurface: W. Marine Way To Airport
  - Kodiak Airport Apron & Taxiway C, D And F Rehabilitation
  - Harbor Channel Bridge Improvement

9

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

LRTP Contents: Community Development

- Sun'aq Tribe of Kodiak
  - Tribal Transportation Safety Plan
  - Road Safety Audits
    - Anton Larsen Bay Road – 11.6 Miles
    - Mission Road – 2.0 Miles
    - Rezanof Drive – 13.8 Miles
    - Shelikof Street – 0.9 Miles
    - Selief Lane – 1.4 Miles
    - Lilly Drive – 0.5 Miles
    - Sharatin Road – 0.6 Miles

10

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

LRTP Contents: Road Inventory

- ~90 City-owned streets (29.0 miles)
  - KIB = 2.4 miles
  - Private = 0.2 miles
  - State = 5.5 miles
- Inventory includes
  - Road name, ownership
  - Dimensions
  - Surface condition
  - Drainage
  - Pedestrian facilities
  - Signs & utilities
  - Priorities

11

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

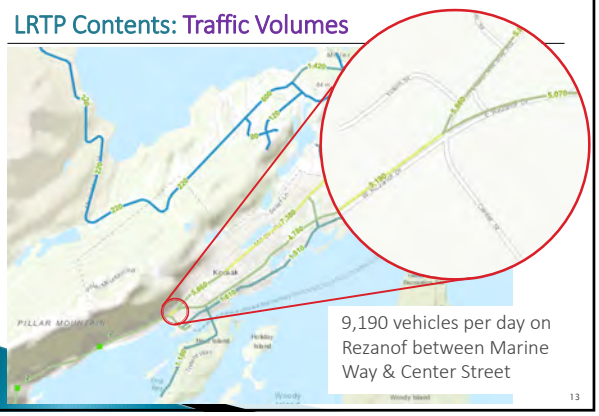
LRTP Contents: Roadway Ownership

12

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

LRTP Contents: Traffic Volumes



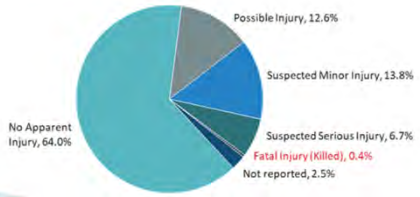
13

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

LRTP Contents: Crash Data

- From ADOT&PF 2013 – 2017
- 239 crashes
- 63 crashes with possible or minor injuries
- 16 crashes with serious injuries
- 1 fatality



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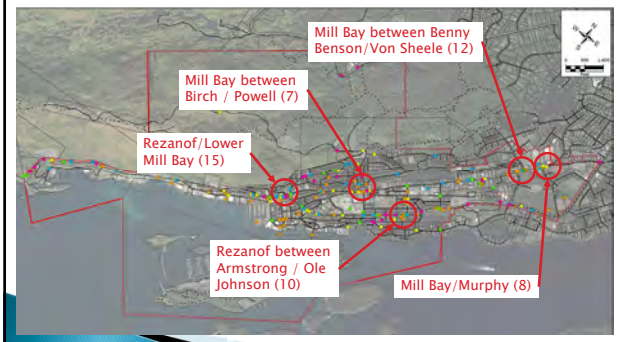
Bristol

Kodiak LRTP Public Meeting
March 9, 2022

LRTP Contents: Crash Clusters



15

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Kodiak LRTP Public Meeting
March 9, 2022

Surface Condition

16

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

Drainage

17

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

School Zone

- Limited cross walks and school zone signs
- Speeding
- Congestion at intersections and pickup/drop off areas

18

The Y

LRTP Contents: Pedestrian Facilities & Trails

LRTP Contents: Pedestrian Facilities & Trails

LRTP Contents: Public Transportation

- KATS – Dial-on-demand only
- Senior Center transportation
- School bus service
- Taxis (4)
- Rental Cars

LRTP Contents: Water Transportation

- Two Ferries
  - Tustumena: Southwest
  - Kennicott: Southeast
- Pier I – State Ferry Dock
- Pier II – City Dock
- Pier III – Container Terminal
- St. Herman Harbor
- St. Paul Harbor

LRTP Contents: Water Transportation

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

Kodiak Priorities: Funding / Budget / Records

- Develop a process for seeking funding
- Use this LRTP to allocate for more funding from City budget
- Develop cost analysis to compare costs of different construction methods and materials
- Continue to keep records of road projects
- Develop a system to obtain community feedback about potholes and other concerns

25

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

Kodiak Priorities: Planning

- Evaluate long-term growth & traffic patterns to relieve congestion
- Evaluate solutions for emergency response and access
- Evaluate community speed limits
- Continue to coordinate with Sun'aq Tribe
- Perform a Road Safety Audit for the school zone
- Conduct safety planning
- Port of Kodiak Master Plan
- Update Utility Master Plan

26

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

Kodiak Priorities: Design / Construction

- Construction improvements for congestion relief
  - Rezanof
  - Birch/Mill Bay
  - Powell/Mill Bay
  - Thorsheim/Mill Bay
  - The Y
- School Zone improvements
- Implement projects from Pedestrian Walking Plan

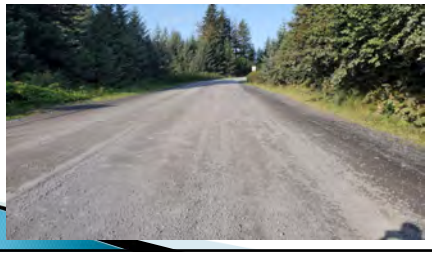
27

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

Kodiak Priorities: Maintenance

- Explore new technologies and construction methods to improve life of facilities and maintenance efficiency
- Implement dust control on gravel roads
- Consider options to improve maintenance on Steller Way



28

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

Kodiak Priorities: Sun'aq Tribe

- Develop a Tribal Transportation Safety Plan
- Add City's port and harbor facilities to their Inventory
- Prioritize Shelikof Street to reduce congestion and improve conditions
- Complete Road Safety Audits for:
  - Anton Larsen Bay Road – 11.6 Miles
  - Mission Road – 2.0 Miles
  - Rezanof Drive – 13.8 Miles
  - Shelikof Street – 0.9 Miles
  - Selief Lane – 1.4 Miles
  - Lilly Drive – 0.5 Miles
  - Sharatin Road – 0.6 Miles

RSA
Making Your Roads Safer

Road Safety Audits

29

Bristol

Kodiak LRTP Public Meeting
March 9, 2022

Kodiak Priorities: Discussion

- What are YOUR priorities for Kodiak's Transportation System?
  - Reconstruction / Rehabilitation
  - Economic Development
  - Planning
  - Maintenance
  - Safety
  - Transit
  - Other?

30

Next Steps

- Review the Draft LRTP
- Participate in the Survey!
- Final-Draft LRTP
  - Address Comments
  - Budget Development
  - City Council Review
- Finalize LRTP
- Implementation!

- Public Comment Period open until April 15, 2022
- Submit Comments to:

Jackie Wander
Bristol Engineering
jwander@bristol-companies.com
907-563-0013

Questions or Comments

Thank You for Participating!

Door Prizes!
Have your raffle tickets ready

PUBLIC SURVEY

The City of Kodiak is developing a Long-Range Transportation Plan. An important component of the plan is public involvement. Please help us understand community priorities in terms of travel, safety, access, maintenance, and more. Note that the "transportation system" includes all modes of travel including roads, trails, pedestrian and bike paths, and harbor facilities. Also keep in mind, this survey only applies to *City* owned and maintained public facilities.

A map of Kodiak is provided for reference.

1. How do you get around the City of Kodiak and Kodiak Island? Circle all that apply.

Truck	**SUV**	**Car**	**Van**
Walk	**Bicycle**	**Motorcycle**	**Commercial Vehicle**
Carpool	**Taxi**	**Transit (KATS)**	**All-Terrain/All-Purpose Vehicle (ATV/APV)**
State Ferry	**Boat**		

Other _____

2. How would you rate the SAFETY of the following facilities? Check one box for each line.

Safety concerns can include lack of visibility, steep inclines, poor state of repair, lack of drainage, obstructions or hazards, traffic congestion, or lack of safety features such as guardrails, road signs, emergency response access, etc.

Facility	**Excellent** No safety concerns	**Fair** Some safety concerns	**Poor** Serious safety concerns
City Roads – Downtown	❒	❒	❒
City Roads – School zone areas	❒	❒	❒
City Roads – Residential streets	❒	❒	❒
"The Y" Intersection of Rezanof Drive and Lower Mill Bay Road	❒	❒	❒
Pedestrian sidewalks and crosswalks	❒	❒	❒
Hiking trails (Pillar Mountain and Near Island)	❒	❒	❒
St. Paul Harbor (near downtown)	❒	❒	❒
St. Herman Harbor Facilities (on Near Island)	❒	❒	❒

PUBLIC SURVEY

3. How would you describe the overall quality of City roads when driving conditions are good and the weather is dry?

Terrible	❒
Bad	❒
Fair	❒
Good	❒
Excellent	❒

4. How would you describe the overall quality of City roads during rainy, snowy, or icy weather conditions?

Terrible	❒
Bad	❒
Fair	❒
Good	❒
Excellent	❒

5. Overall, has the road quality gotten better, stayed about the same, or gotten worse in the City during the last five (5) years?

Gotten better	❒
Stayed about the same	❒
Gotten worse	❒

6. Overall, has the availability of transportation gotten better, stayed about the same, or gotten worse in the City during the last five (5) years?

Gotten better	❒
Stayed about the same	❒
Gotten worse	❒

PUBLIC SURVEY

7. Do you think there is sufficient public transportation options available in Kodiak? For example, KATS transit, taxis, and ride share.

Feature	Excellent	Fair	Poor
Availability (enough vehicles, offered at reasonable times)	❒	❒	❒
Accessibility (wheel-chair access, safe pickup/drop off)	❒	❒	❒
Affordability	❒	❒	❒

8. What type of intersection / traffic control do you prefer? Check one box for each line.

Control Type	Like	Neutral	Don't Like
Stop signs	❒	❒	❒
Yield signs	❒	❒	❒
Stop lights	❒	❒	❒
Roundabouts	❒	❒	❒
One-way streets	❒	❒	❒

9. In general, do you think speed limits in the City are too high, too low, or just right?

❒ Too high ❒ Too low ❒ Just right

10. How concerned are you about the following transportation issues?

Component	Very Concerned	Neutral	Not Concerned
Potholes	❒	❒	❒
Dust on gravel roads	❒	❒	❒
Lack of traffic law enforcement	❒	❒	❒
Lack of parking in public places	❒	❒	❒
Limited access for emergency vehicles	❒	❒	❒
Winter maintenance	❒	❒	❒
Roadway drainage	❒	❒	❒

PUBLIC SURVEY

11. Are there enough pedestrian sidewalks, crosswalks, and/or bike lanes in Kodiak?

❒ Yes ❒ No

If not, where are they needed?

_____

_____

_____

_____

12. Are there enough streetlights to illuminate the roadways?

❒ Yes ❒ No

If not, where are they needed?

_____

_____

_____

_____

13. What specific streets or intersections would you like to see the City prioritize for improvements or road maintenance, and why?

_____

_____

_____

_____

_____

14. What do you think could be done to improve transportation safety or traffic flow in Kodiak?

_____

_____

_____

_____

_____

_____

Wander, Jackie

From: Ben Millstein <bmills@ak.net>
Sent: Wednesday, February 23, 2022 3:17 PM
To: Wander, Jackie
Subject: long range transportation plan
Attachments: Womens bay.docx

[External Email]

Greetings,

I'm glad to learn about the long range transportation planning meeting. I hope to attend virtually but I'll be traveling so I'm not sure I'll be able to. In case I can't I'd like to suggest that a plan for a multi-use path from Kodiak to Women's Bay be adopted as a primary goal. This project will enhance the health, happiness, safety and well being of both residents and visitors. Following is a proposal for a project in Women's Bay itself.

Increasingly in the last decades Women's Bay has become a magnet for locals and tourists. Women's Bay is beautiful and the wildlife is astounding, even for people who drive through multiple times daily. The Emperor Geese spend several months a year here and are a great draw along with the salmon and bears. My concern is that the highway, including the bridges, has very little parking, crossing, or even standing options for the crowds that accumulate. What we have is a traffic safety hazard with pedestrians not adequately focused on vehicles at highway speeds standing right at the side of the road, on the bridges and crossing back and forth. The phrase "accident waiting to happen" could not be more relevant.

I propose that a plan be drafted and prioritized to build a bike/walking path between the fairgrounds and Marine hill linking the wildlife and fishing areas between the creeks and intertidal zones. Multiple parking areas should be considered along with the addition of pedestrian lanes to the Russian Creek, Sargent Creek and Salone creek bridges with barriers between them and traffic . Separated pedestrian/bike bridges could also be considered as an alternative. Boardwalks and platforms reminiscent of the Potter Marsh development along that section of highway and into the intertidal zone would allow a greater quality experience for enjoying birds, bears, and for staging fishing gear. We might want to consider fish cleaning stations, picnic tables, benches and bathrooms.

The future of Alaska lies in economic diversification and tourism is increasingly based on outdoor activities. Quality of life for locals and opportunity for visitors demands safe and attractive, if minimal development.

A tentative list of potential partners and/or sponsors for this project include the state DOT, obviously Kodiak Island Borough, Koniag, the Audubon Society, Ducks Unlimited, Discover Kodiak and Kodiak Chamber of Commerce, borough Parks and Recreation committee, Lions, Rotary, Kodiak Community

Foundation, etc. Other groups might include sport fishing, photography, coast guard, Economic Development, or tourism.

My pitch is that this expense be considered a preemption of a wrongful death lawsuit on the state and borough, which seems likely given human nature and behavior along the highway. Might as well spend it now on assets of value rather than spend it later on lawyers.

Attached is my original statement, mostly identical to this letter, but with a few pictures to show other projects in the state.

--
Ben Millstein
Kodiak Island Brewing & Still
www.kodiakbrewery.com
907*486*ALES (2537)
Beer is Art, and the Palate is Yours.

Women's Bay Conservation Area (working title) traffic safety and refuge enhancement proposal

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Below are some pictures of Creamer's Field in Fairbanks. They have a couple parking areas, a developed path linking bird viewing areas, a bathroom, parking, a visitor center, and connected trails.

Still need some pictures of how dangerous it has become along the highway in Womens bay.


IMPORTANT
BIRD AREA
Audubon
BirdLife

Creamers Field

Potter Marsh

Anchorage

Seward bike path

Talkeetna lakes bike path

Wander, Jackie

From: Chris Paulson <crpaulson@icloud.com>
Sent: Thursday, March 10, 2022 9:13 AM
To: Wander, Jackie
Subject: Kodiak LRTP meeting

[External Email]

Hi Jackie,

Thanks for leading the meeting last night. I was present but unable to comment because I had to leave for another meeting. It seemed to me it was less a LRTP and more of a long term mission road plan. My only comment was related to the fact we shouldn't be using "transportation" as a euphemism for "car". If we want a true long term TRANSPORTATION plan, it should include things like improving pedestrian and other small vehicle plans.

It was quite shocking to me some of the comments talking about pot holes on Mission as a safety issue for pedestrians when that couldn't be further from the truth. I walk Mission road quite often and the pot holes at least force people to slow down. I live at the intersection of Wolkoff and Mission and the only result I've seen from the city paving that 500 ft stretch is cars going through there at 50 mph.

Some of the cities priorities were to reduce congestion. The cheapest way to reduce congestion is to reduce the amount of cars that must drive not increasing capacity. This includes getting people into other forms of transportation (bikes, small electric vehicles).

Thank you!
Chris Paulson

Wander, Jackie

From: McNally, Chrissy A (DOT) <chrissy.mcnally@alaska.gov>
Sent: Thursday, March 10, 2022 8:33 AM
To: jbahnke@city.kodiak.ak.us; Wander, Jackie
Subject: City of Kodiak DOT&PF projects
Attachments: Kdk_SFHWY00433_Segmentation Overview.pdf

[External Email]

Hello Jackie and Josie,

Thank you for inviting us to attend last night's public meeting for the City of Kodiak LRTP. I wanted to make you aware that we are developing a ADA improvements project along Rezanof Drive between Marine Way and Benny Benson. The DOT&PF conducted an ADA audit of Southcoast Region communities in 2017 and some of the Kodiak segments were found to be the most in need of improvements. The scope of work includes bringing the sidewalks, curb ramps and street crossings into compliance with PROWAG and ADAAG.

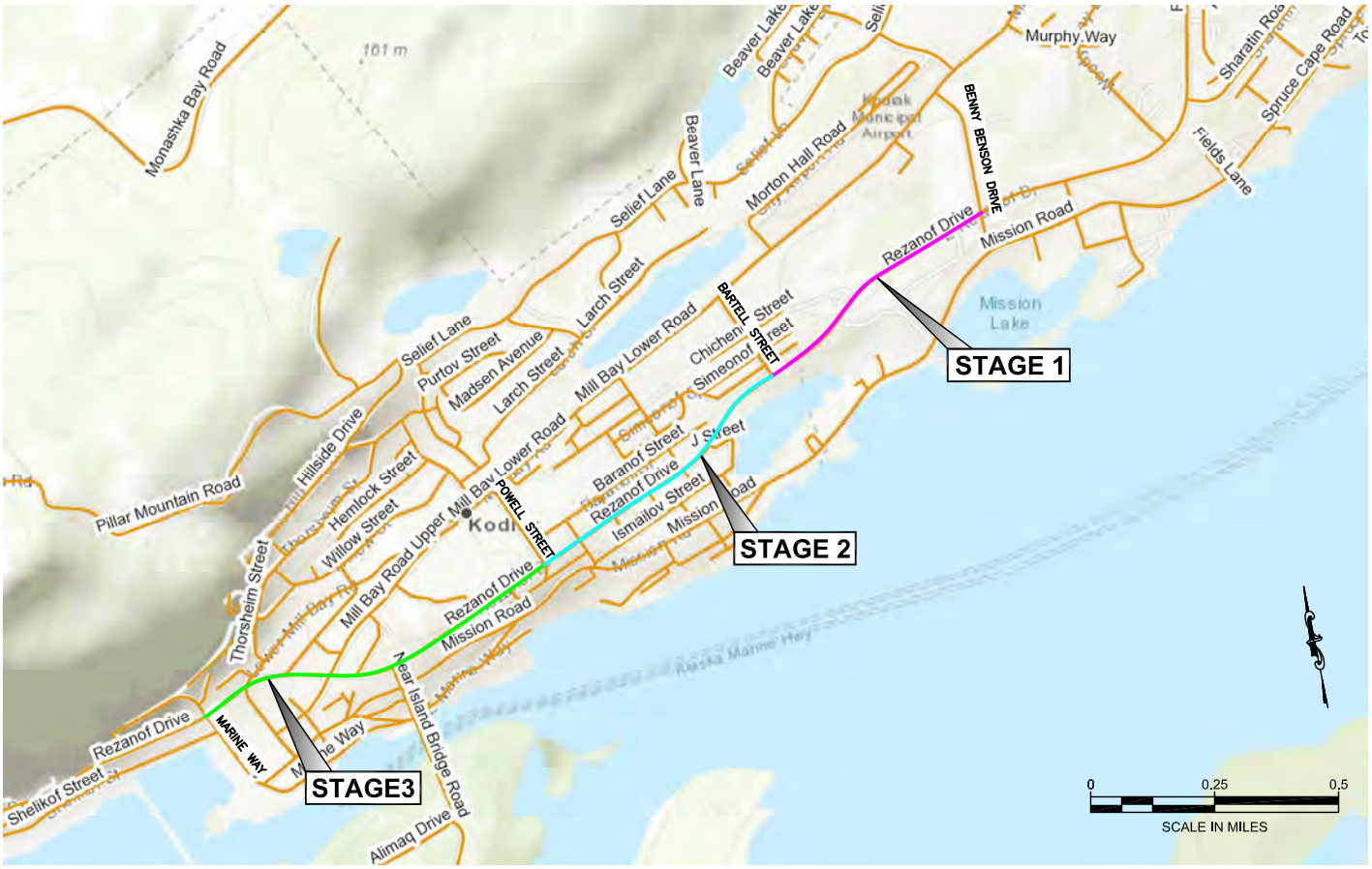
The project was just initiated and will likely be developed in three segments, with hopefully some construction beginning 2023. I've attached a preliminary segmentation map for your reference.

Please let me know if you have any questions.

Best regards,
Chrissy

Chrissy McNally | Transportation Planner
Alaska DOT&PF|Program Development & Planning
Juneau Field Office
W: 907.465.8864 | **E:** chrissy.mcnally@alaska.gov

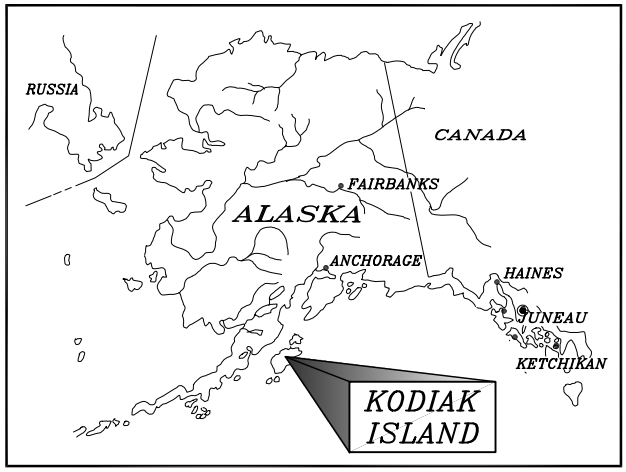
C:\USERS\MRUNZICKER\DESKTOP\KODIAK COA\KDK_SFHWY00433_PLAN.DWG



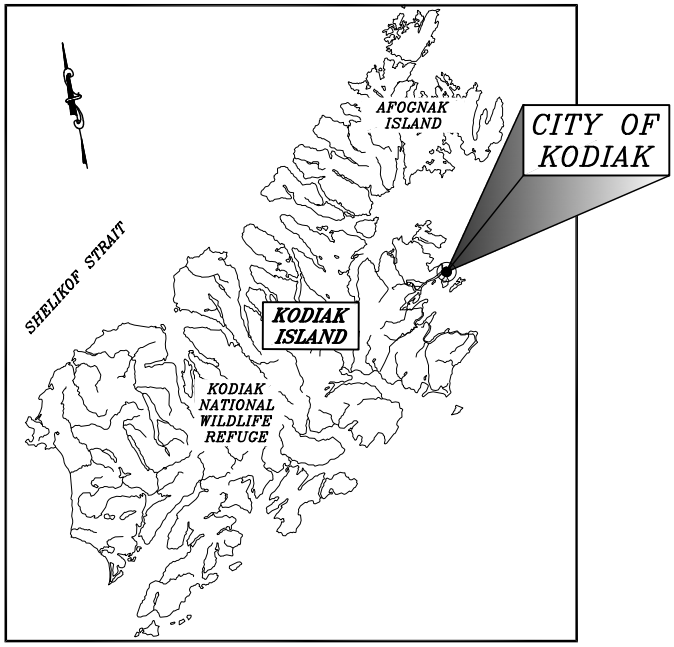
CITY OF KODIAK ROAD MAP

REZANOF DRIVE

STAGE 1:	MILEPOINT 1.905 TO 2.463	BENNY BENSON DRIVE TO BARTEL STREET
STAGE 2:	MILEPOINT 2.463 TO 3.083	BARTEL STREET TO POWELL AVENUE
STAGE 3:	MILEPOINT 3.083 TO 3.877	POWELL AVENUE TO MARINE WAY



KEY MAP



REGIONAL MAP

AT: KODIAK, ALASKA

LOCATED IN: TOWNSHIP (T) 27S, RANGE (R) 20W, SECTION 28,31,32,33, UNITED STATES GEOLOGICAL SURVEY QUADRANGLE KODIAK D-2, SEWARD MERIDIAN

KEY AND REGIONAL MAP

APPLICATION BY:
ALASKA STATE DEPT. OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHCOAST REGION

KDK ADA IMPROVEMENTS
SEGMENT 5 REZANOF DRIVE

DATE: MARCH 2022 SHEET 1 OF 1

Wander, Jackie

From: Rebecca Skinner <alaskawhitefish@gmail.com>
Sent: Thursday, April 14, 2022 2:40 PM
To: Wander, Jackie; mtvenge@city.kodiak.ak.us
Subject: AWTA Comments on LRTP
Attachments: AWTA Comments City LRTP (04-12-2022).pdf

[External Email]

Please see attached comment letter.

Thank you,

Rebecca Skinner

Rebecca Skinner, Executive Director
Alaska Whitefish Trawlers Association
PO Box 991, Kodiak AK 99615
Phone: (907) 654-9888
e-mail: Execdir@alaskawhitefishtrawlers.org
http://www.alaskawhitefishtrawlers.org

Alaska Whitefish Trawlers Association
PO Box 991 | Kodiak, Alaska 99615
Ph: (907) 654-9888 | http://www.alaskawhitefishtrawlers.org

April 13, 2022

Jackie Wander
Bristol Engineering

Sent via e-mail: jwander@bristol-companies.com

Mike Tvenge
Kodiak City Manager
710 Mill Bay Road, Room 114
Kodiak, Alaska 99615

Sent via e-mail: mtvenge@city.kodiak.ak.us

Re: Comments on City of Kodiak Long Range Transportation Plan

Dear Jackie:

I am submitting these comments to the City of Kodiak's Long Range Transportation Plan (LRTP) on behalf of Alaska Whitefish Trawlers Association. I chose to submit comments in letter format because our priorities focus on marine infrastructure and do not fit well into the structure and content of the online survey. I also attended the public outreach session on March 9, 2022, and appreciated the presentation and opportunity for discussion during that session.

Alaska Whitefish Trawlers Association (AWTA) is a Kodiak-based commercial fishing trade association comprising trawl and halibut longline catcher-vessels. Our membership comprises predominately family-owned vessels that fish primarily in the Gulf of Alaska and around the Kodiak Archipelago. Our trawl vessels are on the smaller end of Alaskan trawl vessels, with an average length of 85 feet. Even at a smaller size the Kodiak trawl fleet contributes 60-75% of all fish across Kodiak's docks each year, and consistently keeps Kodiak ranked within the top five ports in the nation by volume of fish landed[1]. Trawl fisheries are open 12 months a year, and trawl deliveries keep the processing plants open and running nearly year-round, providing consistent employment for plant employees, and ensuring markets are available for other commercial fishing gear types throughout the year.

As you know Kodiak is a remote Alaskan coastal community located on a rugged island in the Gulf of Alaska, and we rely on marine transportation to bring to the island groceries, consumer goods, and automobiles, as well as to ship out commercial fisheries harvest. Our marine infrastructure is vital to the ongoing success of the commercial fishing industry, as well as providing access to supply chains.

I have already highlighted many of the following priorities at Port and Harbor Advisory Board (PHAB) meetings over the last six years. I am aware of the Waterfront Master Planning process currently underway, and plan to participate in that process as well. I am concurrently submitting comments to the LRTP process to ensure these marine infrastructure priorities are documented and reflected in any final City plans.

[1] [1] *Fisheries of United States 2019 Report*, NOAA Fisheries, May 2021;
https://www.fisheries.noaa.gov/resource/document/fisheries-united-states-2019-report

In reviewing the LRTP I note that it encompasses marine infrastructure, but the plan itself identifies few specific projects related to ports and harbors. I have therefore included large and small projects, some of which may fall into a short-term category, in the interest of taking a comprehensive approach. My rationale is that including these items on a priority list, regardless of relative project size and anticipated completion timeline, could best help the City identify and acquire funding for project implementation.

1. Address Electrolysis in Harbors. Trawl vessels primarily use St. Paul Harbor on Near Island, and vessel owners report damage and corrosion of steel hulls from electrolysis in the harbor. This type of damage to the hull occurs below the waterline, and can result in holes that can only be repaired by divers or if the vessel is hauled out. In addition to the safety issue caused by compromising the integrity of the hull this damage costs tens of thousands of dollars to repair, and can also result in lost fishing time for vessels. I understand that St. Herman Harbor also has electrolysis issues. I have raised this issue on behalf of AWTA at PHAB meetings and to the City Manager directly.

2. Ensure All Harbors Are Repaired or Replaced as Necessary. Parts of Kodiak's harbors are falling apart and are unusable, and need to be replaced. As a major commercial fishing port that consistently ranking within the top five ports in the nation by volume of fish landed Kodiak needs to have fully functional and usable harbor infrastructure. There is already a shortage of stalls for larger vessels, with some vessels still on the waiting list for a permanent berth. Unusable parts of the harbor include fingers in St. Paul Harbor (on the small boat end closest to the harbor building) that are twisted and partially sinking, rendering them unusable. The "newer" M and N floats on the large boat end do not visually appear to be as damaged, however M and N floats are in constant use by the trawl fleet and should be prioritized for replacement before they deteriorate and also become unusable. In general, it should be a priority to ensure an electrical distribution system that does not produce electrolysis, working sources of fresh water on each finger, and a program for regular float maintenance.

3. Ensure Pier II (City Dock) Is In Good Repair. Pier II is heavily used by multiple user groups, including commercial fishermen to repair gear, dockage for cruise ships, Alaska Marine Highway ferry, and NOAA research vessels, as well as a shipping terminal for APL. If pilings are corroded or compromised they should be prioritized for repair, and a maintenance plan implemented to extend the life of replacement pilings as much as possible. As a centrally located, high-use dock area, we need it to be in good and usable condition.

4. Construct Additional Dockspace at Shipyard. Adding a dock at the Shipyard would provide working space for vessels that need repairs and shore power, but do not need to be hauled out. Currently, if a boat is not hauled out then all repair tools and materials have to be carted down the ramp and out to the vessel's stall. A new dock in the Shipyard would facilitate access to the vessel, and be in a protected area away from swells and boat wakes from boats. Creating a more protected area at Pier II and Pier III would require constructing a new breakwater. If a new dock is constructed in the Shipyard consideration could also be given to adding a crane to facilitate moving equipment between shore and vessel.

5. Ensure Adequate Dock for New AMHS Ferry. Based on AMHS design specs the new ferry will be longer than the Tustumena and may not be able to fit at the current ferry dock without impeding either the adjacent fuel dock or the Trident dock (fish processor). All of these services, the ferry, fish processing and marine fuel, are important to Kodiak's economy and any conflicts with space should be clearly identified and resolved sooner rather than later. The longer design of the new ferry provides better seaworthiness, and it may be a better long-term solution to relocate the dock rather than advocate for a shorter ferry.

6. Ensure Adequate Parking Near Harbors. Commercial fishermen and support services need places to park near vessel stalls, both long-term (while out on fishing trips) and short-term (stocking or providing services to the boat). Currently there is a shortage of parking at the second ramp in St. Paul Harbor, which is used almost exclusively by fishermen and harbor users. In addition, the road to the Shipyard is rutted and full of potholes, despite constant grading, and should be paved. Fishermen have also complained about a shortage of parking around St. Herman Harbor, which tends to share parking space with other businesses in the downtown area.

7. Ensure Adequate Space For Gear Work. Commercial fishermen need dockspace to repair and work on their gear, and Pier II is heavily used by multiple gear types for this purpose. In recent years competing uses for Pier II have made the dock unavailable at times for commercial fishing gear work; those competing uses include APL shipping, cruise ships, and ferry docking (Kennicott). There are two potential solutions to reduce the conflicts at Pier II: (1) create a long narrow paved area along the water in the Shipyard where nets can be stretched out and worked on, and (2) repair or replace Oscar's Dock (condemned area) so that it can once again be used to repair salmon seine nets. Oscar's Dock frequently used by salmon seiners in the past, before the middle area was fenced off. It is conveniently located in St. Herman Harbor, and now has a crane to facilitate transferring gear from vessel to shore.

If you have any questions about any of the items listed above please to not hesitate to contact me.

Thank you,

Rebecca Skinner, Executive Director
Alaska Whitefish Trawlers Association

APPENDIX C: KODIAK PEDESTRIAN PATHWAYS PLAN

Kodiak
Pedestrian Pathway
PLANNING AND DESIGN

Final Pedestrian Pathways Plan

April 2017







CITY OF KODIAK ALASKA

DOWL

Prepared For: City of Kodiak
Prepared By: DOWL

Kodiak Pedestrian Pathway

PLANNING AND DESIGN

Prepared For:
City of Kodiak
Public Works Department
2410 Mill Bay Road
Kodiak, Alaska 99315

Prepared By:
DOWL
4041 B Street
Anchorage, Alaska 99503
(907)562-2000

W.O. 1124.62085.01

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List of Acronyms

ADF&G	Alaska Department of Fish and Game
BIA	Bureau of Indian Affairs
COK	City of Kodiak
DOT&PF	Department of Transportation and Public Facilities (State of Alaska)
FLH	Office of Federal Lands Highway
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ITN	Island Trails Network
KIB	Kodiak Island Borough
NEPA	National Environmental Protection Agency
ROW	Right-of-way
TIGER	Transportation Investment Generating Economic Recovery
US DOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
WFLHD	Western Federal Lands Highway Division

EXECUTIVE SUMMARY

A waterfront town tucked along the coast of Kodiak Island, the City of Kodiak (COK) is a destination for cruise ships that tour Alaska's waters. The city receives an annual influx of tourists during the cruise-ship season, April through September. Over this six-month period in 2016, the city welcomed 19,224 cruise ship passengers, according to the 2016 cruise ship schedule. In order to accommodate these visitors the State of Alaska distributes the Commercial Passenger Vessel Excise Tax, a cruise-ship "head tax", to coastal cities hosting cruise ships. As a recipient, the COK has completed plans and projects aimed at improving the pedestrian infrastructure starting at Pier 2, where cruise ships dock.

This Pedestrian Pathways Plan builds on previous efforts by focusing on pedestrian improvements between downtown and periphery tourist attractions; specifically a Study Area from Center Avenue, to the Fred Zharoff Memorial Bridge (referenced as the bridge to Near Island), and to the Kodiak Public Library (referenced as the library).

The steps to develop this plan included: researching previous plans in and around the area, walking the site to inventory existing conditions, analyzing opportunities and constraints, collecting feedback through a public involvement process, developing a list of potential projects, and analyzing that list to determine an implementation strategy.

The public involvement process included two open houses, collecting feedback through an online comment form and project email, and discussions with stakeholders. Based on research and feedback, recommendations for proposed projects within the Study Area were developed within four categories: library connections, bridge connections, Mission Road connections, and other opportunities.

Ten specific projects were identified:

L Library Connections
- Sidewalk on Egan Way (L1)
- Trail from Erskine Avenue to the Kodiak Public Library (L2)
- Trail from Rezanof Drive to Erskine Avenue (L3)
- Widen the Sidewalk on Rezanof Drive (L4)
- Crosswalk Improvements on Rezanof Drive (L5)

B Bridge Connections
- Connection from Lower Erskine Avenue to Rezanof Drive (B1)
- Pave the Sidewalk on Rezanof Drive (B2)

M Mission Road Connections
- Sidewalk on Mission Road (M1)
- Trail from Mission Road to the Bridge Connection (M2)

O Other Opportunities
- Wayfinding (O1)

Figure 1: Isometric sketch of the Study Area and recommended projects.

The ten projects were then scored based on these criteria:
- potential use intensity,
- estimated costs,
- level of effort,
- public input, and
- potential maintenance.

The ranking criteria resulted in the following order:
1. Crosswalk Improvements on Rezanof Drive (L5)
2. Wayfinding (O1)
3. Sidewalk on Egan Way (L1)
4. Pave the Sidewalk on Rezanof Drive (B2)
5. Sidewalk on Mission Road (M1)
6. Trail from Erskine Avenue to the Kodiak Public Library (L2)
7. Trail from Rezanof Drive to Erskine Avenue (L3)
8. Connection from Lower Erskine Avenue to Rezanof Drive (B1)
9. Trail from Mission Road to the Bridge Connection (M2)
10. Widen the Sidewalk on Rezanof Drive (L4)

Beyond the 10 (ten) specific projects these general recommendations were also outlined: connections outside of the Study Area (specifically waterfront connections), coordination with Discover Kodiak, and pedestrian design recommendations.

This Pedestrian Pathways Plan provides recommendations which, if implemented, can improve safety and the pedestrian experience for tourists and locals walking from downtown, to the bridge to Near Island, to the library, and to the surrounding amenities.

Overall Schematic

L Library Connections

L1 - Sidewalk on Egan Way
L2 - Trail from Erskine Ave. to the Kodiak Public Library
L3 - Trail from Rezanof Dr. to Erskine Ave.
L4 - Widen the Sidewalk on Rezanof Dr.
L5 - Crosswalk Improvements on Rezanof Dr.

B Bridge Connections

B1 - Connection from Lower Erskine Ave. to Rezanof Dr. (Options A & B)
B2 - Pave the Sidewalk on Rezanof Dr.

M Mission Road Connections

M1 - Sidewalk on Mission Rd.
M2 - Trail from Mission Rd. to the Bridge Connection

O Other Recommendations

O1 - Wayfinding

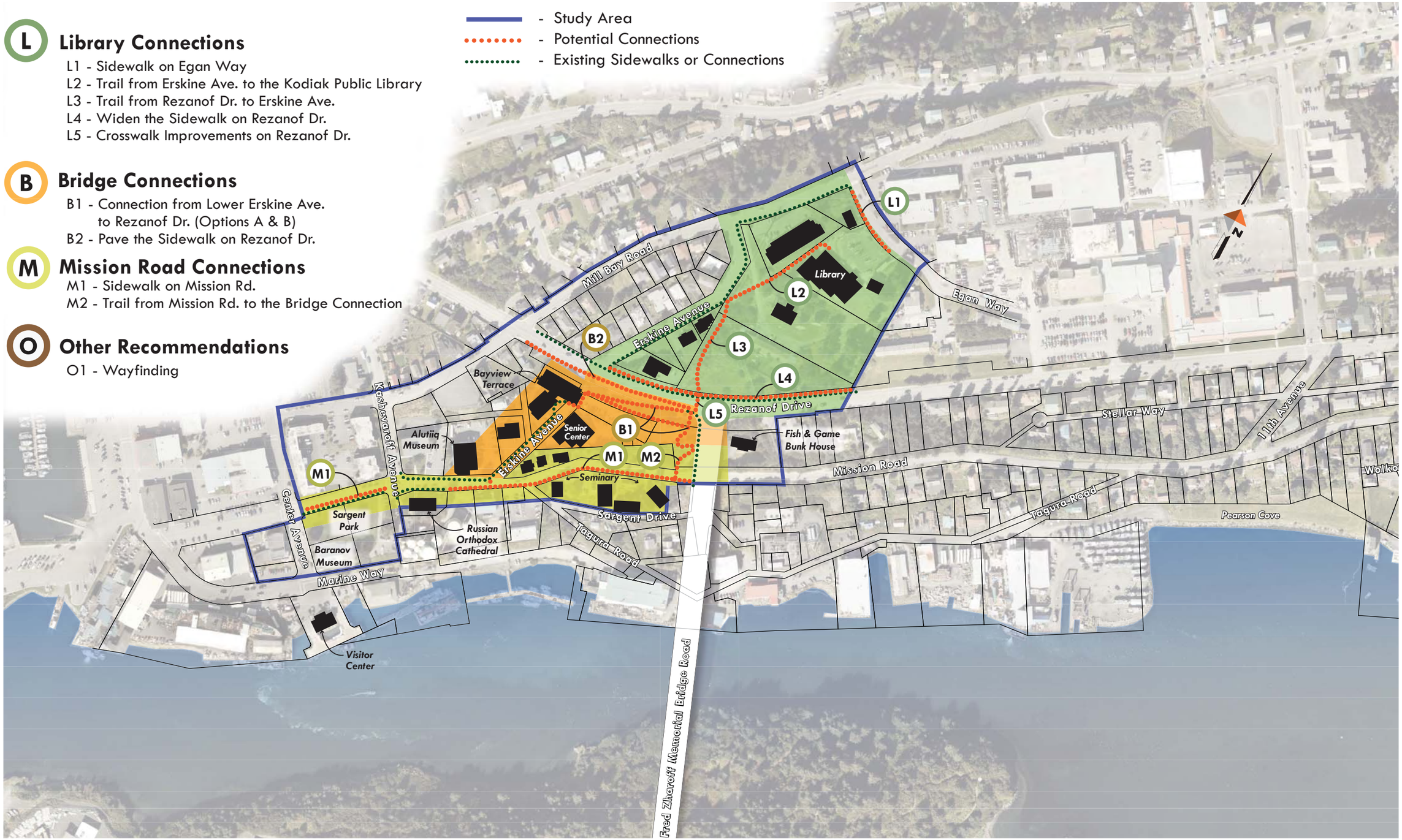


Figure 2: Overall schematic plan.

SECTION I: PLAN BACKGROUND

Introduction

The City of Kodiak (COK) is a coastal town located on the northeast shoreline of Kodiak Island. The city is the most populated area of the Island, with a population of 6,253[1]. As such it is the Island's main transportation hub, with a nearby airport and extensive dock infrastructure including Piers 1 and 2, which serve visitors. Pier 1 serves the Alaska Marine Highway vessels, which are used by residents and visitors, many of which are pedestrians, while Pier 2 is the docking point for visiting cruise ships.

In 2016, the COK was scheduled to receive 19,224 cruise ship passengers over a six-month period, from April through September. The 2016 schedule accounted for thirteen vessels, operated by three different cruise lines, with passenger totals ranging from 382 to 1,898 per ship. In order to assist in accommodating this influx of visitors, the State of Alaska collects and distributes the Commercial Passenger Vessel Excise Tax, a cruise-ship "head tax", to towns like the COK. This excise tax is intended to be used for improvements to cruise ship passenger related infrastructure. Past projects in coastal Alaskan towns include improvements to docks and harbors, sidewalks and sea walks (waterfront pedestrian facilities), and the development of waterfront master plans among others[2] .

As a recipient the COK has used the tax to fund plans and projects aimed at improving pedestrian connections for these visitors. Also funded by the cruise ship tax, this Pedestrian Pathways Plan continues this effort to improve facilities by analyzing and making recommendations regarding pedestrian connections to visitor destinations within walking distance of the COK's downtown.

1 United States Census. Quick Facts Population Estimate as of July 1, 2015. Retrieved from: http://www.census.gov/quickfacts/table/PST045215/0240950

2 Alaska Department of Commerce, Community, and Economic Development. "Commercial Passenger Vessel Excise Tax: Community Needs, Priorities, Shared Revenue, and Expenditures Fiscal Years 2007 – 2014". January 2014.

Plan Description

The purpose of the Pedestrian Pathways Plan is to evaluate options and to make recommendations for improved pedestrian links from Center Avenue to the Fred Zharoff Memorial Bridge (referenced as the bridge to Near Island), and to the Kodiak Public Library (library). The Study Area, as outlined in Figure 1, is bordered by Center Avenue to the southwest, Mill Bay Road to the west, Egan Way to the north, and Mission Road to the east and south. Adjacent to the downtown area and waterfront, this Study Area includes several of the COK's main attractions: the Alutiiq Museum, the library, and the pedestrian link to Near Island. Because of these attractions, tourists and locals alike circulate this area on foot. Many of the streets within the area have sidewalks. Some walks are narrow and some streets lack sidewalks.

Planning Context

PREVIOUS PLANS & PROJECTS

To better understand the context of the Study Area we reviewed previous plans and projects relevant to this plan.

These plans and projects fall into two categories:

- Plans that are broad in scope, covering regional and city-wide areas and topics.
- Previous plans and projects specific to pedestrian infrastructure near the current Study Area. These plans focused on specific pedestrian improvements from Pier 2, where cruise ship passengers disembark, through downtown.

The plans specific to pedestrian improvements resulted in projects including:

- The construction of a sidewalk from Pier 2 to Jack Hinkle Way.
- Additional bulk head parking off of Shelikof Street, along St. Paul Harbor, is currently in the design process.

Image 1: View of the distant mountains and waterfront from the bridge to Near Island.

Figure 2 outlines the areas that previous plans adjacent to the Study Area covered. Tables 1, 2 and 3 outline the plans and projects that were reviewed for relevant information.

REGULATION & CODE

The City of Kodiak (COK) is an incorporated home-rule city in the Kodiak Island Borough (KIB). The KIB is classified as a Second Class Borough with area-wide powers that include planning, platting and land use regulation. Therefore, ordinances pertinent to planning and design are in the Kodiak Island Borough Code (KIBC). Sections of code that are relevant to this plan include:

- Title 15 – Buildings and Construction
- Title 16 – Subdivision
- Title 17 – Zoning Code.

For this plan to be adopted as an official Guiding Document it will need to be approved by the Planning and Zoning Commission of KIB.

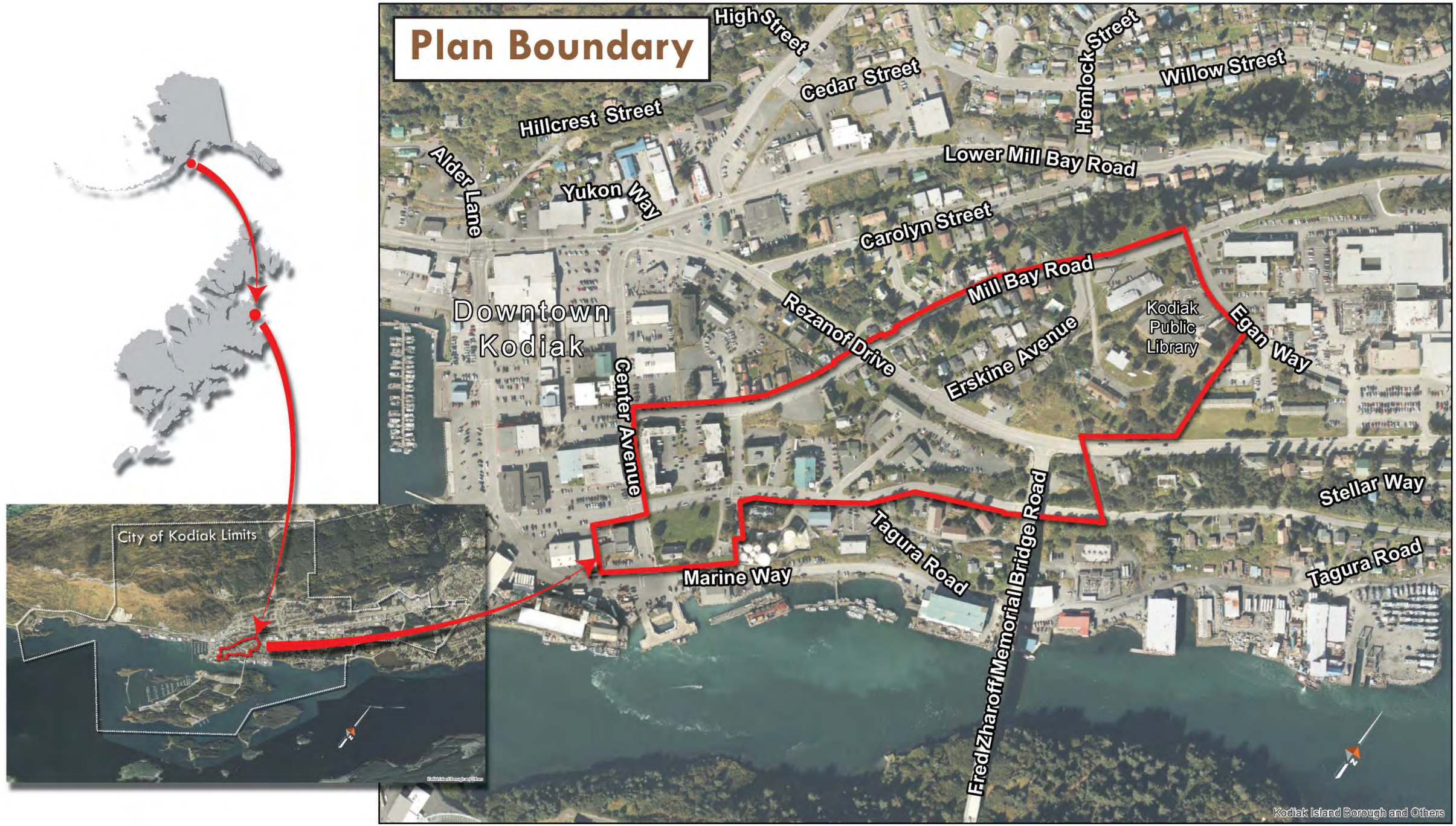


Figure 3: Location map and plan boundary.

Plan Areas

- 2010 Pier 2 To Downtown Sidewalk Design
  Final Design Study Report
- 2010 Landscape Master Plan
- 2012 Development Concept Plan
  Shelikof Street: Jack Hinkel Way To Marine Way
- Current Plan

Project Locations

- 2014 Sidewalk Construction
  (Pier 2 to Jack Hinkle Way)
- Bulkhead Parking Lot Design

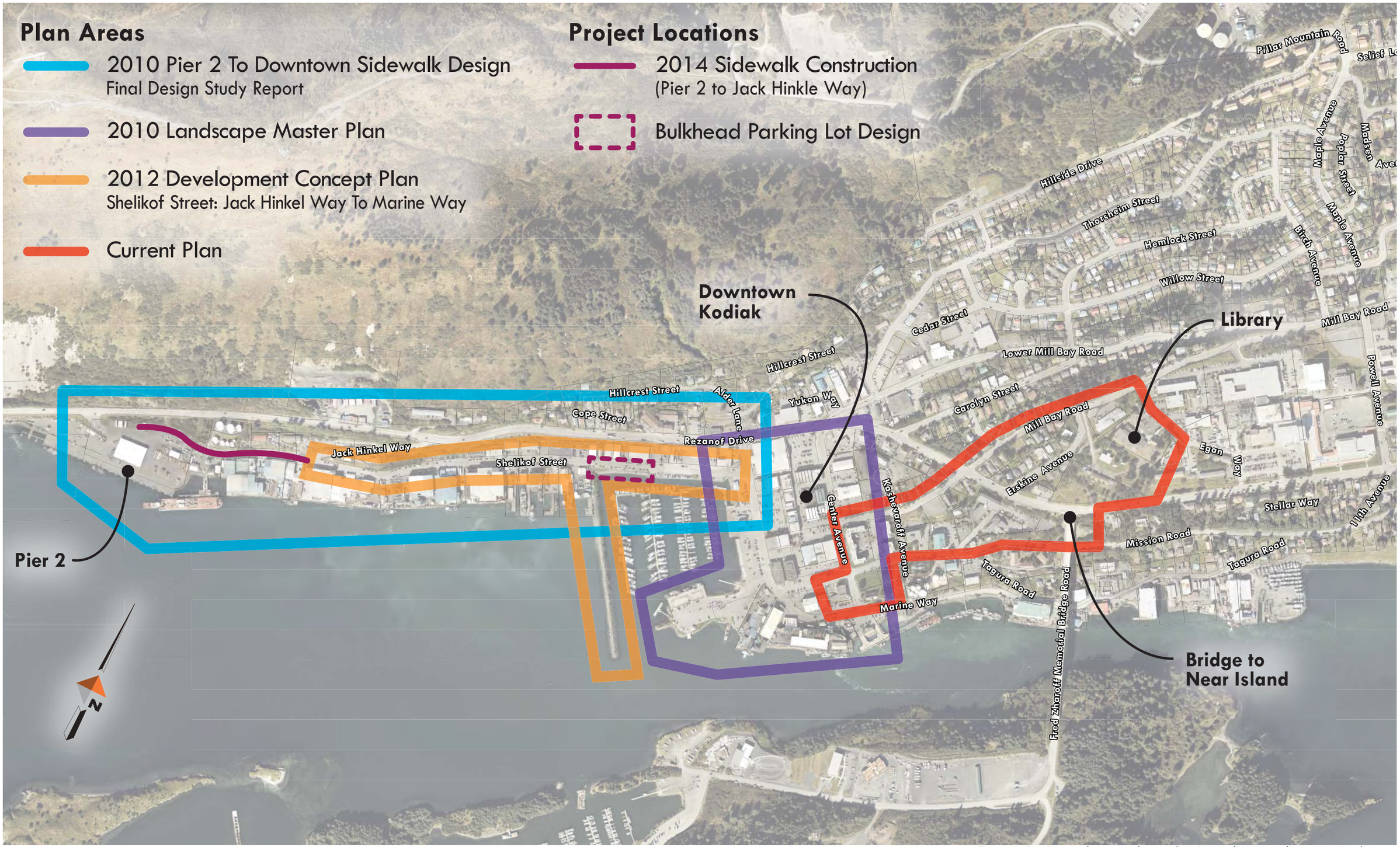


Figure 4: Previous and current plans and projects adjacent to the current Study Area.

Broad Plans Reviewed for Pertinent Information	
2002 Community Design Workshop Final Report	• Design charrette focused on developments in downtown Kodiak and Near Island; included recommendations specific to pedestrian enhancements: ◦ Crosswalk and sidewalk improvements within the Study Area. ◦ Sidewalk along Mission Road from Erskine Avenue to under the bridge to Near Island. ◦ Trail from the new Mission sidewalk under the bridge up to bridge entrance (stairway improvement right along either side of bridge abutment). ◦ Sidewalk on south-side of Rezanof Drive from Mill Bay Road to bridge. ◦ Widen sidewalks on north-side of Rezanof Drive from downtown past this Study Area. ◦ Improve pedestrian safety by narrowing roadways, providing curb extensions, and more striped crosswalks.
2008 Kodiak Island Borough Comprehensive Plan	• Comprehensive plan describing the cultural, political, economic and environmental aspects of the Island, adopted by the Borough to guide planning decisions. • Broad goals specific to pedestrian facilities such as: “incorporate creation of bicycle lanes or paths into road construction or improvement projects, where feasible, and incorporate creation of bicycle and pedestrian pathways in residential and other development projects”.
2010 COK Waterfront Master Plan	• Overview of waterfront facilities’ existing conditions and desired improvements. • Recommendations for open space development including amenity improvements to Pearson Cove.
2011 Kodiak Road System Trails Master Plan	• Trails and pedestrian circulation inside and outside the urban context throughout Kodiak Island. • Specific Project Recommendations (From Map 11 Proposed Improvements – Urban System, Proposed Trail Classification): ◦ Trail between Mission Road and Marine/Tagura under the bridge (Class 3b trail[1]). ◦ Pedestrian Trail along Mission Road to Mission Beach (Class 5 trail[2]). [1]Trail classes are defined by many factors, please reference the Kodiak Road System Trails Master Plan for a complete description. In general the classes referenced here are: 1. Class 3b Trail: Developed/improved trail, typically constructed of native materials, trail experience is natural/semi-primitive. 2. Class 5 Trail: Fully developed trail, rural to urban, constructed of asphalt or hardened surface.
2015 Downtown Kodiak Revitalization Action Initiatives	• Key projects noted by the Downtown Kodiak Revitalization Special Committee, including the following within the Study Area: ◦ Install stairs up from Senior Citizens of Kodiak parking lot to bridge and crosswalk from bridge across Rezanof. ◦ Make a lot at Kashevaroff and Mill Bay into a small children’s park. ◦ Increase crosswalks as designed in 2002 Community design workshop report. ◦ Convert block of Marine Way between Sargent Park and Refuge into pedestrian historic core area.

Table 1: Broad plans reviewed for pertinent information

Plans Specific to Pedestrian Infrastructure Adjacent to the Study Area	
2010 Pier 2 to Downtown Sidewalk Design Final Design Study Report	• Analyzed the potential sidewalk improvements to allow cruise ship passengers to walk the waterfront to downtown. • Prioritized a series of projects within the area. • Catalyst for sidewalk construction and bulkhead parking improvements.
2010 COK Landscape Master Plan for the Downtown Water, Sewer and Storm Drain Master Plan	• Master plan of pedestrian facilities in the downtown core of Kodiak. • Identifies pedestrian and bicycle routes that link to this Study Area.
2012 Development Concept Plan Shelikof Street: Jack Hinkle Way to Marine Way	• Developed design specific to pedestrian and parking improvements in area of focus. • Concept design for bulkhead parking lot.

Table 2: Plans specific to pedestrian infrastructure adjacent to the study area.

Construction & Design That Resulted From Previous Pedestrian Plans	
2014 Sidewalk Construction	• Construction of the sidewalk from Pier 2 to Jack Hinkle Way (see the image below).
2016 Bulkhead Parking Lot Design	• Current design for the construction of bulkhead parking off Shelikof Drive near downtown.

Table 3: Construction and design that resulted from previous pedestrian plans.

Image 2: Sidewalk constructed along Shelikof Street from Pier 2 to Jack Hinkle Way.

SECTION II: PLAN DEVELOPMENT

Plan Process

The development of this plan included research of previous plans, on-site visits, public meetings and analysis of the area to determine specific projects that will improve pedestrian circulation. The planning process started at the end of 2015 and will run through beginning of 2017. The steps to develop this plan have included:

- Research of the Study Area
  - Reviewing Previous Plans
  - Site Walks
  - Inventory of Existing Conditions
- Collecting feedback on existing conditions and preferred areas of focus. This included feedback from the first public open house on March 8, 2016 and online feedback.
- Developing draft recommendations.
- Presenting the draft recommendations and collecting feedback. Starting with the second open house on May 23, 2016, and continuing through the end of September 2016.
- Presenting the draft recommendations to the City Council on August 9, 2016.
- Developing the Draft Kodiak Pedestrian Pathways Plan and posting for public review in March and April of 2017.
- Reviewing public comments to the Draft Plan at the City Council work session in April of 2017.
- Finalizing the document (current plan).

Existing Conditions

To understand the opportunities and constraints related to pedestrian infrastructure, information on existing conditions was collected from public data, from site visits, and from public feedback.

Figure 3 and the subsections below outline and depict the existing conditions information cataloged in six categories:

- streets,
- terrain and vantage points,
- pedestrian circulation,
- zoning and land use,
- utilities,and
- points of interested.

STREETS

All streets within the Study Area are owned and maintained by the COK except for Rezanof Drive and the bridge to Near Island. These are owned by the DOT&PF. (Information derived from the 2013 Kodiak Urban Area Road Service Map provided by KIB.)

The Study Area's streets range from narrow, quiet residential streets to busy corridors resulting in a variety of pedestrian experiences. All streets in the study area have two-lane, two-way traffic and most have designated on-street parking (Figure 3 shows where on-street parking was either designated with signage or observed during site visits).

Street character was used as an evaluation category because it can help determine the best route for tourists. Street character is a subjective description of how a road might feel as a pedestrian and can be the result of many things: how wide a road is; whether or not there are pedestrian amenities; or the existence of street trees. For this study two street attributes were considered significant character contributors: adjacent land use and traffic.

Based on these criteria streets in the Study Area fall into three groups:

1. High volume/fast traffic surrounded by mostly commercial land uses
   - Rezanof Drive
2. Low volume/slow traffic surrounded by mostly commercial and institutional land uses
   - Mission Road
   - Egan Way
   - Center Avenue
   - Erskine Avenue (south of Rezanof Drive)
3. Low volume/slow traffic surrounded by mostly residential land uses
   - Erskine Avenue (north of Rezanof Drive)
   - Mill Bay Road
   - Kasheveroff Avenue

Low volume/slow traffic provide a context for a safe and comfortable walk. While residential streets might not warrant additional tourist foot-traffic. The preferable routes for tourists will most likely be streets with low volume/slow traffic and with adjacent commercial and institutional land uses.

TERRAIN & VANTAGE POINTS

The Study Area is a south-facing slope between the COK's waterfront and the northeast base of Pillar Mountain. There is an overall elevation change of approximately 150 feet. The elevation starts at 20 feet (adjacent to the Visitor Center), and rises to above 170 feet (at the library). The bridge to Near Island, halfway between these high and low points, sits at approximately 115 feet. This elevation change provides scenic vantage points, but steep terrain can make pedestrian connections challenging.

Top Left:
Image 3: Mission Road looking southwest from the Alutiiq Museum.

Top Right:
Image 4: The intersection of Erskine Avenue and Mission Road southwest of the bridge to Near Island.

Bottom Left:
Image 5: Erskine Avenue near the intersection with Mill Bay Road.

Bottom Right:
Image 6: Gravel shoulder along Rezanof Drive that is used as a walkway by pedestrians.

Vantage Points

Image 7: Vantage Point #1- View from Mission Road of the Holy Resurrection Russian Orthodox Cathedral.

Image 8: Vantage Point #2 – View of the waterfront from Mill Bay Road and Kasheveroff Avenue looking towards the water.

Image 9: Vantage Point #3 – View from Mission Road looking northeast under the bridge.

Image 10: Vantage Point #4 – View of downtown Kodiak and the waterfront from the bridge to Near Island looking south.

Image 11: Vantage Point #5 – View of the water and surrounding mountains from the library social trail.

Existing Conditions

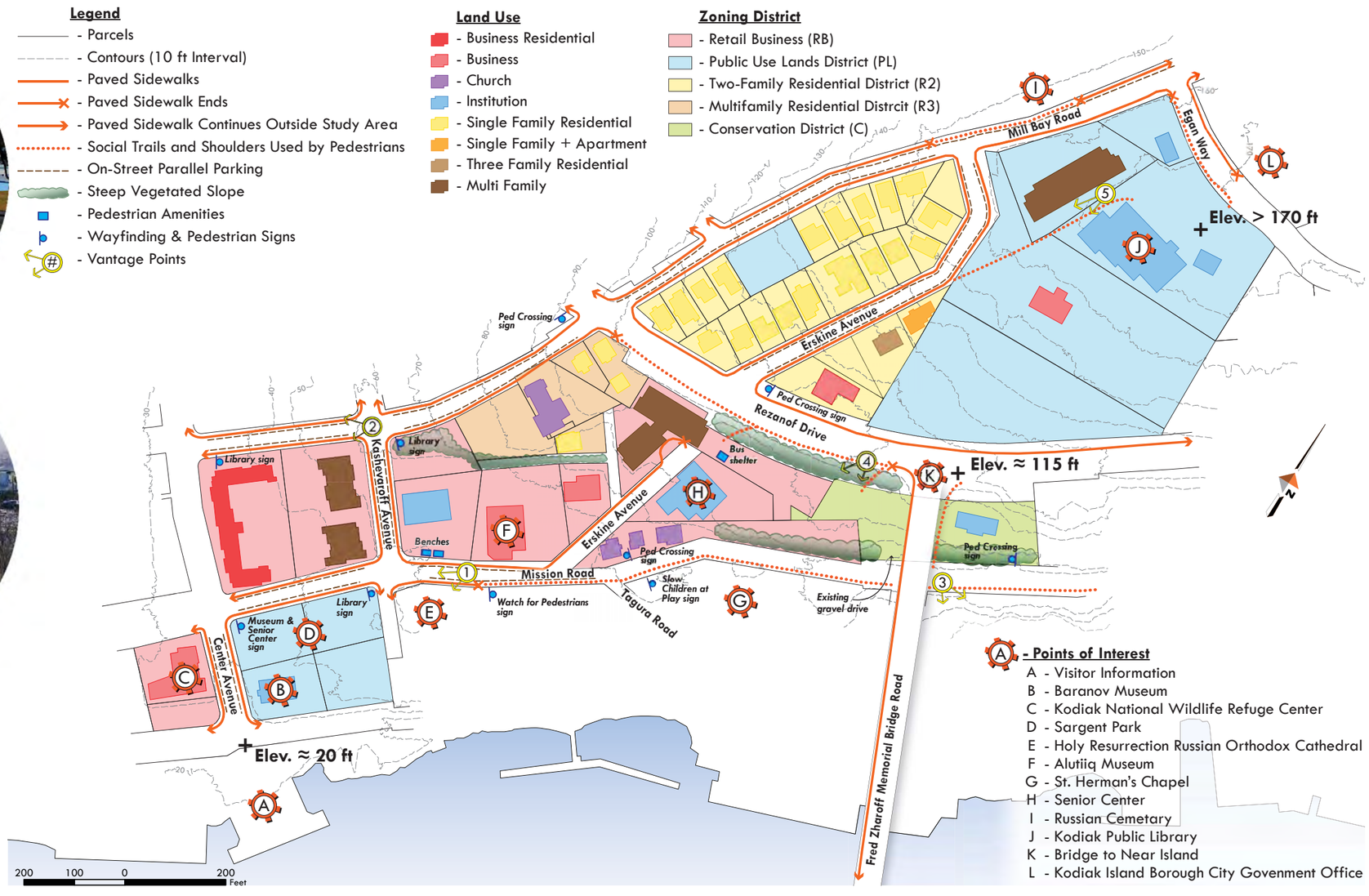


Figure 5: Site inventory figure of existing conditions.

PEDESTRIAN CIRCULATION

Tourists and residents circulate through the Study Area on foot to access attractions within it and beyond. Pedestrian routes are either along established paved sidewalks or on undeveloped paths through right-of-way, public land, or private properties. Figure 3 shows existing paved sidewalks, pedestrian related signage, shoulders along roads that are used by pedestrians, and social trails. Social trails are informal dirt trails that were not constructed or legally designated, but became distinct overtime by repeated use. The locations of social trails indicate connections that people are making where no established trail or sidewalk exists. The Study Area has several of these social trails as depicted by the dotted orange lines in Figure 3. The social trails indicate where a new sidewalk or trail improvements would formalize connectivity.

ZONING, LAND USE AND OWNERSHIP

Zoning, land use, and ownership information comes from the Kodiak Peninsula Borough Geographic Information System data. The five zoning districts found in the Study Area include the Retail Business (RB) District, Public Use Lands (PL) District, Conservation (C) District, Two-Family Residential (R-2) District, and Multi-Family (R-3) District. The zoning districts are generally established to guide land use and development decisions.

The RB District is established for the purpose of providing for a wide range of retail and service businesses for the consumer population of large segments of the community. Because of the potential for heavy traffic and the appearance and performance of these uses, this district is located on the periphery of residential areas and at the intersections of arterial and major collector streets and roads.

Within the Study Area, the RB District is generally located south of Rezanof Drive and includes a mix of land uses, including multi-family residential, institution, church, business residential, and business.

The PL District is established as a land use district for publicly owned land containing recreational, educational and institutional uses. There are several areas zoned PL District within the Study Area: the Baranov Museum and surrounding parcels and the Kodiak Public Library, owned by the COK, are examples of institution land use.

The Kodiak Island Housing Authority owns a multi-family residential building adjacent to the library. The parcel on the corner of Egan Way and Mill Bay Road is owned by the KIB and used for institutional land use. Alascom Incorporated owns a parcel south of the library, which is designated institution use. The Federal Government owns a parcel north of Rezanof Drive. Additionally, the Federal Bureau of Land Management owns a vacant parcel on Mill Bay Road.

The C District is established for the purpose of maintaining open space areas while providing for single-family residential, and limited commercial land uses. Within the Study Area, the C District includes a parcel below the bridge to Near Island owned by the U.S. Fish and Wildlife Service. This parcel is currently permitted to the State of Alaska Department of Transportation and Public Facilities (DOT&PF) for the use and maintenance of the bridge. The bunk house on this parcel is used to house State of Alaska Fish and Game employees.

The R-3 District is established as a land use district for one-, two-, and multi-family dwellings and limited office uses where public water and sewer services are available. The purpose of the zoning district is to encourage residential land use, prohibit commercial and industrial uses, and discourage uses that are incompatible with residential uses.

Within the Study Area, the R-3 District is generally located southeast of the intersection of Mill Bay Road and Rezanof Drive. Several parcels are privately owned and developed with single-family residences. Two parcels are owned by the Community Baptist Church and developed with a church and parking lot.

The R-2 District is established as a land use district for single-family and two-family residential dwellings and limited office uses where public water and sewer services are available. The purpose of the zoning district is to encourage low density residential land use, prohibit commercial and industrial uses, and discourage uses that are incompatible with residential use.

Within the Study Area, the R-2 District is located northeast of the intersection of Mill Bay Road and Rezanof Drive and along Erskine Avenue. The parcels in the Study Area are privately owned single-family residences.

Image 12: Residential area along Mill Bay Road.

Image 13: Mission Road looking west from under the bridge to Near Island.

Image 14: Social trail on the embankment along Rezanof Drive near the bridge to Near Island.

Image 15: Social trail from the bend in Erskine Avenue to the Library.

Image 16: Intersection of Mission Road and Tagura Road.

UTILITIES

Street lighting exists in several locations within the Study Area, such as along Mill Bay Road and Rezanof Drive. The section of Mission Road, between Center Avenue and Kashevaroff Avenue, has street lights. Center Avenue between Mission Road and Marine Way also has street lighting. Erskine and Mission Road, north of Kashevaroff Avenue, do not have street lighting. There is no pedestrian-scale lighting developed within the Study Area.

In general, the Study Area is served with basic utilities. Water and sewer service is provided by the COK, Public Works Department. The Kodiak Electric Association provides power to the COK. Overhead power-lines run through the Study Area from the transmission station located northwest of the Study Area. Telecommunication services are provided by General Communications, Incorporated.

POINTS OF INTEREST

The Study Area includes some of the most notable attractions in the COK. Center Street is a main street through downtown. At its southeast end it passes the Kodiak National Wildlife Refuge Visitor Center, the Baranov Museum and dead-ends at the Kodiak Chamber of Commerce Visitor Center. Mission Road, which runs perpendicular to Center Avenue, provides access to Sargent Park, the Holy Resurrection Russian Orthodox Cathedral, that Alutiiq Museum, and St. Herman's Chapel. Buses drop cruise-ship visitors along this section of Mission Road due to the density and variety of attractions (as indicated by the 'Points of Interest' on Figure 3). The north end of the Study Area includes the library, the Russian Cemetery, and government offices which draw tourists and locals alike. This area also plays a role in access to nearby festivals and markets, including:

Image 17: Signage on Mission Road to the Alutiiq Museum and to the Senior Center.

- Kodiak Brown Bear Festival, in March, hosted by the Kodiak Wildlife Refuge.
- Kodiak Whale Festival, from April through May, observed in a variety of venues including the Kodiak Senior Center, the Baranov Museum, the Kodiak Wildlife Refuge.
- Kodiak Crab Festival, May (Memorial Day Weekend), at venues located throughout downtown Kodiak.
- 1st Friday Art Crawls, observed monthly, in coffee shops and galleries.
- Pilgrimage to St. Herman, on to Spruce Island. Special services are held at the Holy Resurrection Orthodox Cathedral.
- Kodiak Bear Town Art & Crafts Market, operates periodically throughout the year, at the Su'naq Tribe bingo Hall.
- Ongoing Senior Center events, including the Arts & Crafts Fair in November.

EXISTING CONDITIONS SUMMARY

The information on existing conditions provided a baseline on what pedestrian infrastructure exists and what is lacking. For example, although several streets have sidewalks, there are areas where people walk that lack a formal connection (i.e. social trails that cut through vegetated areas outside of right-of-way or streets that lack sidewalks). The existing conditions information was shared at the first public open house. The public provided feedback and added their own observations on the area. This information also served as baseline for determining areas of need and in which areas tourists might prefer to walk. Each proposed project in the Recommendations section has a description of the existing conditions that factored into the project being included in the list.

Public Involvement

The public involvement process included two open houses, collecting comments from an online project comment form, and from a project email address, as well as from discussions with stakeholders. These forums were used to:

- inform the public about the plan,
- listen to local perspectives on the area,
- define needed improvements, and
- collect feedback on the plan.

OPEN HOUSE #1

The first open house took place on March 8, 2016, from 6-9pm at the downtown Kodiak Harbor Convention Center. The meeting was attended by 24 residents as well as project representatives from DOWL and the COK. The goal of this meeting was to introduce the project, and collect feedback on existing conditions, determine the preferred routes for upgrades, and understand what types of enhancements are needed.

Two feedback exercises were conducted during the meeting: collecting comments on maps, and a 'Concept Route' voting exercise. For the mapping exercise attendees wrote and drew what they saw as issues and opportunities on aerials of the study area. These comments are consolidated in Figure 4.

Image 18: Project presentation at the second open house.

For the 'Concept Route' voting exercise, a map was provided showing various routes, some existing and some proposed. Attendees were asked to vote for their two preferred routes for pedestrian infrastructure improvements. Attendees were encouraged to provide additional routes if their preferred route was not shown. Vote tallies revealed the top three preferred routes for improvements were:

- 'Route C': From Center Street, to Mission Road, to Erskine Avenue, to the Near Island bridge
- 'Route D': From Center Street, to Mission Road, to the Near Island bridge
- 'Route G': Crossing Rezanof Drive, then to the library via an alternative trail

Comments and information collected during this first phase of feedback coalesced into pedestrian project priorities, including:

- Specific Location Improvements:
  - Route C; improvements from Mission Road, up Erskine Ave, up to the bridge
  - Route D; improvements along Mission Road, then up under the bridge
  - Route G; alternative trail from Rezanof Drive to the library.
  - Improve crossing safety at Rezanof Drive from the bridge.
  - Route to Pearson Cove
- General Improvement Considerations:
  - Improve wayfinding
  - General concern for pedestrian safety
  - Cruise-ship passenger drop-off should be considered and programmed accordingly

Based on the comments from this open house and online we developed a list of potential projects which were presented at the second open house.

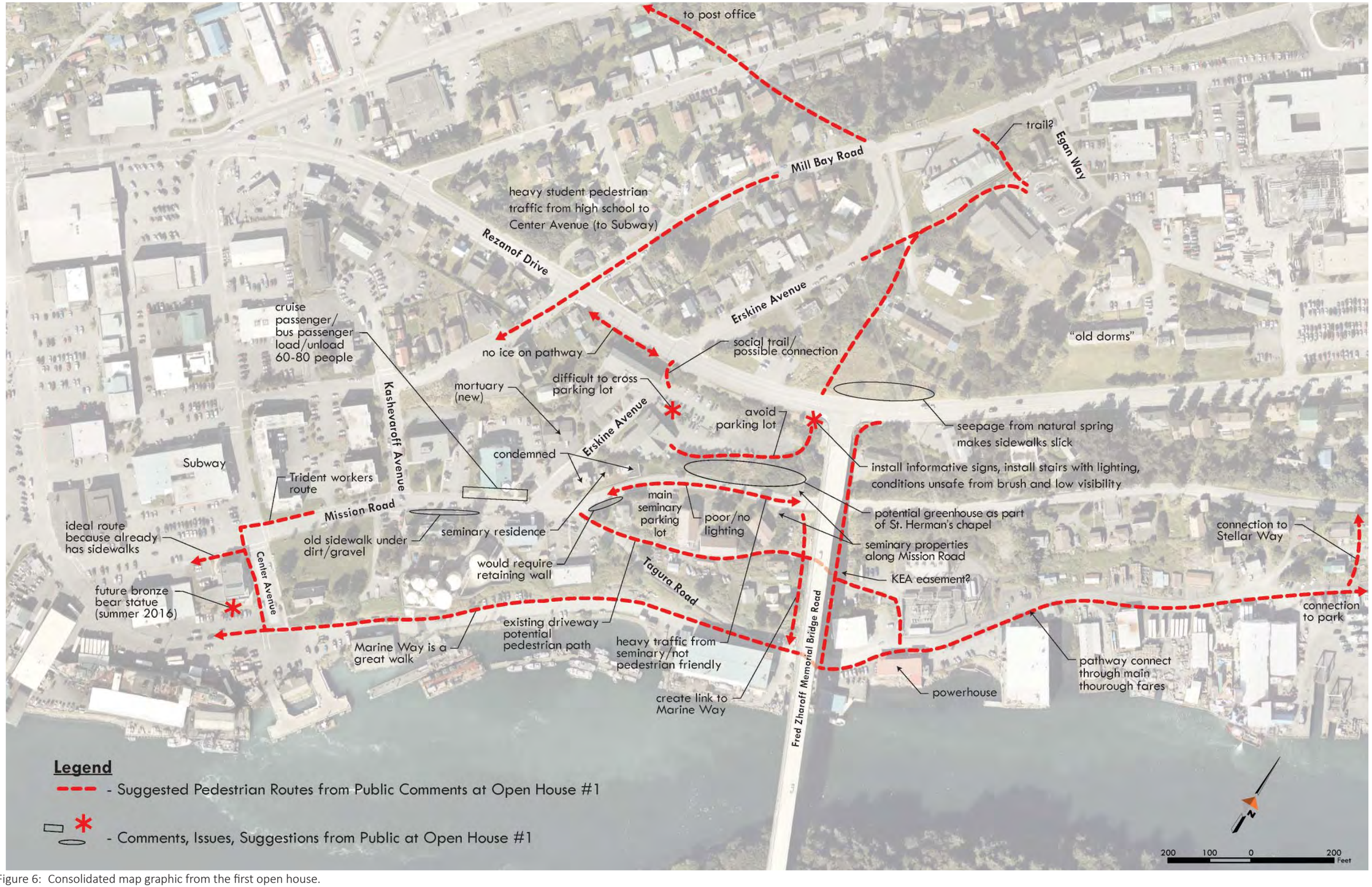


Figure 6: Consolidated map graphic from the first open house.

Legend

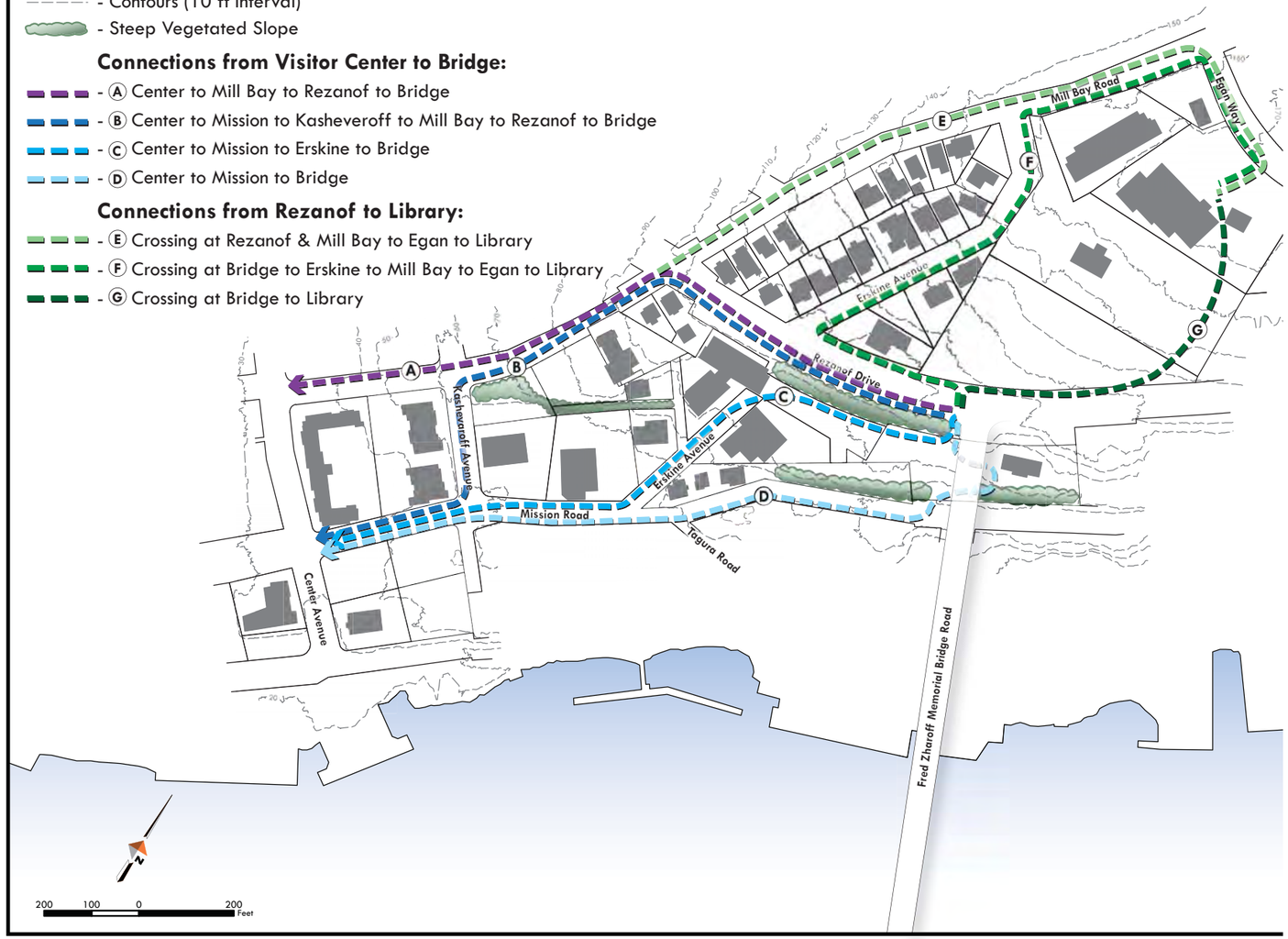
- Parcels
- Contours (10 ft Interval)
- Steep Vegetated Slope

Connections from Visitor Center to Bridge:

- Ⓐ Center to Mill Bay to Rezanof to Bridge
- Ⓑ Center to Mission to Kasheveroff to Mill Bay to Rezanof to Bridge
- Ⓒ Center to Mission to Erskine to Bridge
- Ⓓ Center to Mission to Bridge

Connections from Rezanof to Library:

- Ⓔ Crossing at Rezanof & Mill Bay to Egan to Library
- Ⓕ Crossing at Bridge to Erskine to Mill Bay to Egan to Library
- Ⓖ Crossing at Bridge to Library



- Votes from Meeting
- Votes from Comments

Kodiak Pedestrian Pathway PLANNING AND DESIGN

Concept Routes

Place dot next to identified route below to indicate which you feel should be considered highest priority for improvements.

		Total
Ⓐ Center to Mill Bay to Rezanof to Bridge		0
Ⓑ Center to Mission to Kasheveroff to Mill Bay to Rezanof to Bridge	● ■	2
Ⓒ Center to Mission to Erskine to Bridge	● ● ● ● ● ● ● ● ● ● ●	11
Ⓓ Center to Mission to Bridge	● ● ● ● ● ● ● ●	8
Ⓔ Crossing at Rezanof & Mill Bay to Egan to Library	●	1
Ⓕ Crossing at Bridge to Erskine to Mill Bay to Egan to Library		0
Ⓖ Crossing at Bridge to Library	● ● ● ● ● ● ● ●	8
Ⓗ Preferred Route Not Shown Place dot(s) in this row then indicate/comment on the table plot with your preferred route	●	1

Figure 7: Concept routes and votes from the first open house.

OPEN HOUSE #2

The second open house was held on May 23rd, again from 6-9pm at the downtown Kodiak Harbor Convention Center. There were 12 attendees, some had been to the first open house, but the majority were participating for the first time. Drafts of potential pedestrian improvement projects were presented. The proposed pedestrian improvements included adding sidewalks and trails, and were developed based on open house and online feedback.

Using the same format as the first meeting, two interactive exercises were held as detailed in the following paragraphs. During the first exercise, attendees participated in a voting exercise. Each attendee was provided with three sticker dots and asked to place the dots next to the projects they felt should be highest priority. Prior to the exercise, it was explained to participants that this would be one of several ranking criteria that would be included in the scoring matrix. The top priority projects identified through the voting exercise were:

1. Crosswalk on Rezanof Drive (7 votes)
2. Connection from Lower Erskine Avenue to Rezanof Drive (4 votes)
3. Sidewalk on Egan Way (4 votes)
4. Wayfinding (4 votes)

For the second exercise attendees were asked to write down any issues or concerns regarding the draft Overall Schematic Map depicting all the potential projects, as shown on Figure 7. General feedback included:

- Safety concerns regarding crossing Rezanof Drive
- Limited right-of-way along Marine Way might make it hard to provide a pedestrian facility (route outside of Study Area)
- Safety concerns for pedestrians and bike riders along Mission Road
- Better wayfinding needed, especially to get tourists to the library

SUMMARY OF PLAN DEVELOPMENT

The Pedestrian Pathways Plan was developed using background research, inventory of existing conditions and the public involvement processes.

Steps in developing the Plan included:

1. Site Inventory: provided a baseline understanding of the opportunity and constraints within the Study Area.
2. Site Walk: site observations and seeing socials trails indicated areas of need. Those observations were shared at the first open house.
3. First Open House: the public provided feedback on areas to for the planners focus on and what specific projects should be considered.
4. Feedback: feedback was used to establish a list of potential projects. The list was presented at the second public open house.
5. Second Open House: feedback from the second open house was used to develop the final list of recommendations.

Each step contributed to the final list of recommendations.

Kodiak Pedestrian Pathway PLANNING AND DESIGN

Vote for Your Top Projects

DOWL

CITY OF KODIAK ALASKA

Place dot next to projects you feel should be considered highest priority

Library Connections	
L1 Sidewalk on Egan Way	★★★★
L2 Trail from Erskine Ave. to Library	★★
L3 Trail from Rezanof Dr. to Erskine Ave.	
L4 Widen Sidewalk on Rezanof Dr.	
L5 Rezanof Crosswalk Improvements	★★★★★★★
Bridge Connections	
B1 Connection from Lower Erskine Ave. to Rezanof Dr.	★★★★
B2 Pave Sidewalk on Rezanof	★★
Mission Connections	
M1 Sidewalk on Mission Road	★★
M2 Connection from Mission to Bridge Connection	
Waterfront Connections	
W1 Connection from Mission to Marine Way (Under Bridge)	★★★
W2 Sidewalk on Marine Way From Center Ave. to Pearson Cove	
Other Opportunities	
O1 Branding	
O2 Wayfinding	★★★★
O3 Photo Opportunities	
O4 Park at Mill Bay & Kashevaroff	
O5 Historic Core Area	
Other Projects Not Shown Write note next to dot.	

Figure 8: Concept projects and votes from the second open house.

Public Comments From Open House #2

Kodiak Pedestrian Pathway PLANNING AND DESIGN

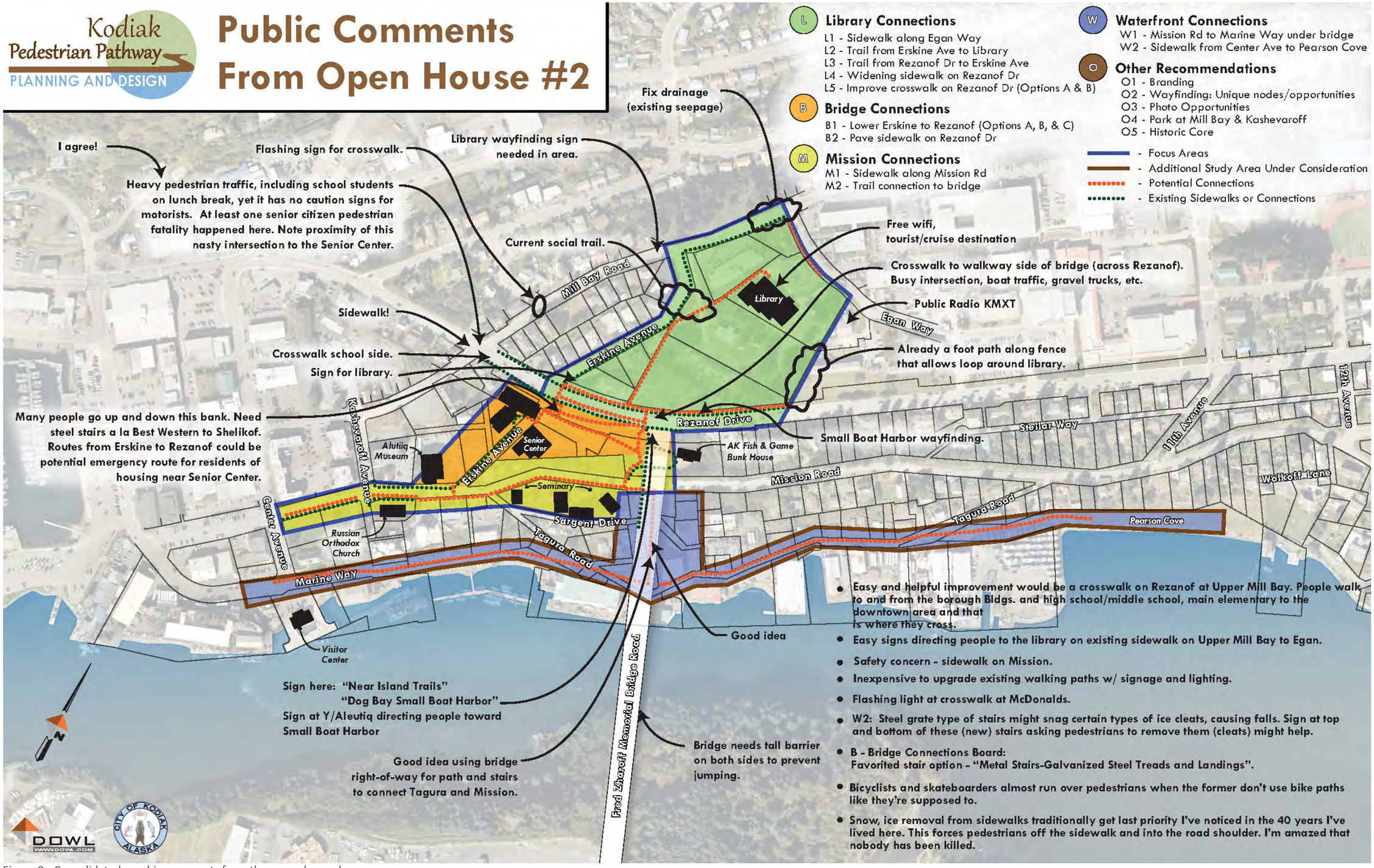


Figure 9: Consolidated graphic comments from the second open house.

Summary of Recommendations

The Overall Schematic Plan (Figure 9) shows the network of proposed pedestrian improvement projects in the Study Area. The Study Area is broken down into four smaller focus areas. Within each area is a list of potential projects. Potential projects include:

- **L** Library Connections
  - L1 Sidewalk on Egan Way
  - L2 Trail from Erskine Avenue to the Kodiak Public Library
  - L3 Trail from Rezanof Drive to Erskine Avenue
  - L4 Widen Sidewalk on Rezanof Drive
  - L5 Crosswalk Improvements on Rezanof Drive
- **B** Bridge Connections
  - B1 Connection from Lower Erskine Avenue to Rezanof Drive
  - B2 Pave sidewalk on Rezanof Drive
- **M** Mission Road Connections
  - M1 Sidewalk Along Mission Road
  - M2 Trail from Mission Road to Bridge Connection
- **O** Other Opportunities
  - O1 Wayfinding

The goal of the Plan is to illustrate projects that provide a network of pedestrian links that allow people to move safely and efficiently to points of interest within the Study Area. Each project is described in more detail in the following sections.

Figure 10: Isometric sketch of the Study Area and recommended projects.

Overall Schematic

L Library Connections

L1 - Sidewalk on Egan Way
L2 - Trail from Erskine Ave. to the Kodiak Public Library
L3 - Trail from Rezanof Dr. to Erskine Ave.
L4 - Widen the Sidewalk on Rezanof Dr.
L5 - Crosswalk Improvements on Rezanof Dr.

B Bridge Connections

B1 - Connection from Lower Erskine Ave. to Rezanof Dr. (Options A & B)
B2 - Pave the Sidewalk on Rezanof Dr.

M Mission Road Connections

M1 - Sidewalk on Mission Rd.
M2 - Trail from Mission Rd. to the Bridge Connection

O Other Recommendations

O1 - Wayfinding

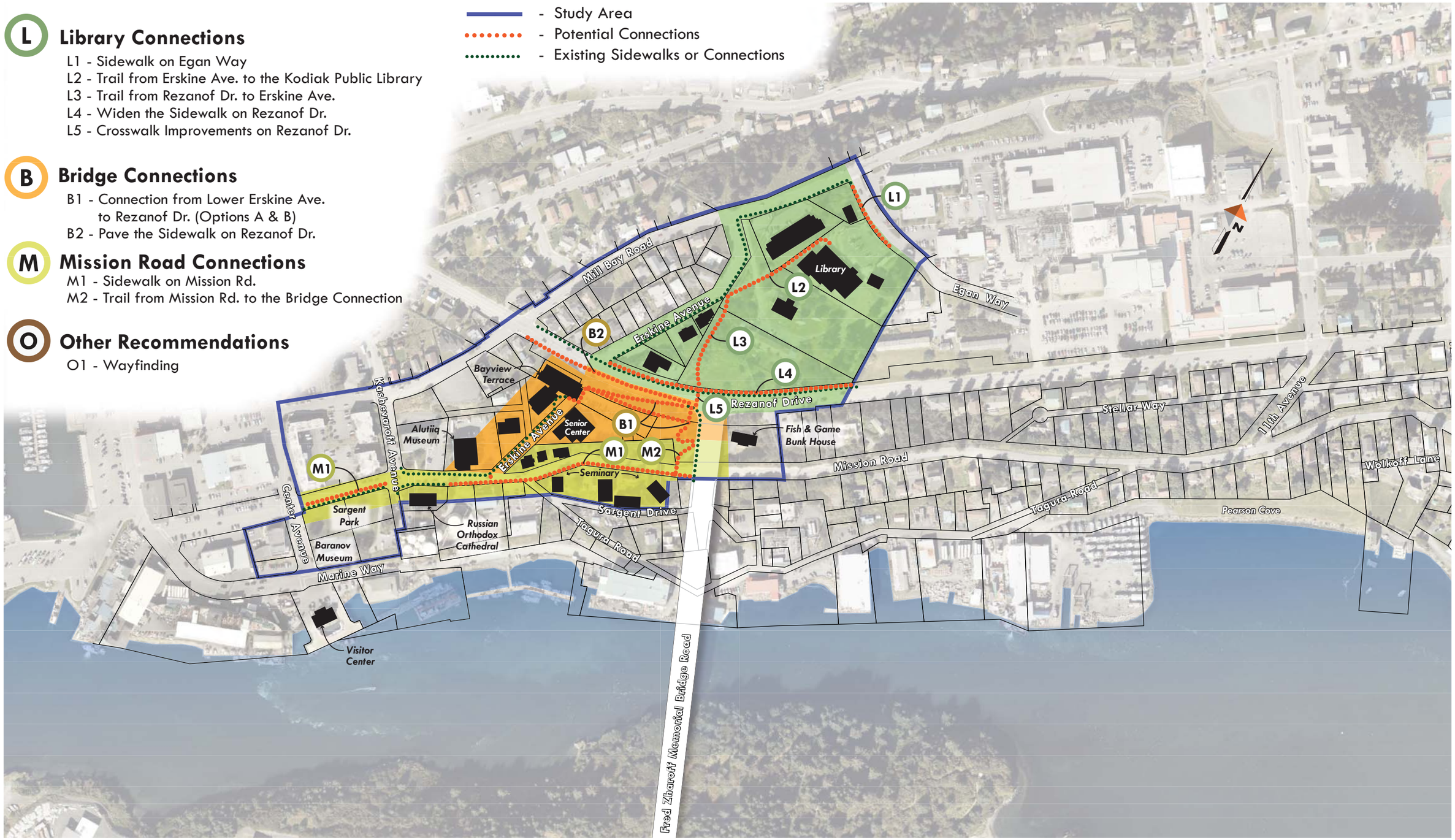


Figure 11: Overall schematic plan.

Project Ranking Criteria

It is unlikely that funding will be available to complete all the proposed projects at one time. Therefore the projects have been ranked to provide guidance regarding projects with the highest use or are the quickest to implement. The ranking categories include: use intensity, cost of effort, level of effort, public input, and maintenance. The ranking criterion used has been adopted and modified from the 2011 Kodiak Road System Trails Master Plan. Each project is assigned a score within each category and scores are totaled to rank each project. Highest scores equaling top priority.

Below is an outline of the scores within each ranking criteria. The outline describes how each criteria was weighed, and a description of each criteria. Scores are based on observations and professional judgment, therefore the scoring was subjective.

The goal of ranking projects is not to create a rigid order of how projects need to be developed, but to provide an idea of what project might be high impact or quick to implement. All projects should be considered valuable improvements that contribute to the overall pedestrian network. Given the effort, needed cooperation, and funding any project can be developed no matter the recommended order set by this scoring system.

RANKING CRITERIA:

Use Intensity

An estimate of how frequently the connection might be used by pedestrians based on observations, public feedback, and surrounding amenities. The goal is to better provide pedestrian connections for cruise ship passengers, therefore a project that directly connects to a tourist destination would have a higher rank than a project that does not. Projects were also ranked high if there were signs of high-use, such as social trails (informal dirt trails that were not built or legally designated, but became distinct overtime by repeated use).

Design and Construction Costs

Preliminary cost estimates for the design and construction were completed for each project based on information observed on-site and on a very preliminary design concept of what the project might entail. No surveys of existing conditions, utilities, or topography were conducted to develop these estimates. The projects were divided into three costs categories:

1. Low: less than $200,000
2. Moderate: $200,000 – $400,000
3. High: more than $400,000

Level of Effort

This is an estimate of the time required to complete a project based on factors such as property acquisition, design, and construction. For example, a pedestrian project in COK right-of-way of relatively short length would receive a high score since no property acquisition is required and the design and construction requirements would be minimal. A project in DOT&PF right-of-way would require a longer time-frame due to the permitting processes required. A project on private or federal property could potentially have the longest time frame due to the acquisition process.

Public Input

At the second Open House, attendees voted for the projects they thought were the highest priority. Projects with four or more votes received the highest score, project with 2-3 votes received the median score and projects with no votes received the lowest score.

Maintenance

The impact of a project on city maintenance is an important factor in understanding the long term financial impacts of a project. Impacts to the maintenance budget were estimated based on whether the project was an extension of existing maintenance practices or whether it would create new areas to maintain. A project that is an extension of existing sidewalks would be anticipated to be low maintenance; whereas a project outside of existing sidewalk and trail infrastructure, such as adding stairs, would be anticipated as a high impact on maintenance requirements.

Ranking Criteria	Rank	Description	Weighted Multiplier	Score
Use Intensity	2	High	3	6
	1	Moderate		3
	0	Little		0
Design & Construction Costs	2	Low (<$200,000)	3	6
	1	Moderate ($200,000- $400,000)		3
	0	High(>$400,000)		0
Level of Effort	2	Short time frame: COK right-of-way	2	4
	1	Moderate time frame: COK right-of-way/ property, DOT & PF right-of-way, or a short segment of private property		2
	0	Long time frame: private or federal property		0
Public Input	2	Highest scores at 2nd Open House voting (4+ votes)	1	2
	1	Second highest scores at 2nd Open House voting (2-3 votes)		1
	0	No votes at the 2nd Open House		0
Maintenance	2	Low maintenance	1	2
	1	Moderate maintenance		1
	0	High maintenance		0

Table 4: How ranking criteria is scored and weighted.

Project Description & Scoring Tables

This section includes enlarged figures showing the four focus areas and two tables for each of the ten recommended projects. The first table is a 'Project Description' table that outlines:

- project description,
- purpose and need (this describes how each project was derived, whether from previous plans, site observations, public feedback, or a combination),
- design considerations,
- design and construction costs, and
- other comments.

The second table is a 'Project Scoring Table'. This outlines the scores assigned to each project based on the criteria outlined in the 'Project Ranking Criteria' section. The rankings have been assigned across the full suite of 10 projects.

The projects are grouped as follows:

- L: Library Connections (5 projects);
- B: Bridge Connections (2 projects);
- M: Mission Road Connections (2 projects); and
- O: Other Opportunities (1 project).

The purpose of providing the proposed projects in this format is to have descriptions for each project that can be used alongside the enlarged figures as a tool:

- to seek funding,
- for assistance with permitting processes,
- to assist with further studies, and
- for property acquisition discussions.

Library Connections

Legend

- Parcels
- Contours (10 foot)
- Existing Sidewalks
- Potential Connections (within City of Kodiak ROW or Property)
- Potential Connections (not in City of Kodiak ROW)
- Potential Crosswalk (DOT&PF ROW analysis needed)

Potential Projects

L1 Sidewalk on Egan Way
- Paved sidewalk

L2 Trail from Erskine Ave. to Library
- Gravel trail
- Pedestrian lighting potentially

L3 Trail from Rezanof Dr. to Erskine Ave.
- Gravel trail
- Pedestrian lighting recommended

L4 Widen Sidewalk on Rezanof Dr.
- Paved sidewalk

L5 Crosswalk Improvements
Feasibility and location will depend on analysis

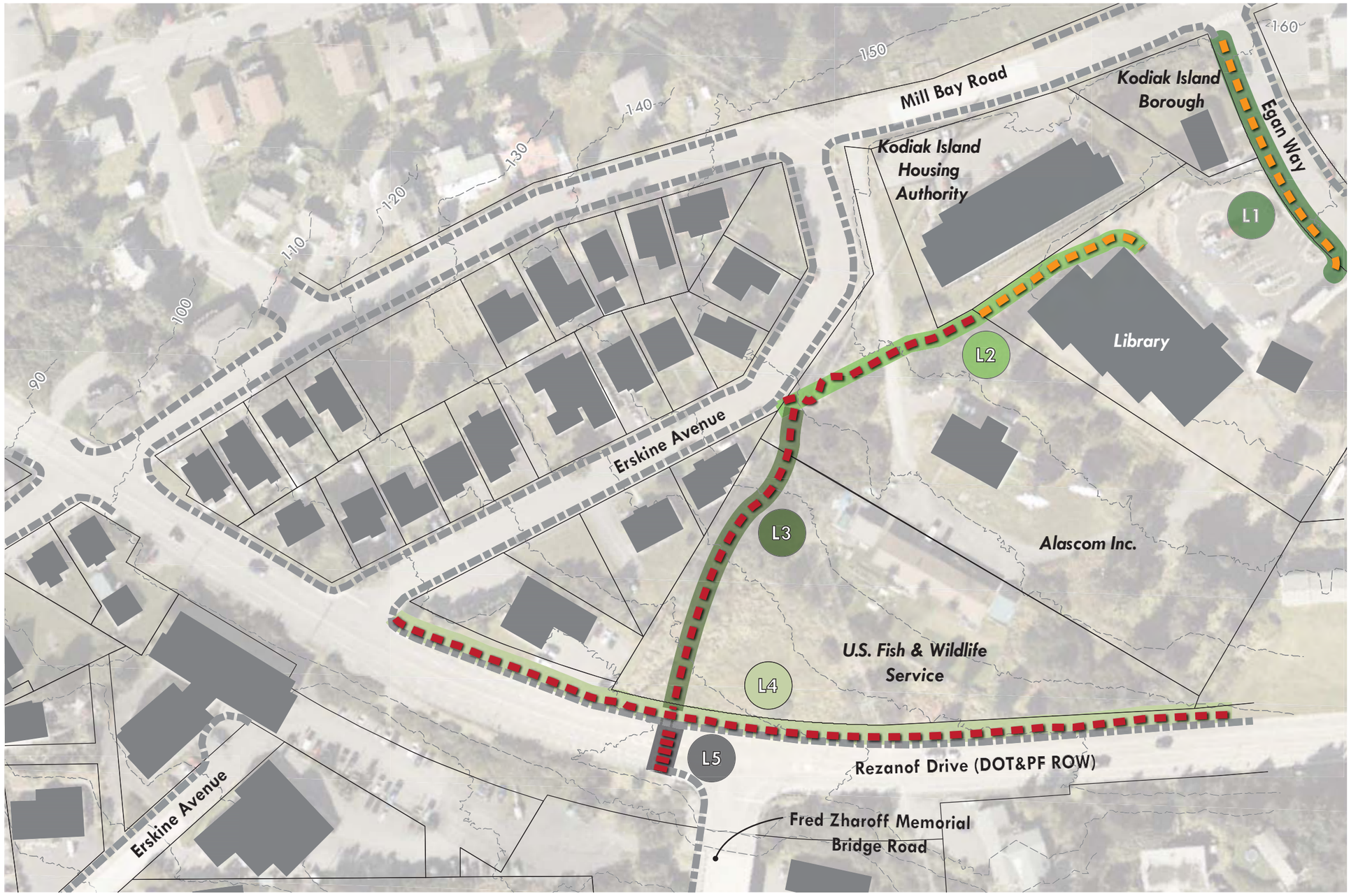


Figure 12: Library connections.

L1 Sidewalk on Egan Way

Project Description	
Project Description	A paved sidewalk along Egan Way in front of the Kodiak Public Library.
Purpose & Need (For Tourist & Locals)	• This project was included because of on-site observations: no existing sidewalk from Mill Bay Road to the library property and social trails indicate people walk this route regularly. • This received the second highest votes at the 2nd Open House
Design Considerations	• Property: Within COK right-of-way • Width: 6 feet • Slope: Align running slope with Egan Way slope. Cross slopes not to exceed 2%. • Surface: Concrete with 6-inch curb. • Length: Approximately 250 linear feet. • Retaining wall may be required along the Library property where there is a steep side slope. • Include a short set of steps at the corner of the property where pedestrians currently cut through; ensure this can be tied into a pedestrian route on property. • Include accessible curb-cut ramps.
Design & Construction Costs	Construction Cost: $200,000 Design & Survey: $50,000 Total: $250,000 Assumptions: • No additional right-of-way required. • Existing curb and gutter is in serviceable condition and will be left in place. • Existing storm drain facilities adequate. • No new major landscaping elements.
Other Comments	• Consider other sidewalk improvements along Egan outside of this Study Area. • Public comments indicated there are drainage issues along the sidewalk on Mill Bay Road near where this proposed sidewalk would tie-in (specifically “seepage”)- investigate any drainage issues during design.

Table 5: Project L1 Description

Project Score				
Scoring Criteria	Scoring Analysis	Score	Multiplier	Subtotal
Use Intensity	High use is expected based on the existing social trail, and that it provides a direct connection to the library.	2	3	6
Design & Construction Costs	This project estimate falls within the middle range of costs: $200,000- $400,000.	1	3	3
Level of Effort	Short time frame; the project falls within COK right-of-way and the segment of sidewalk is only 250 feet in length, therefore a short design and construction time period is anticipated.	2	2	4
Public Input	This project received four votes at the 2nd Open House.	2	1	2
Maintenance	This sidewalk will be an extension of existing pedestrian facilities; therefore low additional maintenance is expected.	2	1	2
Total Score				17
Project Rank				3

Table 6: Project L1 Score

Image 19: Egan Way looking northwest from the library driveway. Proposed sidewalk would be on the left side of the road in this image

Image 20: Library entry sign. Proposed Sidewalk would wrap right in front of sign.

Image 21: Egan Way looking southeast from the Mill Bay Road. Proposed sidewalk would be on the right side of the road in this image

L2 Trail from Erskine Avenue to the Library

Project Description	
Project Description	Trail from the bend in Erskine Avenue to the Kodiak Public Library.
Purpose & Need (For Tourist & Locals)	• Improving this area would provide an alternative route to the library creating more direct access. • Feedback at 1st Open House: ◦ Route G' (representing an alternative trail to the library) received the second highest votes. ◦ The public depicted this layout on several of the diagrams. • On-site Observations: ◦ This route has a social trail indicating that it is well traveled. ◦ This route provides scenic views of the downtown waterfront and mountains beyond.
Design Considerations	• Property: Beginning at Erskine Avenue the trail would start in COK right-of-way, cross private property (Alascom Inc.), then be on COK property (library). Access length across the Alascom Inc. property is for approximately 250 linear feet. • Width: 6 feet. • Slope: Wherever feasible keep the running slope less than 5%; otherwise follow accessible trail design recommendations. • Surface: Compactable gravel (meeting accessible trail standards), or asphalt. • Length: Approximately 425 linear feet. • Consider lighting for improved security (may not be feasible on private property but possibly on library property). • Signage directing people to the trail.
Design & Construction Costs	Construction Cost: $135,000 Design & Survey: $40,000 Total: $175,000 Assumptions: • Assumed 6-foot gravel surface. • Three luminaires on public property and within COK right-of-way. • Stop signs at driveway crossing. • Private property access costs not included.
Other Comments	The trail crosses private property (Alascom Inc.) therefore an access agreement will need to be acquired.

Table 7: Project L2 Description

Image 22: West side of library looking south. The existing social trail can be seen in the foreground. The proposed trail would follow the social trail south towards Erskine Avenue.

Project Score				
Scoring Criteria	Scoring Analysis	Score	Multiplier	Subtotal
Use Intensity	This would provide an alternative route to the library; since routes to the library already exist, the trail would have steep sections, and the existing route passes a cultural destination (the Russian Cemetery) moderate use is expected.	1	3	3
Design & Construction Costs	This project estimate falls within the low range of costs: <$200,000.	2	3	6
Level of Effort	Moderate time frame; this time frame is an estimate based on the need to coordinate private property access. Since it is a short segment of trail a short design and construction time line is anticipated.	1	2	2
Public Input	This project received two votes at the 2nd Open House and was discussed with several attendees at the 1st Open House.	1	1	1
Maintenance	This is outside of existing right-of-way and would have moderate slopes; therefore higher additional maintenance is expected.	0	1	0
Total Score				12
Project Rank				6

Table 8: Project L2 Score

L3 Trail from Rezanof Drive to Erskine Avenue

Project Description	
Project Description	A trail from Rezanof Drive to the bend in Erskine Avenue via federal property.
Purpose & Need (For Tourist & Locals)	• This connection would create a direct path between the bridge and potential trail to the library (see project: Trail from Erskine Avenue to the library). • Alternative paths outside of the road network provide tranquil walking options away from vehicle traffic and can provide scenic views.
Design Considerations	• Property: Starts at DOT&PF right-of-way, crosses federal property (U.S. Fish & Wildlife Service) and private property (Alascom Inc.). • Width: 6 feet. • Slope: Wherever feasible keep the running slope less than 5%; otherwise follow accessible trail design recommendations. • Surface: Compactable gravel (meeting accessible trail standards), or asphalt. • Length: Approximately 425 linear feet (length will depend on design slope, this distance is estimated based on including switchbacks to achieve an average slopes less than 8%). • Consider lighting for improved security. • Existing vegetation includes dense alders and large evergreen trees. Preserve existing evergreens and avoid having to clear alders to reduce future maintenance.
Design & Construction Costs	Construction Cost: $125,000 Design & Survey: $40,000 Total: $165,000 Assumptions: • Assumed 6 foot gravel surface. • Bollards at either end of the trail, two solid wood on either side, removable wood in the middle. • Two luminaires (one of the luminairs on the L2 project would illuminate the junction between L2 and L3). • Right-of-way costs not included.
Other Comments	• Due to the process of creating easements or access agreements on federal land the project would be a long term endeavor. • If the land is ever developed for public purposes, the owners should consider including this public access connection to improve routes to and from the library. • Consider offsetting the trail to keep the vegetative buffer between the residences, to allow greater space for the trail to meander, and create a more direct connection to the bridge.

Table 9: Project L3 Description

Project Score				
Scoring Criteria	Scoring Analysis	Score	Multiplier	Subtotal
Use Intensity	This would provide an alternative route to the library; since routes to the library already exist, the trail would have steep sections, and the existing route passes a cultural destination (the Russian Cemetery) moderate use is expected.	1	3	3
Design & Construction Costs	This project estimate falls within the low range of costs: <$200,000.	2	3	6
Level of Effort	Long time frame; due to the process of creating easements or acquiring federal land the project would be a long term endeavor.	0	2	0
Public Input	This project received no votes at the second open house.	0	1	0
Maintenance	This is outside of existing right-of-way and would have moderate slopes; therefore higher additional maintenance is expected.	0	1	0
Total Score				9
Project Rank				7

Table 10: Project L3 Score

Image 23: Intersection of Rezanof Drive and the bridge to Near Island. The proposed trail from Rezanof (L3) would start on the left side of the image on the west side of Rezanof Drive.

L4 Widen the Sidewalk on Rezanof Drive

Project Description	
Project Description	Widen the existing sidewalk on Rezanof Drive to an 8-foot wide paved sidewalk.
Purpose & Need (For Tourist & Locals)	• Mentioned in the 2002 Community Design Workshop Final Report. • Widening this sidewalk would provide for a more comfortable walking experience and allow larger groups of pedestrians, such as tourists, to walk together.
Design Considerations	• Property: DOT&PF right-of-way (may require private property depending on how the right-of-way and sidewalk align). • Width: 8 feet (6 feet minimum). • Slope: Align running slope with Rezanof Drive slope. Cross slopes not to exceed 2%. • Surface: Concrete with 6-inch curb. • Length: Approximately 820 linear feet.
Design & Construction Costs	Construction Cost: $320,000 Design and Survey: $65,000 Total: $385,000 Assumptions: • Does not include right-of-way acquisition costs. • Remove and replace existing sidewalk. • Potentially replace 25% of existing curb and gutter. • Sidewalk retaining wall required for approximately half of full length (due adjacent steep slopes and since offset from right-of-way is currently unknown).
Other Comments	• May require grading outside of right-of-way or retaining walls along some sections. • Public comments indicated there are drainage issues along the hillside adjacent to this sidewalk (specifically “seepage”)- investigate any drainage issues during design. • This recommendation is for widening the portion of sidewalk on Rezanof Drive that falls within the Study Area of this plan. Consider widening the sidewalk on Rezanof Drive along other sections of road outside of this Study Area. For example the 2002 Community Design Workshop Final Report recommends widening the Rezanof sidewalk from Lower Mill Bay Road past the Erskine Avenue intersection. Also consider sidewalk widening on the south-side of Rezanof Drive outside of this Study Area.

Table 11: Project L4 Description

Project Score				
Scoring Criteria	Scoring Analysis	Score	Multiplier	Subtotal
Use Intensity	This is an area that tourists and locals currently walk and provides a connection from neighborhood areas to the bridge and library, therefore moderate pedestrian traffic is expected.	1	3	3
Design & Construction Costs	This project estimate falls within the middle range of costs: $200,000-$400,000.	1	3	3
Level of Effort	Long time frame; due to the DOT&PF permitting and the potential coordination with private property.	0	2	0
Public Input	This project received no votes at the 2nd Open House.	0	1	0
Maintenance	This would be an improvement to an existing sidewalk therefore there would be little impact to current maintenance practices.	2	1	2
Total Score				8
Project Rank				10

Table 12: Project L4 Score

Image 24: West side of Rezanof Drive looking north.

Image 25: West side of Rezanof Drive looking south.

L5 Crosswalk on Rezanof Drive

Image 26: Pedestrians crossing Rezanof Drive to access the bridge to Near Island. This is where one of the proposed crosswalks would be located.

Project Description	
Project Description	Install striped and signed crosswalk on Rezanof Drive near the bridge to Near Island.
Purpose & Need (For Tourist & Locals)	• Crossing Rezanof Drive can feel unsafe due to the width of the road, the speed of the cars, and sight distance issues along some sections; this sentiment was reiterated by the public at both open houses. • Voted the top priority project at the second open house.
Design Considerations	• Property: DOT&PF right-of-way. • Width: 10 feet (as recommended by DOT&PF). • Surface: White paint on existing asphalt. • Length: Approximately 45 linear feet. • Signage as warranted. • An analysis is needed to determine whether a cross-walk at this location meets the standard criteria.
Design & Construction Costs	Construction Cost: $60,000 Engineering: $40,000 Total: $100,000 Assumptions: • Assumes warrant analysis of $30,000 as a part of engineering costs. • No flashing beacon assumed in construction costs. • No right-of-way or utility issues.
Other Comments	• Pedestrians also cross Rezanof Drive at Erskine Avenue and Mill Bay Road. The crossing at Mill Bay Road currently has a pedestrian crossing sign for east bound traffic as seen in the image on the right. These crossings did not appear to have appropriate sight distances for pedestrians to cross safely. Any crosswalk study should analyze the conditions at these crossings as well. The proper location and signage of a crosswalk will need to be determined through full analysis.

Table 13: Project L5 Description

Project Score				
Scoring Criteria	Scoring Analysis	Score	Multiplier	Subtotal
Use Intensity	High use is expected based on observations of people crossing and comments received at both open houses.	2	3	6
Design & Construction Costs	This project estimate falls within the low range of costs: <$200,000.	2	3	6
Level of Effort	Short time frame; the warrant analysis is expected to take approximately 3 months and a short design and construction time frame is expected due to the small amount of improvements.	2	2	4
Public Input	This project received 7 votes at the 2nd Open House.	2	1	2
Maintenance	Little additional maintenance is expected, this may include restriping.	2	1	2
Total Score				20
Project Rank				1

Table 14: Project L5 Score

Image 27: As noted in the "Other Comments" row there is a pedestrian sign for crossing Rezanof Drive at the intersection of Mill Bay Road. But as seen in this image the crest in the hill above this crossing makes it hard see oncoming traffic.

Bridge Connections

Potential Projects

Connection from Lower Erskine Ave. to Rezanof Dr.
Two Potential Options:

Option will depend on cost of effort, public feedback, and coordination with DOT&PF

B1-A

Option A
Sloped Walkway

- Paved trail
- Sloped trail with rest spot mid-way
- Fill and retaining wall as needed
- Design coordination with DOT&PF along existing road bed

B1-B

Option B
Sidewalk & Stair Near Bridge

- Approximately 20-foot tall stair with multiple landings
- Enters U.S. Fish & Wildlife Property/ DOT&PF ROW

B2

Pave Sidewalk on Rezanof

- Paved sidewalk along existing shoulder

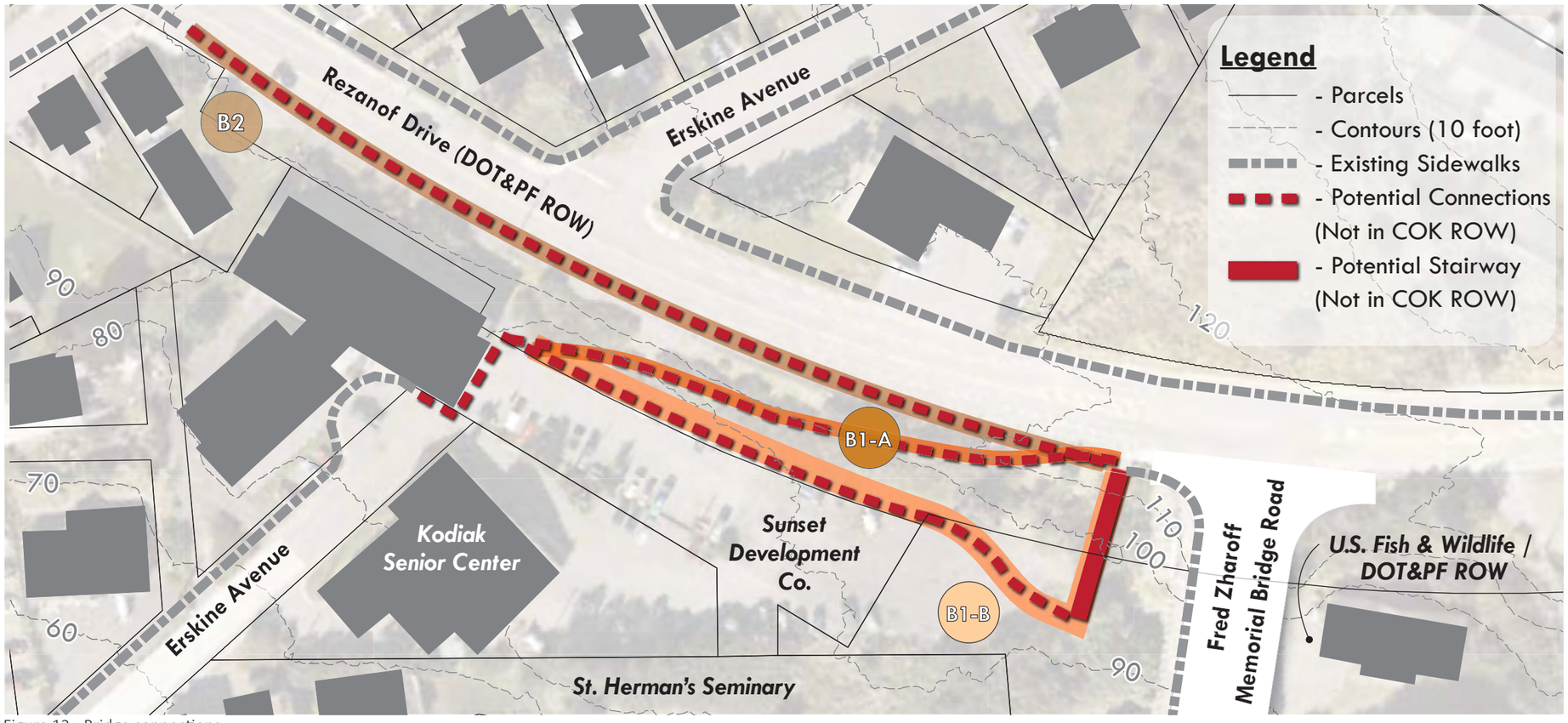


Figure 13: Bridge connections.

B1 Connection from Lower Erskine Avenue to Rezanof Drive

Project Description	
Project Description	A pathway (B1-A) or stairway (B1-B) connecting the dead end of lower Erskine Avenue to the bridge to Near Island.
Purpose & Need (For Tourist & Locals)	• Identified as a project in the 2002 Community Design Workshop Final Report (but as a stairway on the northeast side of the bridge). • Several social trails exist in this area. • Would provide an alternative trail to the bridge, which passes by a tourist destination (Alutiiq Museum). • Is a vantage point providing views of the waterfront and downtown.
Design Considerations	General • Incorporate wayfinding and interpretive signage at vantage points. • Either option will need to be permitted by DOT&PF. • Protect large trees to extent feasible. • Provide adequate lighting. B1-A Sloped Pathway • Property: Private property (Sunset Development Company), and DOT&PF right-of-way. • Width: 6 feet. • Slope: Wherever feasible keep the running slope less than 5%; otherwise follow accessible trail design recommendations. • Surface: Paved with asphalt. • Length: 460 linear feet consisting of 72 feet crossing private property and 388 feet of sloped trail (based on an average 6% slope) in DOT&PF right-of-way. B1-B Stairway • Property: Private property (Sunset Development Company), DOT&PF right-of-way, and U.S. Fish & Wildlife Service property on which DOT&PF is a permitted use for operation and maintenance of the bridge to Near Island. • Width: Trail segment: 6 feet; Stairs segment: 8 feet minimum • Slope: Wherever feasible keep the running slope less than 5%; otherwise follow accessible trail design recommendations. Follow standard riser-to-tread ratios for outdoor stairways. Minimum riser height: 4.5 inches, maximum riser height: 7 inches. Minimum tread length 11 inches. Provide landings every 9-11 risers. • Surface: Potential options include: open grate, concrete, or wood. Open grate or concrete will be longer lasting. • Length: 460 linear feet of flat trail; 20-foot tall stairway with 6-inch risers and landings every 10 steps. • If using open grate steps, provide a sign warning people walking with strap-on cleats to remove them. • Consider a covered stairway to reduce long term maintenance. • Provide a channel for bicyclists to walk their bike up and down the steps. • Stairway could be shortened by elevating the trail to the base of the stairway.
Design & Construction Costs	B1-A Sloped Sidewalk Construction Cost: $460,000 Design & Survey: $80,00 Total: $540,000 Assumptions: • Assumed existing ground at a 2 to 1 slope. • Assumed use of cast in place sidewalk retaining wall (modular block wall was investigated, but appeared more costly). • This will be difficult to construct, as 2 to 1 embankment will require extensive excavation to build retaining wall and pathway structural fill. • Four feet of concrete pathway and four feet of asphalt pathway was assumed. • This will be difficult to design and construct due to the existing steep embankment; stairs may be the best solution (and likely least cost). • Does not include right-of-way or easement acquisition. B1-B Stairway Construction Cost: $440,000 Design & Survey: $80,000 Total: $520,000 Assumptions: • Utilized a previous stairs design and estimate from 2004 and applied an inflation cost. • The sidewalk along the existing parking area would be installed with concrete curb and gutter. • This may be the more appropriate solution from an engineering standpoint due to challenges around constructing a sloped sidewalk on a steep embankment.
Other Comments	• Two design options for this connection were included to show potential alternatives. Both have advantages and disadvantages; the sloped sidewalk is ideal for cyclists but may be more difficult to design and construct. The stairs are more direct but exclude wheelchairs and cyclists. Any scenario should be investigated for engineering feasibility and permitting potential with DOT&PF. • For both scenarios the first section of sidewalk crosses private property (Sunset Development Co.) for approximately 52 feet of the property (for 72 linear feet of sidewalk); therefore any development will need to be coordinated with the property owner. • The stair option will require crossing the U.S. Fish & Wildlife Service property on which DOT&PF is a permitted use and operation for the bridge to Near Island. DOT&PF should be coordinated with to confirm the required permitting, and if additional entities need to be notified.

Table 15: Project B1 Description

Image 28: West side of the bridge abutment.

Image 29: Approach to the west side of the bridge.

Project Score				
Scoring Criteria	Scoring Analysis	Score	Multiplier	Subtotal
Use Intensity	This area has several social trails and provides views of downtown Kodiak and the waterfront, therefore high use is expected.	2	3	6
Design & Construction Costs	This project estimate falls within the high range of costs: > $400,000.	0	3	0
Level of Effort	Long time frame; this will require DOT&PF permitting and the coordination with a private property owner.	0	2	0
Public Input	This project received four votes at the 2nd Open House.	2	1	2
Maintenance	This would require additional maintenance outside of the current infrastructure; therefore higher additional maintenance is expected.	0	1	0
Total Score				8
Project Rank				8

Table 16: Project B1 Score

Image 30: Existing social trail to the bridge.

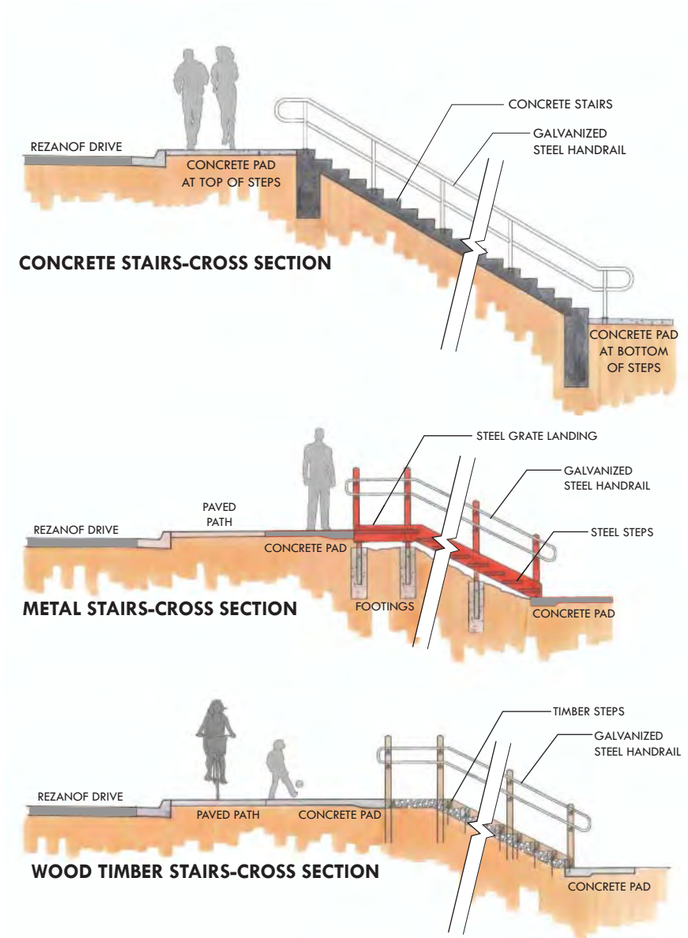


Figure 14: Sections of potential stair types including concrete, metal, and wood. Given the steep existing slope the concrete and wood stairs would require additional fill. The B1-B project design and construction cost estimate is based on an estimate completed in 2004 for a metal stair design.

B2 Pave Sidewalk on Rezanof Drive

Project Description	
Project Description	Pave the existing gravel shoulder on Rezanof Drive.
Purpose & Need (For Tourist & Locals)	• Increases accessibility; a paved surface is more amenable to accessible means of travel than the current gravel surface.
Design Considerations	• Property: DOT&PF right-of-way. • Width: 6 feet minimum; feasible width will need to be determined based further investigations and coordination with DOT&PF. • Slope: Align running slope with Rezanof Drive. Cross slope maximum 2% • Surface: Paved with either concrete or asphalt. • Length: Approximately 625 linear feet.
Design & Construction Costs	Construction Cost: $160,000 Design & Survey: $50,000 Total: $210,000 Assumptions: • Assumed 6-foot asphalt pavement and 2-foot gravel due to proximity of steep slope. • May require handrail in certain locations due to proximity of steep slope (not included in estimate).

Table 17: Project B2 Description

Project Score				
Scoring Criteria	Scoring Analysis	Score	Multiplier	Subtotal
Use Intensity	This is the current link between the downtown area and the access to the bridge, therefore high use is expected.	2	3	6
Design & Construction Costs	This project estimate falls within the middle range of costs: $200,000-$400,000.	1	3	3
Level of Effort	Short time frame; this project would require DOT&PF permitting which would take time, but a short time frame for design and construction is expected since there is an existing gravel surface.	2	2	4
Public Input	This project received two votes at the 2nd Open House.	1	1	1
Maintenance	This would be an improvement within an existing roadway, therefore there would be little impact to current maintenance practices.	2	1	2
Total Score				16
Project Rank				4

Table 18: Project B2 Score

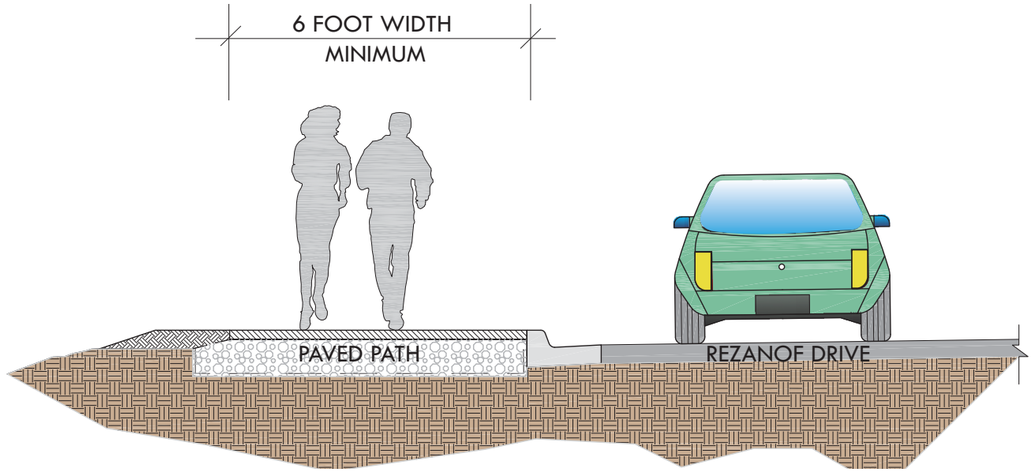


Figure 15: Rezanof Drive sidewalk section.

Image 31: Existing gravel edge along Rezanof Drive. View from the bridge looking west on Rezanof Drive.

Mission Road Connections

Legend

- Parcels
- Contours (10 foot)
- Existing Sidewalks
- Potential Connections (within City of Kodiak ROW or property)
- Potential Connections (not in City of Kodiak ROW)
- Potential Crosswalk (Depends on recommendations of an analysis)

Potential Projects

M1

Sidewalk on Mission Road

- Widen existing sidewalk and add new paved sidewalk along Mission

M2

Connection from Mission to Bridge Connection

- Gravel trail and/or stairs and retaining walls as needed
- Pedestrian lighting recommended

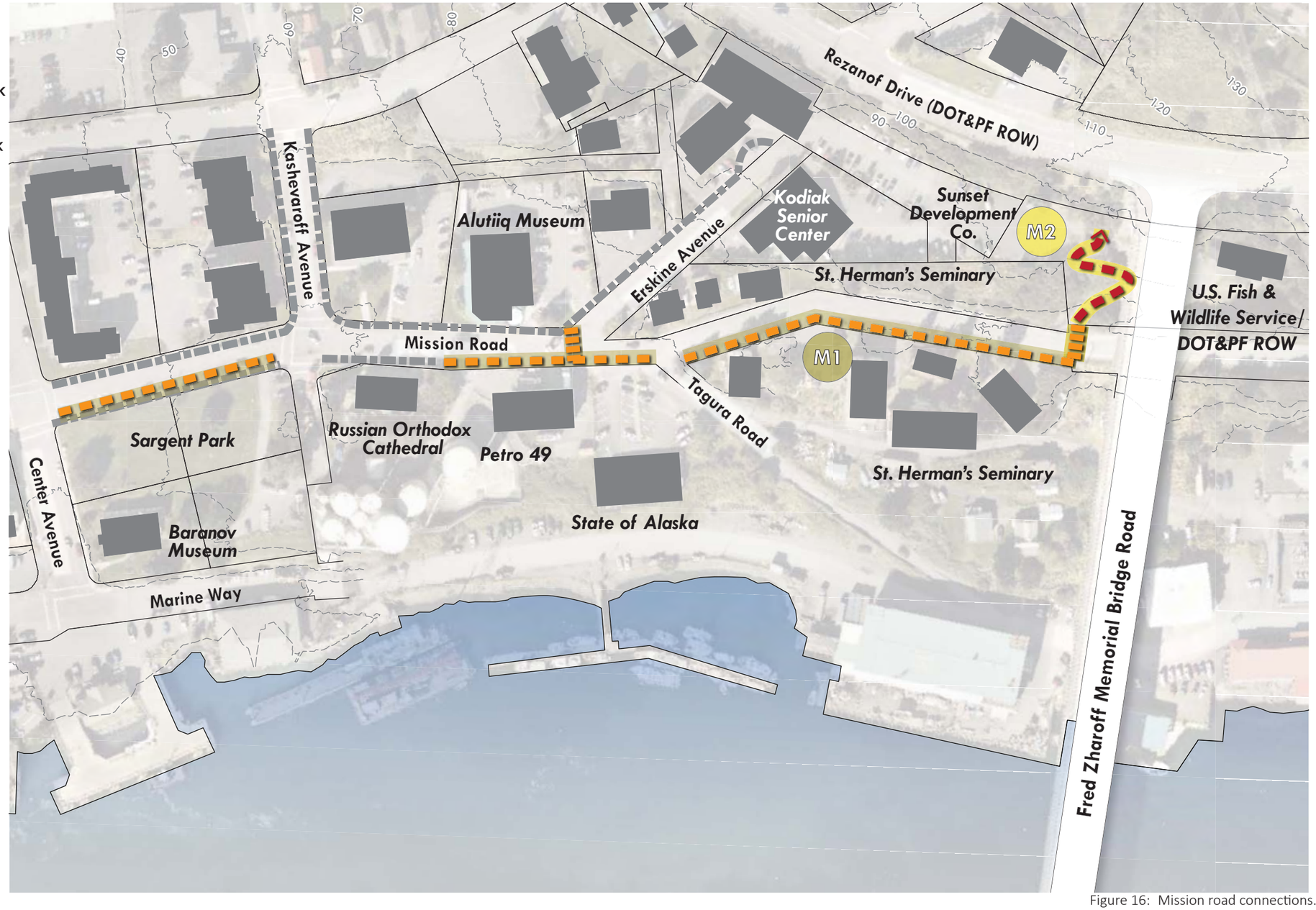
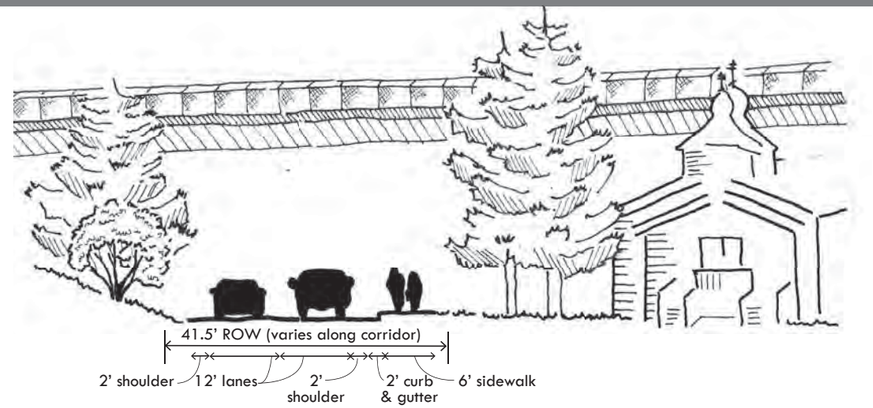


Figure 16: Mission road connections.

M1 Sidewalk on Mission Road

Image 32: Cruise ship passengers walking down Mission Road near the bridge to Near Island.

Image 33: Existing conditions on Mission Road.



Mission Road Section

In front of St. Herman's Seminary facing the bridge to Near Island

Project Description

Project Description	Paved sidewalk along the south-side of Mission Road. Widen the existing sidewalk along Sargent Park, and construct new sidewalk from the Russian Orthodox Church to just under the bridge to Near Island.
Purpose & Need (For Tourist & Locals)	• Identified as an area for pedestrian improvements in previous plans: 2002 Community Design Workshop, 2011 Kodiak Road System Trails Master Plan. • Social trails along roadway imply frequent pedestrian use. • Observation of tourists and locals walking the area in the street corridor.
Design Considerations	• Property: COK right-of-way, may require some right-of-way acquisition. • Width: 6 feet minimum. • Slope: Align running slope with Mission Road, cross slope maximum 2%. • Surface: Paved with concrete and 6" curb. • Length: 288 linear feet of widened sidewalk (4.5 feet to 8 feet); 800 linear feet of new sidewalk (6 feet wide). • Potential short retaining wall (approximately 2-3 feet tall for up to 125 linear feet). • Will need to accommodate driveways and potentially on-street parking across from Erskine Avenue.
Design & Construction Costs	Construction Cost: $620,000 Design and Survey: $100,000 Total: $720,000 Assumptions: • Does not include right-of-way acquisition costs. • Existing storm drain system to tie into with new curb and gutter. • May require some right-of-way acquisition and parking re-configuration at the properties west of Tagura Road. • Re-use existing curb and gutter along Mission Road.
Other Comments	Due to the scope of this study this recommendation shows the sidewalk terminating at the bridge; consider extending pedestrian improvements further along Mission Road. The 2011 Kodiak Road System Trails Master Plan includes creating a trail on Mission Road all the way out to Mission Beach.

Table 19: Project M1 Description

Project Score

Scoring Criteria	Scoring Analysis	Score	Multiplier	Subtotal
Use Intensity	High use is expected based on observed pedestrian traffic, and that this sidewalk will pass the St. Herman Catholic Seminary, a destination for locals and tourists.	2	3	6
Design & Construction Costs	This project estimate falls within the high range of costs: >$400,000.	0	3	0
Level of Effort	Short time frame; the majority of the project is in COK right-of-way and would be along the edge of an existing roadway, therefore relatively short design and construction would be anticipated.	2	2	4
Public Input	This project received two votes at the 2nd Open House and was discussed with several attendees at the 1st Open House.	1	1	1
Maintenance	This sidewalk will be an extension of existing pedestrian facilities but is for a relatively long distance compared to other projects in this plan, therefore moderate additional maintenance is expected.	1	1	1
	Total Score			12
	Project Rank			5

Table 20: Project M1 Score

M2 Connection from Mission Road to the Bridge Connection

Project Description	
Project Description	Pathway connecting Mission Road to the improvements between lower Erskine Avenue and the bridge (see project: Lower Erskine Avenue to Bridge).
Purpose & Need (For Tourist & Locals)	• Existing social trails. • Provides a route for tourists to walk down Mission Road then directly up to the bridge to connect to Near Island or to the library.
Design Considerations	• Property: starts on COK right-of-way then continues in DOT&PF right-of-way, and U.S. Fish & Wildlife Service property on which DOT&PF is a permitted use for operation and maintenance of the bridge to Near Island. • Width: 6 feet. • Slope: Follow accessible trail design recommendations. • Surface: Compactable gravel (meeting accessible trail standards), or asphalt. • Length: 230 linear feet (based on an average slope of 7%-8%) – this would be the length required to meet the base of a stairway connecting to the bridge. Additional trail and/or stairs would be needed if a sloped sidewalk were developed from Erskine Avenue. • May require short segments of retaining wall, potentially 100 linear feet long total to reduce the amount of cut. Recommended material: dry stack boulder wall. (i.e. rockery wall). • Consider lighting for improved security. • Provide crosswalk from sidewalk improvements on Mission Road if warranted.
Design & Construction Costs	Construction Cost: $260,000 Design & Survey: $50,000 Total: $310,000 Assumptions: • Assumed use of class II Rip Rap for slope protection at 1.5 to 1 slope. Stairs, gabion baskets or concrete retaining wall may be a more suitable option. • This will require fairly extensive excavation and re-grading of area. • This will be difficult to construct if some right-of-way is not acquired from St. Herman's Seminary, unless stairs are used. • Asphalt pavement used in cost estimate for trail surface. • Crosswalk on Mission Road is not included in estimate, as an analysis is needed. • Cost to obtain easement or right-of-way not included.
Other Comments	• The portion of improvements that cross U.S. Fish & Wildlife Service property, on which DOT&PF is a permitted use for operation and maintenance of the bridge, will need to be permitted by DOT&PF. • This property is currently used as a State of Alaska Fish & Game Bunk House. It will be important to maintain separation between the existing driveway to the bunk house and the trail alignment.

Table 21: Project M2 Description

Project Score				
Scoring Criteria	Scoring Analysis	Score	Multiplier	Subtotal
Use Intensity	Based on social trails this area is used by pedestrians; moderate use is expected since there are other means of access to the bridge.	1	3	3
Design & Construction Costs	This project estimate falls within the middle range of costs: $200,000-$400,000.	1	3	3
Level of Effort	Moderate time frame; this project would require DOT&PF permitting but since the length of trail is short, a shorter design time frame is anticipated.	1	2	2
Public Input	This project received no votes at the 2nd Open House.	0	1	0
Maintenance	This trail would require maintenance outside of existing right-of-way.	0	1	0
Total Score				8
Project Rank				9

Table 22: Project M2 Score

Image 34: Existing driveway off of Mission Road. The driveway runs under the bridge to the ADF&G bunk house. The proposed trail would start here and switch back to the left and connect to a connection to the bridge.

01 Wayfinding

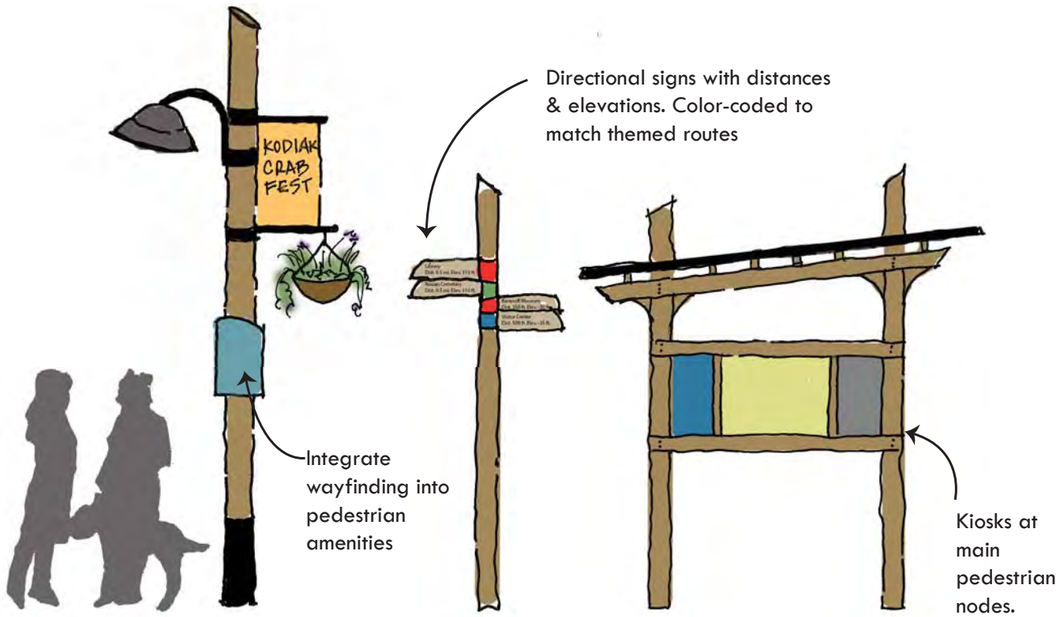


Image Source: left: http://nuttshell.com.au/projects/shire-of-central-goldfields-interpretive-trail/; middle: https://www.smashingmagazine.com/street-and-wayfinding-signs-part-4/; right: susanjtweit.com (Monarch Spur Trailhead)

Above Figure 17: Other opportunities- wayfinding.
Above Right Table 23: Project O1 Description
Right Table 24: Project O1 Score

Project Description	
Project Description	Develop a wayfinding plan for the City of Kodiak, specifically for the core areas that tourists walk. A wayfinding system consists of directional signs that help locals and visitors orient themselves. They should be designed to reflect the community's aesthetic and character.
Purpose & Need (For Tourist & Locals)	• Navigating the pedestrian routes from downtown to the bridge and library is not intuitive and the use of maps is required, wayfinding would help navigation significantly. • Several comments from the public stressed the need for improved wayfinding signage. • This project received four votes at the 2nd Open House.
Design Considerations	• Signs that give distances and elevations to destinations. • Are color coded based on themed routes (themed routes adopted from Discover Kodiak Map and updated to reflect projects as they get implemented). • Are subtle in design and use materials and styles reflective of the historic and contemporary character of the COK and the surrounding natural beauty. • Include nodes with larger contextual maps and interpretive signs, and directional arrow signs in-between destinations. • Signs should direct people to main attractions including the library and attractions on Near Island (including the small boat harbor).
Plan Costs	Wayfinding Plan: +/- $100,000 Assumptions: • The wayfinding plan would be for the area from Pier 2, through downtown and up to the library. • This estimate is just for the planning portion of developing wayfinding, the costs of detailed design and construction would depend on the outcomes of the plan.
Other Comments	Consider doing a city branding plan prior to a wayfinding effort. A branding plan is a way for Kodiak to help identify and brand itself, it can be used for marketing, developing design standards, and developing wayfinding that matches and complements branding themes.

Project Score				
Scoring Criteria	Scoring Analysis	Score	Multiplier	Subtotal
Use Intensity	Wayfinding is an amenity that can be used by visitors to navigate to areas of interest. This could be highly used by all types of visitors.	2	3	6
Plan Costs	This project estimate falls within the low range of costs: <$200,000.	2	3	6
Level of Effort	Short time frame; developing the wayfinding plan could be done relatively quickly. The actual implementation would be a longer time frame.	2	2	4
Public Input	This project was within the highest group of votes at the 2nd Open House (4 total).	2	1	2
Maintenance	This would add a whole new set of signage that would need to be maintained from vandalism and general weathering; therefore higher additional maintenance is expected.	0	1	0
Total Score				18
Project Rank				2

General Considerations

Beyond the ten specific projects outlined in the previous section this section provides additional recommendations that should be considered. These are either:

- outside of the Study Area of this plan, but were included based on public feedback (waterfront connections, and pedestrian nodes);
- programming considerations, such as continued coordination with Discover Kodiak and cruise ships; or
- general considerations that apply to all or most of the ten specified projects, such as pedestrian design recommendations.

WATERFRONT CONNECTIONS

During the public involvement process feedback regarding potential pedestrian connections outside of the Study Area was provided. People were interested in pedestrian routes from:

- the bridge to Marine Way (under the bridge), and
- Center Avenue to Pearson Cove, a small park along the waterfront.

Both of these projects would provide great walking opportunities for visitors.

The connection under the bridge provides a direct pedestrian route from the bridge all the way to waterfront. This connection includes various scenic vantage points and would direct visitors to businesses along the waterfront.

The pedestrian connection along Marine Way would provide an opportunity for visitors to see the working waterfront with an easy, flat walk to Pearson Cove. The cove is a small park offering views of Near Island, boat activity, and marine life. Both improvements fall outside of this plan's Study Area, but should be considered for further study.

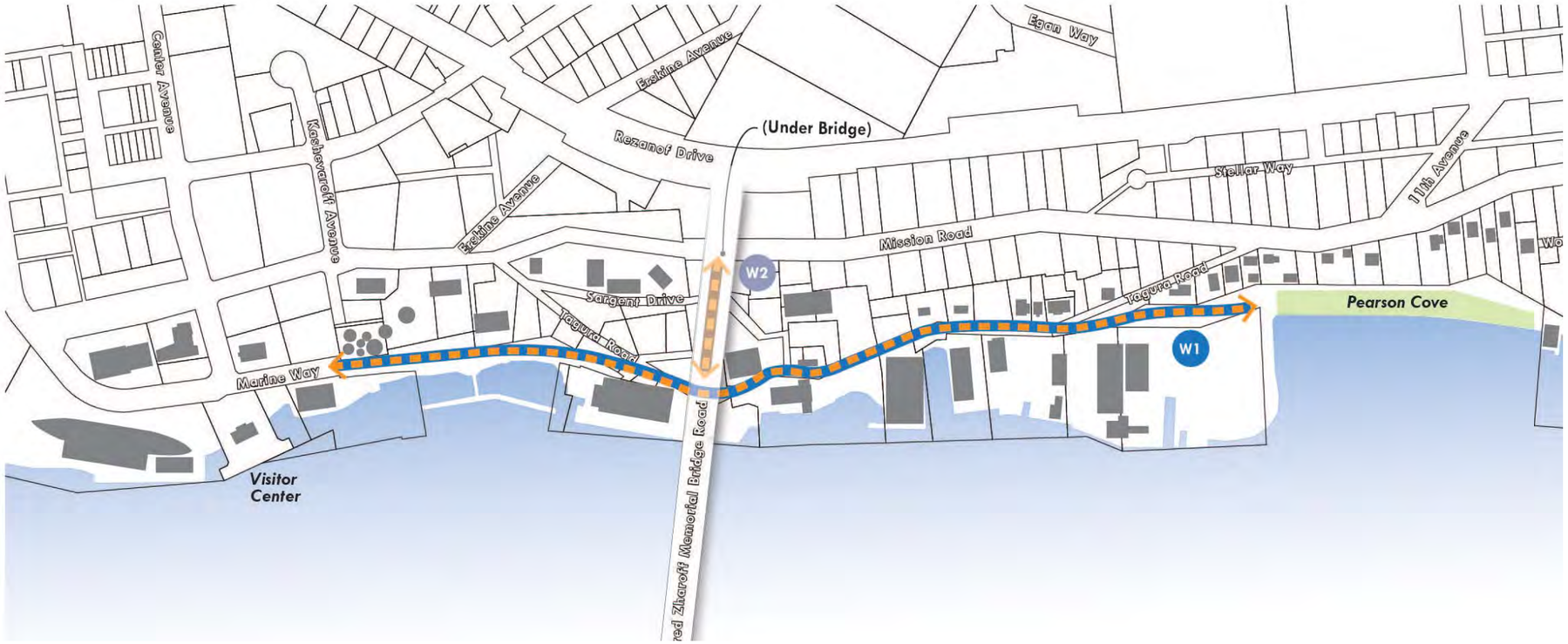


Figure 18: Potential waterfront connections.

Image 35: Pearson Cove Park. View of waterfront looking towards Near Island.

Image 36: Marine Way, view looking northeast towards Pearson Cove.

CONTINUED COORDINATION BETWEEN DISCOVER KODIAK & CRUISE LINES

Discover Kodiak is a nonprofit 501(c) 6 organization that works to promote tourism within the KIB and works directly with cruise-ship operators to provide visitor information to passengers. Discover Kodiak publishes a map of walking routes through downtown Kodiak. As connections and wayfinding infrastructure are developed, the maps should be updated to reflect changes. Figure 16 is the existing Discover Kodiak map which outlines themed routes, and Figure 17 shows how this map could be updated to reflect new routes that this plan outlines. The updates should also include information on the distance and elevation change of the various walks so that visitors can gauge their time and level of effort of the walk.

Local business owners expressed concern that cruise ship passengers are bussed directly from Pier 2 to destinations, thus missing opportunities to walk through the town and visit local businesses. Although Discover Kodiak passes out walking information at a booth at Pier 2 during docking, by the time the passengers debark many have already determined their plans on shore. To help address this, Discover Kodiak should continue to work with the cruise ship companies to ensure passengers are aware of the walking opportunities that connect to shopping, scenic, and cultural destinations prior to debarking. As shown in Table 23, the 2016 cruise ship schedule, some boats are only docked for seven hours; this may not be sufficient time for activities outside of the city but could be enough to walk from Pier 2 to destinations in and around downtown.

Figure 19: Discover Kodiak visitor map.

PEDESTRIAN FACILITIES DESIGN RECOMMENDATIONS

Sidewalk and Trail Design Standards

Sidewalks and trails should be designed in a sustainable way that will minimize long term maintenance and degradation. Wherever possible, pedestrian pathways should be designed to accommodate multiple types of users (i.e., for walking, jogging, cycling); this may not be feasible where steep grades exist. In such cases Americans with Disabilities Act (ADA) accessible pathway and stairway design standards should be followed. This includes providing level stopping points on long sections of steep trail and providing adequate handrails on any steps or stairways.

Sidewalk widths should vary based on expected pedestrian volume and the character of location. For example downtown sidewalks should be wider than sidewalks within residential areas. Typically, sidewalks should provide a five-foot minimum width; this would allow two people moving in opposite directions to pass

Port of Kodiak, Cruise Ship Schedule 2016

Vessel Name	PAX	Cruise Line	Length	Arrival Date	Day	Arrival Time	Dep Time	Location
Crystal Serenity	922	Crystal Cruise Lines	781	4/25/2016	Monday	8:00 AM	5:00 PM	P-2
Volendam	1,432	Holland America	781	4/28/2016	Thursday	8:00 AM	5:00 PM	P-2
Silver Shadow	382	Silver Seas	610	5/17/2016	Tuesday	8:00 AM	6:00 PM	P-2
Maasdam	1,898	Holland America	610	6/1/2016	Wednesday	7:00 AM	2:00 PM	P-2
Maasdam	1,898	Holland America	610	6/15/2016	Wednesday	7:00 AM	2:00 PM	P-2
Maasdam	1,898	Holland America	610	6/29/2016	Wednesday	7:00 AM	2:00 PM	P-2
Maasdam	1,898	Holland America	610	7/13/2016	Wednesday	7:00 AM	2:00 PM	P-2
Maasdam	1,898	Holland America	610	7/27/2016	Wednesday	7:00 AM	2:00 PM	P-2
Maasdam	1,898	Holland America	610	8/10/2016	Wednesday	7:00 AM	2:00 PM	P-2
Crystal Serenity	922	Crystal Cruise Lines	610	8/17/2016	Wednesday	9:00 AM	6:00 PM	P-2
Maasdam	1,898	Holland America	610	8/24/2016	Wednesday	7:00 AM	2:00 PM	P-2
Maasdam	1,898	Holland America	610	9/7/2016	Wednesday	7:00 AM	2:00 PM	P-2
Silver Shadow	382	Silver Seas	610	9/20/2016	Tuesday	9:00 AM	3:00 PM	P-2

Table 25: Port of Kodiak, cruise ship schedule, 2016.

each other. Wider sidewalks are desirable in areas where people are expected to walk in pairs or groups. Having wider sidewalks in areas with higher volumes of vehicle traffic provides pedestrians more separation so that they are not right next to traffic. All the sidewalk and pathway improvements recommended in this plan provide a six-foot minimum width for paths on routes that lead to destinations where visitors and locals are expected to walk in larger groups.

Several comments from the public noted issues with ice and snow on sidewalks. Icy sidewalks can create a hazard and cause pedestrians to walk in the streets. The City should maintain sidewalks as snow and ice free as possible. During site visits it was observed that cars parked on sidewalks with rolled curbs. Cars block pedestrians from using the sidewalk facilities. The city should enforce parking violations that create conflicts with pedestrian use of sidewalks and paths.

Create Pedestrian Amenity Nodes

Create pedestrian destination nodes for tourists. These could be specific points along pedestrian routes that have amenities such as benches, informative/ interpretive signs, and provide scenic views. A recommendation from Discover Kodiak is to create structures that frame views of Kodiak that visitors can take photos through. This element is adopted from the National Parks Service (NPS) "#FindYourPark" campaign in which frame structures are provided at tourist destinations offering a "framed" photograph opportunity for visitors.

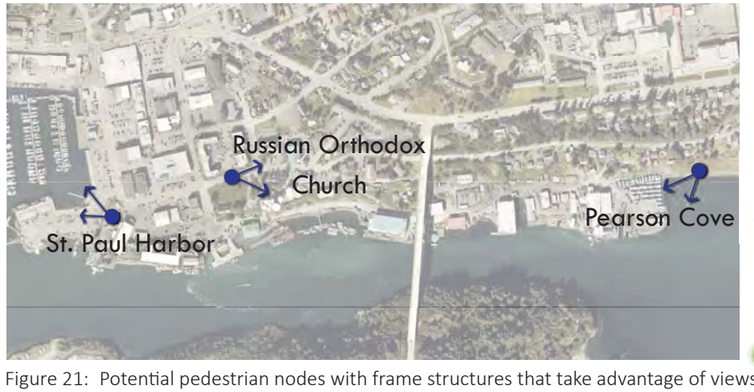
Standardized Pedestrian Lighting

Pedestrian lighting can transform a street from a corridor just for cars to a comfortable route for pedestrians. Lighting at the pedestrian scale is both an aesthetic improvement and safety improvement. It enhances visibility between people and cars. Pedestrian lighting should be considered along pedestrian routes that are not along roadways (i.e., trails or stairways), and on sidewalks where street lights are not sufficient or that pedestrians frequently use. The COK should consider adopting a standard pedestrian scale light fixture and luminaire.

Benefits of having a standard style of lighting include:

- maintenance personnel can become familiar and efficient with one type of fixture;
- the City will only need to keep spare parts for one product;
- the City can make bulk orders which can reduce costs; and
- one style of lighting will provide a uniform appearance throughout walking areas.

Pedestrian Nodes



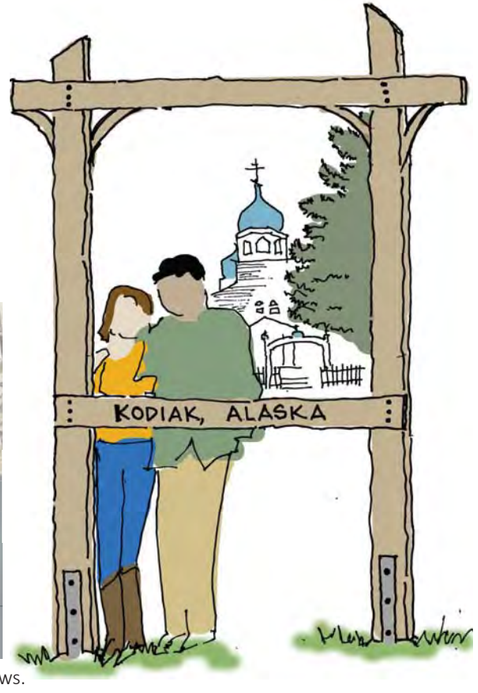


Figure 21: Potential pedestrian nodes with frame structures that take advantage of views.

Update Themed Walking Routes On The Discover Kodiak Map

Cultural Shopping Nature Hike Waterfront

Figure 20: Diagram of how pedestrian routes on the Discover Kodiak Map could be updated once projects are implemented.

Image 37: View of where a pedestrian amenity node could be.

SECTION IV: IMPLEMENTATION

Implementation Order

The ranking that resulted from project scores is a recommended order of project implementation. The project scores, resulted in the following Rank Order:

1. Crosswalk Improvements on Rezanof Drive- L5 (score 20)
2. Wayfinding Plan- O1 (score 18)
3. Sidewalk on Egan Way- L1 (score 17)
4. Pave Sidewalk on Rezanof Drive- B2 (score 16)
5. Sidewalk along Mission Road- M1 (score 12)
6. Trail from Erskine Avenue to Library- L2 (score 12)
7. Trail from Rezanof Drive to Erskine Avenue- L3 (score 9)
8. Connection from Lower Erskine Avenue to Rezanof Drive- B1 (score 8)
9. Trail from Mission Road to Bridge Connection- M2 (score 8)
10. Widen Sidewalk on Rezanof Drive- L4 (score 8)

Ranked at number one with an overall score of twenty is providing a crosswalk between the bridge to Near Island and Rezanof Drive's north side. This could be a quick, low cost, and potentially highly used project. This project requires a study to determine if this area warrants a crosswalk and what appropriate signs and lighting would be required by DOT&PF. If a study does show a need, a permit from DOT&PF would be required.

Two projects tied with a score of twelve: the sidewalk along Mission Road and the trail from Erskine Avenue to the Library. The Mission Road sidewalk was ranked higher due to a higher expected use by pedestrians. It would serve a section of road that currently has no sidewalk, whereas, the trail to the library would be an additional alternative connection to the library.

Three projects received a score of eight:

- the connection from lower Erskine Avenue to Rezanof Drive,
- the trail from Mission Road to the bridge connection, and
- widening the sidewalk on Rezanof Drive.

These projects have been subsequently ranked based on what is anticipated to serve a greater need.

The connection from lower Erskine Avenue to Rezanof Drive would provide a formal pedestrian connection that currently does not exist. Several well used social trails are in this area. This project placed second, receiving four votes at the second open house. This B1 project would need to be constructed prior to the trail from Mission Road. Therefore B1 was ranked higher than M2.

Widening the sidewalk on Rezanof Drive was ranked after these projects since a sidewalk currently exists along this stretch of road. Although widening it would enhance the pedestrian corridor, it is not required for pedestrians to access this area.

As stated in the Project Ranking Criteria section all projects contribute to a safe, efficient pedestrian network for cruise ship tourists and this implementation order is not a strict order, but general guidance on how projects could be implemented.

Implementation Steps

The steps to develop these projects will vary from project to project but may include:

PROJECT LEAD

Establish a project lead and partnerships. Many of these projects will be best suited for the COK to develop since they will be in the COK's right-of-way. In some cases, other entities may be interested in pursuing a project on their own or in partnership with the COK. Project leads and/or partners could include: COK, Island Trail Network (ITN), Discover Kodiak, Sun'aq Tribe, DOT&PF, KIB, and others. Any entity interested in pursuing a project should consider partnering opportunities with these groups.

DEVELOPMENT RIGHTS

Development rights establishes that there are sufficient enforceable rights to build and maintain any of these pedestrian projects for the life of the facilities. To gain sufficient site control for the proposed pedestrian systems described in this plan will require multiple entities to either permit such interests or that these interests be acquired. The anticipated entities that will likely be contacted to gain site control include, the KIB, COK, DOT&PF, Alaska Department of Fish and Game (ADF&G), United States Fish and Wildlife Service (USFWS), and private property owners.

A majority of the proposed pedestrian facilities will likely be permissible within the various rights-of-way held by KIB, COK, and DOT&PF. There is one parcel where multiple entities may have to agree to trail construction and use, parties include the USFWS and DOT&PF. The remaining areas include a few properties where public use easements will need to be acquired from private property owners.

FUNDING

There are several funding sources available for bicycle and pedestrian projects. "Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, highway, and Safety Funds", is attached to this Plan as an appendix for reference. Given that recent program budgets have been shrinking nationwide, funding partners are seeking to leverage funds[1] from multiple sources to complete transportation projects. The funding sources discussed below are those most commonly involved in funding bike and pedestrian-related projects statewide.

FEDERAL:

U.S. Department of Transportation - Transportation Investment Generating Economic Recovery (TIGER)

The U.S. Department of Transportation (U.S. DOT) has made nearly $500 million available annually for transportation projects since 2010 through the TIGER grant program. Applications under this program are successful if the project being applied for demonstrates construction readiness (National Environmental Protection Agency (NEPA) and design work is complete), the ability to leverage funds, create jobs, and enhance the economic well-being within a community. The TIGER grant program supports innovative projects,

including multi-modal and multi-jurisdictional projects; bicycle lanes, parking, transit, bus shelters and benches, crosswalks; sidewalk improvements such as lighting, curb cuts and American with Disabilities Act (ADA) ramps; and paved shoulders for pedestrian and bicyclist use. The TIGER grant program is focused on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for communities, both urban and rural. TIGER grant program funding opportunities are highly competitive, and are typically announced in late spring.

U.S. Department of Transportation - Federal Transit Administration (FTA)

The FTA provides formula funding to help cities, towns, and rural areas invest in bicycle infrastructure that can improve mobility and help people access public transportation. A local transit provider, such as Kodiak Area Transit System (KATS), may be interested in partnering with a local government to improve sidewalks and bicycle paths so that residents have better access to their transit system. This opportunity is developed through partnerships and leveraging funding. There is no solicitation for this opportunity.

U.S. Economic Development Administration

The Economic Development Administration (EDA) solicits applications from applicants in rural and urban areas to provide investments that support construction, non-construction, technical assistance, and revolving loan fund projects under EDA's Public Works and other programs. Grants and cooperative agreements made under these programs are designed to leverage existing regional assets and support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities. EDA provides strategic investments on a competitive- merit-basis to support economic development, foster job creation, and attract private investment in economically distressed areas of the United States. This opportunity is open year round. A grant applicant can meet with the local EDA Program Manager out of Anchorgae to determine eligibility.

1 Leveraging funding is the process of using multiple funding sources for one project. For example, a grant program may require the grant applicant provide a 20% cost share (match). The grant applicant can use local funds or other funding sources to provide the cost share for the project. Funding agencies are more likely to fund a project if other funds are assigned to the project already.

Federal Highway Administration

The Federal Highway Administration (FHWA) administers what is often referred to as Chapter 1 funds authorized under current transportation legislation. (Chapter 1 of 23 USC is where the regulations governing these funds are located.) This agency works with each state to expend the state's share of these federal transportation dollars for programs such as the Surface Transportation Program, Transportation Alternatives Program, Tribal Transportation Program, and Tribal Transportation Safety programs, and all transit programs. In Alaska, FHWA's partner agency is the Alaska Department of Transportation & Public Facilities (DOT&PF). Funding is administered through DOT&PF.

Western Federal Lands Highway Division

Western Federal Lands Highway Division (WFLHD) of the Office of Federal Lands Highway (FLH) jointly administers the Tribal Transportation Program with the Bureau of Indian Affairs (BIA). Each federally recognized tribe is eligible for this funding and is allocated an annual dollar amount based on a codified formula that takes into account tribal population, road mileage, and average tribal shares. These funds are often referred to as Chapter 2 funds and can be used by tribes as local match funds on projects funded with Chapter 1 funding.

WFLHD also administers Alaska's Federal Lands Access (FLAP) Program; a program for surface transportation facilities providing access to, or within, federally-owned lands. This program is designed to encourage cooperation and coordination among federal land management agencies, state agencies, and local and tribal governments. Funding is administered through DOT&PF.

Bureau of Indian Affairs

The Tribal Transportation Program (TTP) provides tribes with a percentage of funding allocated based on highway legislation to plan, design, construct, and maintain their local transportation system. TTP funds can be used for safety, transit, administration, maintenance, bike and pedestrian facilities, and planning. These funds can be leveraged and used as non-federal match. This opportunity is developed through partnerships and leveraging funding. There is no solicitation for this opportunity.

STATE:

Alaska Surface Transportation Block Grant (STBG) Set-Aside Program

The Fixing America's Surface Transportation (FAST) Act of 2015 includes the Surface Transportation Block Grant (STBG) Program, which sets aside funds for use for a broad range of projects, including walking and bicycling projects. Funding levels in the STBG Set-Aside Program are set at $835 million for financial years 2016 and 2017, rising to $850 million in financial years 2018-2020. This funding is distributed to the state and local level on a formula-set apportionment basis. A local match is required for all projects. Funding opportunities are typically made available in late spring.

Legislature

Each year the Alaska Legislature develops both capital and operating budgets for the state. In years when the state's fiscal situation allows, transportation projects for areas across the state are often included as line items in the capital budget. Additionally, the legislature periodically drafts bond bills that are then voted on by state residents during general elections. Unlike capital budget line items, items identified in an approved bond bill are funded through the sale of general obligation bonds, which are repaid at a later date using specified state revenues.

Department of Transportation & Public Facilities

As FHWA's partner agency for the State of Alaska, DOT&PF is responsible for the planning and programming of funding under the purview of FHWA. Several types of funding DOT&PF administers allow tribal governments, municipal governments, and other similar entities to nominate projects for inclusion in the Statewide Transportation Improvement Program (STIP) or compete for grant-like funding to complete projects. The State of Alaska also has a State Highway Safety Improvement Program (HSIP). The HSIP is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. Funding is administered through DOT&PF.

Department of Commerce, Community, and Economic Development

Alaska's Department of Commerce, Community, and Economic Development (DCCED) administers several programs of interest in terms of developing and maintaining transportation infrastructure vital to a community's success. Most notably, it administers the Community Development Block Grant (CDBG) program, funded by the U.S. Department of Housing and Urban Development (HUD). Once each year, municipal governments are able to apply for CDBG funding for an array of project types, which include transportation improvements such as bicycle and pedestrian facilities. In addition to capital projects, HUD also allows CDBG funding to be used for planning efforts. Funding is administered through the State of Alaska.

DESIGN & CONSTRUCTION

The level of design and construction for each project varies. Some projects are technically complex, requiring retaining walls or footings in the case of elevated stairs. Others have relatively minimal design and construction efforts, such as short sections of gravel trail. In either case the design will need to be reviewed and permitted by the appropriate authority such as the COK Building Safety Department or DOT&PF.

Depending on the complexity of the project, the construction work will likely need to be contracted out to professional contractors. In cases where construction is minimal, there may be opportunities for volunteers to assist with construction. This may be possible for short sections of gravel trail that have minimal grading restrictions, or sign installation.

Conclusion

As a coastal town the COK has a unique, authentic working industrial waterfront with ocean and mountainous views. By improving pedestrian access to the waterfront, downtown, the Study Area in this plan and beyond, tourists and locals will have opportunities to walk to local businesses, cultural sites and community events. A pedestrian network improves alternative transportation, provides health benefits, contributes to the local economy, and can contribute to an overall sense of place.

SECTION V: APPENDICES

Appendix A: Public Comment

The following table outlines the public comment received over the duration on the project. The comments are categorized into two categories:

- Specific Route Comments
- General Comments

Within those two categories the comments are further divided into topics, this includes:

- Specific Route Comments:
  - Crosswalks
  - Connection at the Bridge
  - Connections Under the Bridge (to Marine Way)
  - Mission Road
  - Marine Way/Park at Pearson Cove
  - Connection to the Library
  - Other Route Considerations
- General Comments:
  - Wayfinding/Signage
  - Visitor Circulation & Cruise Ship Passenger Drop-Off
  - Miscellaneous
  - Scoring Criteria

Comment Number	Comment	Comment Source	Number of Times Comment Appeared	Response
Specific Route Improvements				
Crosswalk				
1	Crosswalks on Rezanof should have light up crossing signs to alert motorists on this blind corner.	Web	1	A crosswalk is proposed across Rezanof to the bridge (project L5). Whether or not a crosswalk is feasible and what features are appropriate will need to be determined with appropriate analysis as noted in the L5 project description table.
2	Near the intersection of Rezanof Drive and the bridge, an inlaid crosswalk is needed. Inlaid crosswalks may cost more upfront, but they last much longer so the cost is recovered.	Comment Form	1	See response to comment 1.
3	Flashing sign for crosswalk. (Arrow pointing to crossing on Upper Mill Bay Road near the intersection with Wilson Ave.)	Map Comments (Open House #2)	1	Since this plan is for improving the pedestrian connections for tourist destinations this was not included as a potential pedestrian improvement because it does not appear to connect to a tourist destination or route.
4	I worry about elderly people crossing Rezanof. Is there some way to connect route "G" directly to the Bridge and route "C" to downtown? At least this is a major intersection with excellent visibility both up and down Rezanof.	Web	1	A series of projects are proposed to create this connection between route "C" and "G"; this would include projects: L2, L3, L4, L5, and B1 (A or B). See the overall schematic for how each project is linked.
5	"Route B" is my preferred route to Near Island so I would suggest a pedestrian walkway on the south side of Rezanof."	Web	1	Project B2 is to pave a sidewalk along this section of Rezanof.
6	Seepage from natural spring down the hill from the library can make the sidewalk slick.	Map Exercise (Open House #1)	1	This has been noted on the public comment map, and noted as a design consideration in the L4 sidewalk project.
7	Dirt path along Rezanof prevents ice.	Map Exercise (Open House #1)	1	Project B2 is to pave a sidewalk along this section of Rezanof. Currently the surface is dirt and gravel which is less accessible than a paved sidewalk. Although this section of sidewalk seems less slick than the north sidewalk it may be because there appears to be drainage seeping from the hillside at that location as noted by other members of the public.
8	Easy and helpful improvement would be a crosswalk on Rezanof at Upper Mill Bay. People walk to and from the Borough buildings, an high school/middle school, main elementary to the downtown area and that is where they cross.	General Comments (Open House #2)	1	Project L5 recommends a crosswalk at the bridge, but the best location for a crosswalk will need to be determined with proper analysis. The crosswalk option at Mill Bay Road has been noted in the L5 project table under other comments.
9	Crosswalk school side. (Intersection of Upper Mill Bay Road and Rezanof Drive.)	Map Comments (Open House #2)	1	See response to comment 8.
10	Crosswalk to walkway side of bridge. (Across Rezanof)	Map Comments (Open House #2)	1	A crosswalk is proposed across Rezanof to the bridge (project L5).
11	Heavy pedestrian traffic, including school students on lunch break, yet it has no caution signs for motorists. At least one senior citizen pedestrian fatality happened here. Note proximity of this nasty intersection to the Senior Center. (X2)	Map Comments (Open House #2)	1	A cross-walk is proposed across Rezanof to the bridge (project L5). Whether or not a cross-walk is feasible and what features are appropriate will need to be determined with full analysis.
12	Sidewalk! (Arrow pointing to intersection of Upper Mill Bay Road and Rezanof Drive.)	Map Comments (Open House #2)	1	This has been noted on the public comment map.

Comment Number	Comment	Comment Source	Number of Times Comment Appeared	Response
Connection at Bridge				
13	We should avoid doing a stair set if at all possible to maintain access to bicycles.	Web	1	As an alternative to a stairway Project B1-A, a sloped trail, has been included in the potential projects for this area.
14	Route C- it's used already but muddy, steep, unsafe.	Comment Form	1	Project B1 is proposed to improve these conditions; this would either be a sloped sidewalk or stairway.
15	There is a social trail that cuts up the hill to Rezanof from the end of Erskine.	"Map Exercise (Open House #1)"	1	See response to comment 14.
16	Walk up from Senior Center parking to the bridge can feel unsafe due to brush and poor visibility.	"Map Exercise (Open House #1)"	1	See response to comment 14.
17	Stairs at bridge.	"Map Exercise (Open House #1)"	1	See response to comment 14.
18	Stairs with lighting (at bridge).	"Map Exercise (Open House #1)"	1	See response to comment 14.
19	Information, signage, views (at bridge stairs).	"Map Exercise (Open House #1)"	1	Noted in the project description of B1.
20	Possible connection from end of lower Erskine up the hill to Rezanof.	"Map Exercise (Open House #1)"	1	See response to comment 19.
21	New Mortuary along lower Erskine.	"Map Exercise (Open House #1)"	1	This has been noted on the public comment map.
22	Route pedestrians around parking lot at Senior Center.	"Map Exercise (Open House #1)"	1	Project B1 can address this by tying a new sidewalk into the existing one at the end of Erskine Avenue.
23	Difficult to cross parking lot near Senior Center.	"Map Exercise (Open House #1)"	1	See response to comment 22.
24	Busy intersection: boat traffic, gravel trucks, etc. (intersection at bridge to Near Island)	Map Comments (Open House #2)	1	This has been noted on the public comment map.
25	(Arrow pointing out metal stairs, galvanized steel treads and landings.)	Map Comments (Open House #2)	1	This is included in the design considerations for project B1-B.
26	Many people go up and down this bank (slope along Rezanof Dr. north of the Senior Center). Need steel stairs a la Best Western to Shelikof.	Map Comments (Open House #2)	1	Included as a recommendation in project B1-B.
27	Routes from Erskine to Rezanof could be potential emergency route for residents of housing near Senior Center.	Map Comments (Open House #2)	1	This has been noted on the public comment map.
28	Steel grate type of stairs might nag certain types of ice cleats, causing falls. Sign at top and bottom of these (new) stairs asking pedestrians to remove them (cleats) might help.	Map Comments (Open House #2)	1	Noted in the project description of B1.
29	The idea of developing better crossing paths to the library from the bridge and downtown area is definitely a must, this is used frequently.	Draft Plan Posted for Public Review	1	Great, this comment is consistent with our observations and other feedback we received.

Comment Number	Comment	Comment Source	Number of Times Comment Appeared	Response
Connections Under Bridge (to Marine Way)				
30	What about access from Marine Way, down by F&A and Power house?	Comment Form	1	This is outside of the Study Area of this plan but has been noted in the General Consideration section for further exploration.
31	It would be nice to have a pathway that connects Marine Way (under the bridge) to the bridge.	Comment Form	1	See response to comment 30.
32	KEA easement? (noted under bridge near Marine Way).	Map Exercise (Open House #1)	1	See response to comment 30.
33	Link from Mission under bridge to Powerhouse drawn on map.	Map Exercise (Open House #1)	2	See response to comment 30.
34	Route from Marine Way to bridge drawn.	Map Exercise (Open House #1)	4	See response to comment 30.
35	Good idea (trail under the bridge connecting Mission Road to Marine Way).	Map Comments (Open House #2)	1	See response to comment 30.
Mission Road				
36	Old sidewalk under dirt/gravel along Mission Road past the church.	Map Exercise (Open House #1)	1	This has been noted on the public comment map.
37	Poor or no lighting along Mission.	Map Exercise (Open House #1)	1	Under the General Considerations section there are recommendations to enhance pedestrian lighting where existing lighting is nonexistent or insufficient.
38	Mission Road "not pedestrian friendly".	Map Exercise (Open House #1)	1	Project M1 is included to improve pedestrian connections along Mission Road.
39	Ideal route because already sidewalks (along Mission near Center).	Map Exercise (Open House #1)	1	The Mission Road projects include M1 & M2. M1 is a sidewalk along the southeast side of the road and M2 is a trail that connects up to the bridge pedestrian connection.
40	Two houses along Mission near Erskine are condemned.	Map Exercise (Open House #1)	2	This has been noted on the public comment map.
41	Potential hoop house as a part of St. Herman's Chapel on Mission.	Map Exercise (Open House #1)	1	See response to comment 40.
42	Properties along Mission belong to Seminary.	Map Exercise (Open House #1)	1	See response to comment 40.
43	House between two condemned buildings along Mission belongs to Seminary.	Map Exercise (Open House #1)	1	See response to comment 40.
44	Main Seminary parking lot along Mission.	Map Exercise (Open House #1)	2	Because of the Seminary location the sidewalk along Mission Road is recommended to be on the southeast side of the road to improve pedestrian access to the Seminary (project M1).
45	Sidewalk on Mission after Tagura would required retaining wall.	Map Exercise (Open House #1)	1	This has been considered for the preliminary cost estimate for project M1.
46	High pedestrian traffic along Mission from Seminary.	Map Exercise (Open House #1)	1	Noted, this is one of the reasons that the sidewalk (project M1) was recommended to be on the Seminary side of Mission Road.
47	Existing driveway below seminary potential- pedestrian path.	Map Exercise (Open House #1)	1	This is outside of the study area but has been noted on the public comment map.
48	Safety concern- sidewalk on Mission.	General Comments (Open House #2)	1	A sidewalk (project M1) has been proposed to improve safety.

Comment Number	Comment	Comment Source	Number of Times Comment Appeared	Response
Mission Road				
49	The plan of connecting the bridge pathway to Mission Road is really not at all important for our cruise passengers. We advocate fairly heavily that they avoid Mission Road altogether, not only because there is no walking path, but because there are no businesses. While a handful of tourists may decide to take the "unbeaten" route here, it really will not get usage enough to justify those costs. Secondly, many of our cruise passengers have trouble with stairs; so linking the paths with stairs is really a very feasibly idea, either.	Draft Plan Posted for Public Review	1	Thank you for this insight. Project M1 is a sidewalk on Mission Road that would end next to the St. Herman's Chapel. We reviewed this proposed project and have determined it should remain as part of the recommendations because: • St. Herman's Chapel is identified as a tourist destination on the Discover Kodiak Map on page 33; • No sidewalk exists along this section of road, and • Cruise ship passengers have been observed walking in the road in this area as seen in image 32 on page 29. Although Discover Kodiak currently does not direct tourists to the Chapel installing a sidewalk here will hopefully allow Discover Kodiak to feel more comfortable to direct cruise ship visitors to see this cultural destination safely. The recommendation for project M2 is to connect Mission Road to the bridge with a section of trails and/or stairs. Without this connection, tourists walking along Mission Road would have to back track to Mill Bay Road in order to reach the bridge. Providing this connection would create a more efficient route to the bridge and give them unique scenic vantage points. We agreed that this link will probably be used less than other proposed projects; that is why this project received a '1' for "Use Intensity".
50	Again, the sidewalk on Mission Road will not ever have enough usage to justify spending for CRUISE passengers. What are they walking to?	Draft Plan Posted for Public Review	1	See response to comment 49.
51	Mission Road needs a sidewalk. The deterioration of the road and its narrow lanes make it very hard to walk to town without getting hit by a vehicle, especially when snow and ice is plowed to its sides. This is a heavily populated community and would benefit greatly with a sidewalk.	Draft Plan Posted for Public Review	1	This comment is consistent with our observations and other feedback we received. Project M1 is a sidewalk on Mission Road that would end next to the St. Herman's Chapel. This project would improve pedestrian safety at this location.
Marine Way/Park at Pearson Cove				
52	Marine Way drawn as a route on comment map notes; "Marine Way is a great walk".	Map Exercise (Open House #1)	1	This is outside of the Study Area of this plan but has been noted in the General Consideration section for further exploration.
53	Pearson Cove Park drawn on map.	Map Exercise (Open House #1)	1	See response to comment 52.
54	Route drawn along Marine Way.	Map Exercise (Open House #1)	1	See response to comment 52.
55	Connection to park at Pearson Cove drawn.	Map Exercise (Open House #1)	1	See response to comment 52.
56	Route drawn from Pearson Cove drawn to Steller Way.	Map Exercise (Open House #1)	1	See response to comment 52.
57	The development of a better walking path on Marine Way to the overlook park is a great idea; that spot is undeveloped and untouched, but if there was an opportunity, it would be a nice place to send visitors with a little extra time.	Draft Plan Posted for Public Review	1	Agreed, this route would be a great walking alternative for visitors that would prefer a flatter route. This area is outside of our Study Area and would require coordination with a variety of private landowners. We recommend that the feasibility of this project be looked at further as a separate analysis.

Comment Number	Comment	Comment Source	Number of Times Comment Appeared	Response
Connection to Library				
58	Coming down "A" or "B" there is very little to see except a graveyard and possibly a view of Kodiak with mountains in the background, which I imagine you can get from "G".	Web	1	Route "G" developed into projects L2 & L3 which provide scenic views of the water and surrounding mountains.
59	Route from Mill Bay Road to Library noted as "Trail?"	Map Exercise (Open House #1)	1	We did not see a trail at this location but did see one coming south from the library which was proposed as project L2.
60	Route drawn from Rezanof to Library via trail.	Map Exercise (Open House #1)	1	This social trail was located and has been included as project L2.
61	Route drawn from curve in Erskine to Library.	Map Exercise (Open House #1)	6	See response to comment 60.
62	Free wifi, tourist/cruise destination (Library)	Map Comments (Open House #2)	1	This has been noted on the public comment map.
63	Fix drainage (existing seepage). (Sidewalk on Upper Mill Bay Road near intersection with Egan Way)	Map Comments (Open House #2)	1	This has been noted on the public comment map, and noted as a design consideration in the L1 sidewalk project.
64	Pubic Radio KMXT noted on plan next to Library.	Map Comments (Open House #2)	1	See response to comment 63.
65	Already a foot path along fence that allows loop around Library. (Along the east side of the U.S. Fish & Wildlife Service property and Alascom property).	Map Comments (Open House #2)	1	Noted, projects L2 & L3 would formalize a trail through this area.
Other Route Considerations				
66	Route drawn from Upper Mill Bay Road going northwest to Post Office.	Map Exercise (Open House #1)	1	This is outside of the Study Area but has been noted on the public comment map.
67	Students from High School go down Mill bay to Subway almost every day.	Map Exercise (Open House #1)	1	This has been noted on the public comment map.
68	Route on Tagura Road drawn.	Map Exercise (Open House #1)	2	See response to comment 66.
69	Trident workers walk from housing down Center Avenue and Mission Road to Trident facility.	Map Exercise (Open House #1)	2	See response to comment 67.
General Considerations				
Wayfinding/Signage				
70	How long they(tourists) spend in Kodiak to see the sights is key, thus every attraction should be marked with how long it takes to walk there and perhaps the stress involved e.g. uphill.	Web	1	This has been included in the Wayfinding project O1.
71	The weather will play a big part in what visitors get to see and do, so you need to divide attractions and the routes to them by indoors/outdoors.	Web	1	This has been noted on the public comment map.
72	Rather than putting all this information on signs, it would be best to produce a "walking map/brochure" that the cruise ships can give to their passengers before they dock. This will give passengers time to plan.	Web	1	Discover Kodiak publishes a map that is distributed to visitors. Part of the recommendations of this plan is to update that map with new routes as they are developed.

Comment Number	Comment	Comment Source	Number of Times Comment Appeared	Response
Wayfinding/Signage				
73	Plan on incorporating interpretive signs into all pathways.	Comment Form	1	The design considerations for project O1 (wayfinding) include a recommendation to have interpretive signs.
74	Easy signs directing people to the library on existing sidewalk on upper Mill Bay to Egan.	General Comments (Open House #2)	1	The design considerations for project O1 (wayfinding) include a recommendation to have signage to the library.
75	Inexpensive to upgrade existing walking paths with signage and lighting.	General Comments (Open House #2)	1	The design considerations for project O1 (wayfinding) include a recommendation to develop signage. The General Recommendations section recommends pedestrian lighting improvements.
76	Small Boat Harbor wayfinding. (at Rezanof intersection with bridge)	Map Comments (Open House #2)	1	The design considerations for project O1 (wayfinding) include a recommendation to have signage to attractions on Near Island.
77	Sign for Library (at intersection of upper Erskine Ave. with Rezanof Dr.).	Map Comments (Open House #2)	1	The design considerations for project O1 (wayfinding) include a recommendation to have signage to the library.
78	Library wayfinding sign needed in area. (Area near Mill Bay Road north of Rezanof Drive.	Map Comments (Open House #2)	1	See response to comment 77.
79	Sign "Near Island Trails" & "Dog Bay Small Boat Harbor". Sign @ Y/Alutiiq directing people toward Small Boat Harbor.	Map Comments (Open House #2)	1	See response to comment 77.
80	We love the wayfinding, lighting and photo opportunities throughout the plan. They are great!	Draft Plan Posted for Public Review	1	Good to hear.
Visitor Circulation Considerations & Cruise Ship Passenger Drop-off				
81	If visitors are dropped off at the Alutiiq Museum there is a lot of uphill to reach the library or the bridge. Maybe taxis and vans could drop visitors at the library and then its all downhill from there.	Web	1	This has been noted on the public comment map.
82	Many of the visitors I have seen appear to be elderly, so unless you plan on building a tunnel or overpass, I think that the safest route to cross Rezanof would be coming downhill.	Web	1	See response to comment 81.
83	From the visitors perspective, presumably most will come from cruise ships.	Web	1	See response to comment 81.
84	Cruise ship passenger bus stop passenger load/unload, 60-80 people, in front of Alutiiq Museum.	Map Exercise (Open House #1)	1	See response to comment 81.
Miscellaneous				
85	The City should enforce its ordinance prohibiting parking on sidewalks.	Comment Form	1	This has been noted on the public comment map.
86	Love the bulkhead parking along Shelikof and I would love even more to incorporate the Following: interpretive signs, covered bike shelter, public art.	Comment Form	1	See response to comment 85.
87	There aren't sidewalks in places that are actually useful for pedestrians, especially downtown.	Comment Form	1	The goal of this plan is to highlight potential projects that will improve the network of pedestrian connections. If implemented these projects will add more useful sidewalks and trails.

Comment Number	Comment	Comment Source	Number of Times Comment Appeared	Response
Miscellaneous				
88	There aren't useful pathways that connect Rezanof/Mission/Mill Bay, in fact, there are only (maybe) 3 roads that directly connect what are the major arteries in Kodiak. How can we create paths that will do what roads can't? I think we can.	Comment Form	1	The projects proposed in this plan will increase pedestrian options in the Study Area. See the overall schematic for the proposed network of paths.
89	"Old Dorms" at corner with Library.	Map Exercise (Open House #1)	1	This has been noted on the public comment map.
90	Future bronze bear statue at the Kodiak National Wildlife Refuge Visitor Center summer 2016.	Map Exercise (Open House #1)	1	See response to comment 89.
91	Bicyclists and skateboarders almost run over pedestrians when the former don't use bike paths like they're supposed to.	Map Comments (Open House #2)	1	See response to comment 89.
92	Snow, ice removal from sidewalks traditionally get last priority, I've noticed in the 40 years I've lived here. This forces pedestrians off the sidewalk and into the road shoulder. I'm amazed that nobody has been killed yet!	Map Comments (Open House #2)	1	Maintaining the sidewalks free of snow and ice was included in the General Recommendations section.
93	Flashing light @ crosswalk @ McDonald's	Map Comments (Open House #2)	1	This is outside of the Study Area of this plan but has been noted on the public comment map.
94	Bridge needs tall barrier on both sides, as a teenage suicide almost happened here. Companions with would be victim grabbed her before she jumped.	Map Comments (Open House #2)	1	See response to comment 93.
95	Noted AK Fish & Game Bunkhouse on building near bridge.	Map Comments (Open House #2)	1	This has been noted on the public comment map.

Comment Number	Comment	Comment Source	Number of Times Comment Appeared	Response
Scoring Criteria				
96	Thank you for the opportunity to commend on the draft Kodiak Pedestrian Pathway Plan. Although I tried to frame my comments from the viewpoint of tourists, I am also thinking of the greater community, particularly residents of Bayview Terrace, Kodiak Plaza, Kodiak Senior Center, and hundreds or perhaps thousands of people who live and work in lower downtown. The scoring criteria seemingly fails to recognize the value of a shorter walking routes to pedestrians. In two of the nine projects, proposed routes that are significantly shorter than existing routes score poorly in the heavily weighted "Use Intensity" category, explaining in both cases that "routes already exist." I believe pedestrians will take the shortest route available to them, particularly when wayfinding is provided, such as has been recommended. Cruise ship passengers, who are generally of an older demographic and with limited time ashore, may particularly appreciate the most efficient walking routes. The cost of individual projects ranges from $100,000 to $720,000, which groups them rather closely in terms of public works projects. Assigning a heavily weighted multiplier to a number projects over such a narrow range costs might place undue emphasis on cost, lessening the relative importance of routing the trail to serve critical historical sites, cultural assets, and tourist destinations. The resultant priority list, whether it intends to or not, is biased toward routing the path along the busy street Rezanof Drive between Lower Mill Bay Road and the Fred Zharoff memorial bridge rather than traversing the more peaceful, culturally rich lower downtown. I believe that the projects along Mission Road, Erskine and proximate to the bridge provide a more direct route that serves more tourist destinations. I am in agreement with the proposed continuation of the path across an improved crosswalk at Rezanof Drive and up borough hill toward the Kodiak Public Library. I hope projects will be evaluated by taking a holistic view of the best pedestrian routes through downtown, and not compromise the most sensible route for what may later seem like minimal differences in cost. Whatever the outcome, I am pleased to see each these projects highlighted in a city planning document. I would ask that language be included to emphasize the value in all the projects, as and any of these might become uniquely eligible for specialized funding, and investments in walkable communities provide an unbeatable return on investment.	Draft Plan Posted for Public Review	1	The two projects referred to in the first paragraph of this comment include projects L2 and L3. It is a good point that routes should not be ranked lower just because they are alternative routes, especially when they are shorter routes than those existing. In these instances, the alternative routes are shorter in distance but both go through sections of terrain that are steep. The existing route to the library also passes by the Russian Cemetery which is a cultural destination for tourists. This was also factored into the "Use Intensity" score being given a "1" (moderate expected use) for these projects. We will add language in the Project Score table "Scoring Analysis" column that explains the other factors in giving a ranking of "1". Great points regarding the scoring and ranking system of the projects. The ranking was provided as a general guide and order to how projects could be implemented. We agree that the overall goal is to install all projects to improve the entire network. The project ranking should not be considered a strict order of how to implement projects. Therefore, we added language that although projects are scored and ranked they should all be considered important pedestrian infrastructure improvements: *"The goal of ranking projects is not to create a rigid order of how projects need to be developed, but to provide an idea of what project might be high impact or quick to implement. All projects should be considered valuable improvements that contribute to the overall pedestrian network. Given the effort, needed cooperation, and funding any project can be developed no matter the recommended order set by this scoring system."* This text has been added to page 17 under the "Project Ranking Criteria" section as well as additional text on page 35.

Appendix B: Federal Pedestrian and Bicycle Funding Opportunities

Pedestrian and Bicycle Funding Opportunities
U.S. Department of Transportation Transit, Highway, and Safety Funds

Revised August 12, 2016

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America's Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

Key: $ = Funds may be used for this activity (restrictions may apply). $* = See program-specific notes for restrictions. ~$ = Eligible, but not competitive unless part of a larger project.

	Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, Highway, and Safety Funds														
Activity or Project Type	TIGER	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTTP
Access enhancements to public transportation (includes benches, bus pads)	$	$	$	$	$		$	$	$						$
ADA/504 Self Evaluation / Transition Plan								$	$	$		$			$
Bicycle plans			$					$	$		$	$			$
Bicycle helmets (project or training related)								$	$SRTS		$		$*		
Bicycle helmets (safety promotion)								$	$SRTS		$				
Bicycle lanes on road	$	$	$	$	$	$	$	$	$		$				$
Bicycle parking	~$	~$	$	$	$		$	$	$	$	$				$
Bike racks on transit	$	$	$	$	$			$	$						$
Bicycle share (capital and equipment; not operations)	$	$	$	$	$		$	$	$						$
Bicycle storage or service centers at transit hubs	~$	~$	$	$	$			$	$						$
Bridges / overcrossings for pedestrians and/or bicyclists	$	$	$	$	$*	$	$	$	$	$	$				$
Bus shelters and benches	$	$	$	$	$		$	$	$						$
Coordinator positions (State or local)					$ 1 per State			$	$SRTS		$				
Crosswalks (new or retrofit)	$	$	$	$	$*	$	$	$	$	$	$				$
Curb cuts and ramps	$	$	$	$	$*	$	$	$	$	$	$				$
Counting equipment			$	$		$	$	$	$	$	$	$*			$
Data collection and monitoring for pedestrians and/or bicyclists			$	$		$	$	$	$	$	$	$*			$
Historic preservation (pedestrian and bicycle and transit facilities)	$	$	$	$				$	$						$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~$	~$	$	$			$	$	$						$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	$	$	$	$		$	$	$	$	$	$				$
Maps (for pedestrians and/or bicyclists)			$	$	$			$	$		$	$*			
Paved shoulders for pedestrian and/or bicyclist use	$	$			$*	$	$	$	$		$				$

Key: $ = Funds may be used for this activity (restrictions may apply). $* = See program-specific notes for restrictions. ~$ = Eligible, but not competitive unless part of a larger project.															
	Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, Highway, and Safety Funds														
Activity or Project Type	TIGER	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTTP
Pedestrian plans			$					$	$		$	$			$
Recreational trails	~$	~$						$	$	$					$
Road Diets (pedestrian and bicycle portions)	$	$				$	$	$	$						$
Road Safety Assessment for pedestrians and bicyclists						$		$	$			$			$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike safety								$SRTS	$SRTS		$	$*	$*	$*	
Safety education positions								$SRTS	$SRTS		$		$*		
Safety enforcement (including police patrols)								$SRTS	$SRTS		$		$*	$*	
Safety program technical assessment (for peds/bicyclists)								$SRTS	$SRTS		$	$*	$		
Separated bicycle lanes	$	$	$	$	$	$	$	$	$		$				$
Shared use paths / transportation trails	$	$	$	$	$*	$	$	$	$	$	$				$
Sidewalks (new or retrofit)	$	$	$	$	$	$	$	$	$	$	$				$
Signs / signals / signal improvements	$	$	$	$	$	$	$	$	$		$				$
Signed pedestrian or bicycle routes	$	$	$	$	$		$	$	$		$				$
Spot improvement programs	$	$	$			$	$	$	$	$	$				$
Stormwater impacts related to pedestrian and bicycle projects	$	$	$	$		$	$	$	$	$	$				$
Traffic calming	$	$	$			$	$	$	$		$				$
Trail bridges	$	$			$*	$	$	$	$	$	$				$
Trail construction and maintenance equipment								$RTP	$RTP	$					
Trail/highway intersections	$	$			$*	$	$	$	$	$	$				$
Trailside and trailhead facilities (includes restrooms and water, but not general park amenities; see guidance)	~$*	~$*						$*	$*	$*					$
Training					$	$		$	$	$	$	$*	$*		
Training for law enforcement on ped/bicyclist safety laws								$SRTS	$SRTS		$			$*	
Tunnels / undercrossings for pedestrians and/or bicyclists	$	$	$	$	$*	$	$	$	$	$	$				$

Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
TIGER: Transportation Investment Generating Economic Recovery Discretionary Grant program
TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)
FTA: Federal Transit Administration Capital Funds
ATI: Associated Transit Improvement (1% set-aside of FTA)
CMAQ: Congestion Mitigation and Air Quality Improvement Program
HSIP: Highway Safety Improvement Program
NHPP: National Highway Performance Program
STBG: Surface Transportation Block Grant Program
TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)
RTP: Recreational Trails Program
SRTS: Safe Routes to School Program / Activities
PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds
NHTSA 402: State and Community Highway Safety Grant Program
NHTSA 405: National Priority Safety Programs (Nonmotorized safety)
FLTTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

Program-specific notes

Federal-aid funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis. For example:

- TIGER: Subject to annual appropriations.
- TIFIA: Program offers assistance only in the form of secured loans, loan guarantees, or standby lines of credit, but can be combined with other grant sources, subject to total Federal assistance limitations.
- FTA/ATI: Project funded with FTA transit funds must provide access to transit. See Bikes and Transit and the FTA Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law.
  - Bicycle infrastructure plans and projects funded with FTA funds must be within a 3 mile radius of a transit stop or station, or if further than 3 miles, must be within the distance that people could be expected to safely and conveniently bike to use the particular stop or station.
  - Pedestrian infrastructure plans and projects funded with FTA funds must be within a ½ mile radius of a transit stop or station, or if further than ½ mile, must be within the distance that people could be expected to safely and conveniently walk to use the particular stop or station.
  - FTA funds cannot be used to purchase bicycles for bike share systems.
  - FTA encourages grantees to use FHWA funds as a primary source for public right-of-way projects.
- CMAQ projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. Several activities may be eligible for CMAQ funds as part of a bicycle and pedestrian-related project, but not as a highway project. CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use.
- HSIP projects must be consistent with a State's Strategic Highway Safety Plan and either (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem.
- NHPP projects must benefit National Highway System (NHS) corridors.
- STBG and TA Set-Aside: Activities marked "$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 8th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)).
- RTP must benefit recreational trails, but for any recreational trail use. RTP projects are eligible under TA and STBG, but States may require a transportation purpose.
- SRTS: FY 2012 was the last year for SRTS funds, but SRTS funds are available until expended.
- Planning funds must be used for planning purposes, for example:
  - Maps: System maps and GIS;
  - Safety education and awareness: for transportation safety planning;
  - Safety program technical assessment: for transportation safety planning;
  - Training: bicycle and pedestrian system planning training.
- Federal Lands and Tribal Transportation Programs (FLTTP) projects must provide access to or within Federal or tribal lands:
  - Federal Lands Access Program (FLAP): Open to State and local entities for projects that provide access to or within Federal or tribal lands.
  - Federal Lands Transportation Program: For Federal agencies for projects that provide access within Federal lands.
  - Tribal Transportation Program: available for federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- NHTSA 402 project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: http://www.ghsa.org/html/about/shsos.html
- NHTSA 405 funds are subject to State eligibility, application, and award. Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: http://www.ghsa.org/html/about/shsos.html

Cross-cutting notes

- FHWA Bicycle and Pedestrian Guidance: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/
- **Applicability of 23 U.S.C. 217(i) for Bicycle Projects:** 23 U.S.C. 217(i) requires that bicycle facilities "be principally for transportation, rather than recreation, purposes". However, sections 133(b)(6) and 133(h) list "recreational trails projects" as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and section 217(i) continues to apply to bicycle facilities using other Federal-aid Highway Program funds (NHPP, HSIP, CMAQ). The transportation requirement under section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.
- There may be occasional DOT or agency incentive grants for specific research or technical assistance purposes.
- Aspects of many DOT initiatives may be eligible as individual projects. For example, activities above may benefit Ladders of Opportunity; safe, comfortable, interconnected networks; environmental justice; equity; etc.

APPENDIX D: STIP PROJECTS IN KODIAK

Alaska Department of
TRANSPORTATION and PUBLIC FACILITIES

Status of Active Statewide Projects

Welcome to Alaska Department of Transportation & Public Facilities' project information database. We continue to expand and update this database with the ultimate goal that it serves as the gateway to all project-related information. This database is maintained by Department Project Managers and may not include all current projects.

This project database provides project information in real time. It does not constitute either the official financial accounting, or obligation and expenditure record of the agency. For details regarding a project's current financial status or balance(s), please contact the Project Manager listed on the Project Data Page. If no Project Manager is listed, contact the Regional Public Information Officer:

Central Region: Jill Reese, (907) 269-0772, jill.reese@alaska.gov
Northern Region: Caitlin Frye, 907-451-5307, caitlin.frye@alaska.gov
Southcoast Region: Sam Dapcevich, (907) 465-4503, sam.dapcevich@alaska.gov
Headquarters: Andy Mills, 907-465-8124, andy.mills@alaska.gov

This project search provides you with basic information about projects in and around your community. Use drop-down boxes to select criteria and press the "Search" button to view the results.

The results of your search will display in a table below the form. Click on the appropriate project to view more information.

Filters

Region:

2013 House district:

Name search:

Enter a fragment; not case sensitive.

Fund source:

Community:

KODIAK

AMATS/FAST:

Status:

Search

Top

Search Results: 26 record(s) matched

	Proj #	Name	2013 House District	Region	Community	Fund Source	Status
1	more...	FY 09 KODIAK FLOOD PW 26 ANTON LARSEN BAY ROAD DEBRIS REMOVA	35	C	Kodiak	RSA	Construction
2	more...	FY 09 KODIAK FLOOD PW 31 ANTON LARSEN BAY ROAD EMBANKMENT	35	C	Kodiak	RSA	Construction
3	more...	FY 09 KODIAK FLOOD PW 32 PASAGSHAK DEBRIS REMOVAL	35	C	Kodiak	RSA	Construction
4	more...	FY 09 KODIAK FLOOD PW 40 EMERGENCY PROTECTIVE MEASURES	35	C	Kodiak	RSA	Construction
5	more...	FY 09 KODIAK FLOOD PW 41 ANTON LARSEN BAY ROAD MP 4.0	35	C	Kodiak	RSA	Construction
6	more...	FY 09 KODIAK FLOOD PW 42 KODIAK AIRPORT DEBRIS REMOVAL	35	C	Kodiak	RSA	Construction
7	more...	FY 09 KODIAK FLOOD PW 44 CHINIAK & PASAGSHAK HIGHWAY	35	C	Kodiak	RSA	Construction
8	more...	FY 09 KODIAK FLOOD PW 45 ANTON LARSEN BAY ROAD	35	C	Kodiak	RSA	Construction
9	more...	FY 09 KODIAK FLOOD PW 46 ANTON LARSEN BAY ROAD	35	C	Kodiak	RSA	Construction
10	more...	FY 09 KODIAK FLOOD PW 47 KODIAK AIRPORT ACCESS ROAD	35	C	Kodiak	STIP	Construction
11	more...	FY 09 KODIAK FLOOD PW 51 ANTON LARSEN BAY ROAD	35	C	Kodiak	RSA	Construction
12	more...	KOD A - DBRD ROOF REPLACEMENT	35	C	Kodiak	RSA	Construction
13	more...	KODIAK AIRCRAFT HANGAR-ROOF AND EXTERIOR SIDING REPLACEMENT	35	C	Kodiak	RSA	Construction
14	more...	KODIAK AREA BRIDGE REHABILITATION 2015	35	C	Kodiak	STIP	Proposed
15	more...	CHINIAK HWY EROSION RESPONSE	35	S	Kodiak	STIP	Construction
16	more...	FFY19 KODIAK OBSTRUCTION REMOVAL (SF)	91	S	Kodiak	FAA	Construction
17	more...	KDK AIRPORT PERIMETER FENCING UPGRADES	32	S	Kodiak	FAA	Construction
18	more...	KDK CHINIAK HIGHWAY REHABILITATION: MILE POST 15 TO 31	32	S	Kodiak	STIP	Design
19	more...	KDK FLOOD DAMAGE EMERGENCY 10-2019		S	Kodiak	State	Construction
20	more...	KDK HARBOR CHANNEL BRIDGE IMPROVEMENT	32	S	Kodiak	STIP	Construction
21	more...	KDK REZANOFF DR RESURFACE: W.MARINE WAY TO AIRPORT	32	S	Kodiak	STIP	Design
22	more...	KDK REZANOFF DRIVE RESURFACE: AIRPORT TO CHINIAK HWY	32	S	Kodiak	STIP	Construction
23	more...	KDK: ADQ AIRPORT APRON AND TWY C, D AND F REHAB		S	Kodiak	FAA	Design
24	more...	KODIAK SARGENT AND SMALL CREEK DIKE REPAIR		S	Kodiak	State	Construction
25	more...	KODIAK: OTMELOI WAY REHABILITATION	35	S	Kodiak	State	Design
26	more...	SR PAVEMENT PRESERVATION KDK CHIP SEAL 20	91	S	Kodiak	STIP	Construction

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State of Alaska

Department of Transportation & Public Facilities

2020-2023

Statewide Transportation Improvement Program (STIP)

Approved July 8, 2021

Amendment 2

and Incorporated Administrative Modifications

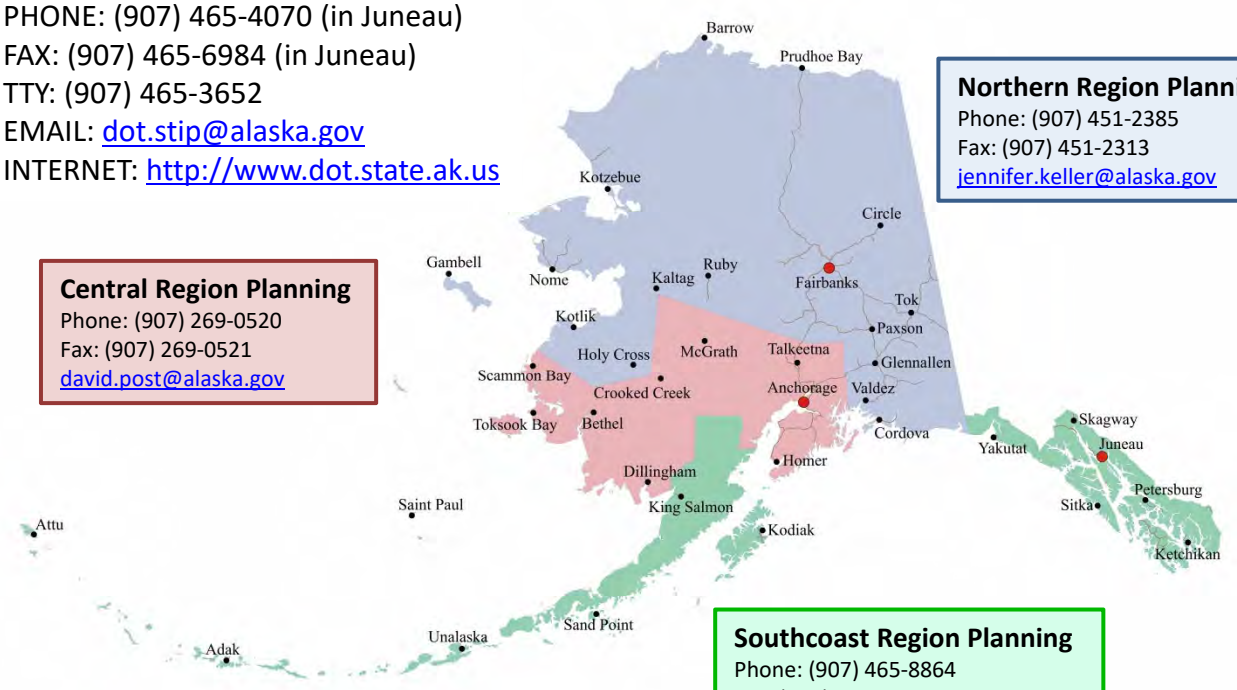
"Keep Alaska Moving through service and infrastructure."

Integrity · Excellence · Respect

How to Reach Us

STIP Contact Information

Division of Program Development
P.O. Box 112500
3132 Channel Drive, Suite 200
Juneau, AK 99811-2500
PHONE: (907) 465-4070 (in Juneau)
FAX: (907) 465-6984 (in Juneau)
TTY: (907) 465-3652
EMAIL: dot.stip@alaska.gov
INTERNET: http://www.dot.state.ak.us



Northern Region Planning
Phone: (907) 451-2385
Fax: (907) 451-2313
jennifer.keller@alaska.gov

Central Region Planning
Phone: (907) 269-0520
Fax: (907) 269-0521
david.post@alaska.gov

Southcoast Region Planning
Phone: (907) 465-8864
Fax: (907) 465-2016
chrissy.mcnally@alaska.gov

Anchorage Metropolitan Area Transportation Solutions
AMATS Coordinator
Municipality of Anchorage
P.O. Box 196650
Anchorage, AK 99519-6650
PHONE: (907) 343-7996
FAX: (907) 343-7998
lyonch@muni.org

DOT&PF Anchorage Area Planner
P.O. Box 196900
Anchorage, AK 99519-6900
PHONE: (907) 269-0507
FAX: (907) 269-0521
james.starzec@alaska.gov

Fairbanks Metropolitan Area Transportation System
FMATS MPO Coordinator
City of Fairbanks
800 Cushman Street
Fairbanks, AK 99701-4615
PHONE: (907) 459-6786
FAX: (907) 459-6783
jackson.fox@fmats.us

DOT&PF Fairbanks Area Planner
2301 Peger Road
Fairbanks, AK 99709-5316
PHONE: (907) 451-2386
FAX: (907) 451-2313
randi.bailey@alaska.gov

Headquarters

&

Statewide

Projects

The projects in this section are grouped alphabetically by place name then numerically by need ID number. If you have questions about projects in this section, please contact the

STIP Manager: Maren Brantner
Phone: (907) 465-2744
Email: maren.brantner@alaska.gov

2020-2023 Alaska Statewide Transportation Improvement Program
2020-2023 Amendment 2; Approved July 8, 2021

Need ID: 2436
Title: Kodiak - Otmeloi Way Reconstruction
Region: Southcoast
Place Name: Kodiak
Highway: N/A

Project Description:
Reconstruct approximately one mile of Otmeloi Way. Road improvements will include grading, drainage, paving, and construction of pedestrian facilities. Realignment and lighting as needed. Upon completion, ownership and maintenance responsibility for Otmeloi Way and associated facilities will be transferred to the Kodiak Island Borough.

Phase	Fund	FFY20	FFY21	FFY22	FFY23	After2023
Design	OSF	0	0	184,000	0	
Design	STP	0	0	316,000	0	
Right of Way	OSF	0	0	158,240	0	
Right of Way	STP	0	0	271,760	0	
Construction	OSF	0	0	0	2,097,600	
Construction	STP	0	0	0	3,602,400	
Utilities	OSF	0	0	0	257,600	
Utilities	STP	0	0	0	442,400	
	Totals:	0	0	930,000	6,400,000	0

Program:	Community Transportation Program	**Sponsor:**	DOT&PF
Primary Work:	Reconstruction	**PEB Score:**	123.8
2013 Election District:	32 Kodiak/Cordova/Seldovia	**Criteria:**	Urban and Rural
Borough/Census Area:	Kodiak Island Borough	**Functional Class:**	MINOR COLLECTOR
Municipal Planning Org. (MPO):	non-MPO		
Performance Measures:	Pavement, Safety		

2020-2023 Alaska Statewide Transportation Improvement Program
2020-2023 Amendment 2; Approved July 8, 2021

Need ID: 29875
Title: Kodiak - Harbor Channel Bridge Improvement
Region: Southcoast
Place Name: Kodiak
Highway: N/A

Project Description:
Rehabilitate the Harbor Channel Bridge on Near Island Bridge Road. Rehabiliate per items recommended on 2014 Bridge Assessment including deck rehabilitation and repainting the steel superstructure.

Phase	Fund	FFY20	FFY21	FFY22	FFY23	After2023
Construction	AC	12,735,800	0	0	0	
Construction	ACC	0	-6,367,900	-6,367,900	0	
Construction	SM	1,264,200	0	0	0	
Construction	STP	0	6,367,900	6,367,900	0	
Utilities	SM	9,030	0	0	0	
Utilities	STP	90,970	0	0	0	
	Totals:	14,100,000	0	0	0	0

Program:	Alaska Highway System	**Sponsor:**	
Primary Work:	Bridge Rehabilitation	**PEB Score:**	
2013 Election District:	32 Kodiak/Cordova/Seldovia	**Criteria:**	
Borough/Census Area:	Kodiak Island Borough	**Functional Class:**	MAJOR COLLECTOR
Municipal Planning Org. (MPO):	not identified		

2020-2023 Alaska Statewide Transportation Improvement Program
2020-2023 Amendment 2; Approved July 8, 2021

Need ID: 32639
Title: Kodiak - Chiniak Hwy Rehabilitate Stage 1
Region: Southcoast
Place Name: Kodiak
Highway: N/A

Project Description:
This is the initial construction phase of the parent project, Need ID 29877. Rehabilitate and address lighting, guardrails, drainage, culverts and other highway appurtenances as needed.

Phase	Fund	FFY20	FFY21	FFY22	FFY23	After2023
Construction	AC	0	0	14,555,200	0	
Construction	SM	0	0	1,444,800	0	
	Totals:	0	0	16,000,000	0	14,555,200

Program:	Alaska Highway System	**Sponsor:**	
Primary Work:	System Preservation	**PEB Score:**	
2013 Election District:	32 Kodiak/Cordova/Seldovia	**Criteria:**	
Borough/Census Area:	Kodiak Island Borough	**Functional Class:**	MAJOR COLLECTOR
Municipal Planning Org. (MPO):	non-MPO		
Performance Measures:	Pavement		

2020-2023 Alaska Statewide Transportation Improvement Program
2020-2023 Amendment 2; Approved July 8, 2021

Need ID: 29877
Title: Kodiak - Chiniak Hwy Rehabilitate: Mile Point 5 to 21 (Milepost 15 to 31)
Region: Southcoast
Place Name: Kodiak Island
Highway: N/A

Project Description:
Rehabilitate approximately 16 miles of the Chiniak Highway from Milepost 15 to the end of pavement to improve and preserve the roadway subgrade and surface. Address lighting, guardrails, drainage, culverts and other highway appurtenances as needed. This project is the Parent NID for design of the full corridor. The first segment will be constructed under Need ID 32639 and the final construction segment will use this NID.

Phase	Fund	FFY20	FFY21	FFY22	FFY23	After2023
Design	AC	0	0	4,366,560	0	
Design	SM	0	18,060	433,440	0	
Design	STP	0	181,940	0	0	
Right of Way	SM	0	18,060	0	0	
Right of Way	STP	0	181,940	0	0	
	Totals:	0	400,000	4,800,000	0	36,750,930

Program:	Alaska Highway System	**Sponsor:**	
Primary Work:	System Preservation	**PEB Score:**	
2013 Election District:	32 Kodiak/Cordova/Seldovia	**Criteria:**	
Borough/Census Area:	Kodiak Island Borough	**Functional Class:**	MAJOR COLLECTOR
Municipal Planning Org. (MPO):	non-MPO		
Performance Measures:	Safety		

2020-2023 Alaska Statewide Transportation Improvement Program
2020-2023 Amendment 2; Approved July 8, 2021

Need ID: 29876
Title: Kodiak - Rezanof Drive Resurface: Airport to Chiniak Hwy
Region: Southcoast
Place Name: Kodiak Station
Highway: N/A

Project Description:
Resurface Rezanof Drive from the Airport to Chiniak Highway and repair a section of Rezanof Drive from Carolyn St. to Marine Way. Address lighting, guardrails, drainage, culverts and other highway appurtenances as needed.

Phase	Fund	FFY20	FFY21	FFY22	FFY23	After2023
Construction	ACC	-5,585,055	-5,000,000	0	0	
Construction	STP	5,585,055	5,000,000	0	0	
	Totals:	0	0	0	0	0

Program:	Alaska Highway System	**Sponsor:**	
Primary Work:	System Preservation	**PEB Score:**	
2013 Election District:	32 Kodiak/Cordova/Seldovia	**Criteria:**	
Borough/Census Area:	Kodiak Island Borough	**Functional Class:**	MAJOR COLLECTOR
Municipal Planning Org. (MPO):	non-MPO		

APPENDIX E: ROAD INVENTORY & PRIORITIES

CITY OF KODIAK
ROAD INVENTORY

Road Name	Section Description	Surface Type	Road Length (miles)	Surface Width (feet)	Owner	Maintanence Responsibility	Functional Classification	AADT (2020) From ADOT&PF	Traffic Volume Priority	Pothole Priority	Ruts	Cracking	Gravel Road Surface Priority	Drainage Priority	City Priority	Safety Priority	Priority Rating	Resurface or Improve Priority
Mission Rd	West Marine to Urdahl Loop	Pavement	1.40	22	City of Kodiak	City of Kodiak	Major Collector	1610-2330	Major	Major	Major	Major	None	Major	Major	Major	14	High
Mill Bay Rd	Lower Mill Bay to Rezanof	Pavement	2.04	34	City of Kodiak	City of Kodiak	Minor Arterial	3520-7680	Major	None	Major	None	None	Major	Major	Major	10	High
Lower Mill Bay Rd		Pavement	0.57	34	City of Kodiak	City of Kodiak	Minor Arterial	5860	Major	None	Major	None	None	Major	Major	Major	10	High
Mill Bay Rd	Center to Lower Mill Bay	Pavement	0.60	28	City of Kodiak	City of Kodiak	Local		Major	None	Minor	Minor	None	Major	Major	Major	10	High
Shelikof St	West Marine to Jack Hinkel	Pavement	0.29	28	City of Kodiak	City of Kodiak	Local		Major	None	Major	Major	None	Minor	None	None	7	High
W Marine Way		Pavement	0.30	40	City of Kodiak	City of Kodiak	Minor Arterial	3670	Major	None	Major	Minor	None	None	Minor	None	6	High
E Marine Way	East of Near Island Bridge	Gravel	0.28	22	City of Kodiak	City of Kodiak	Local		Major	Major	None	None	None	Major	None	None	6	High
Alimaq Dr		Pavement	0.40	22	City of Kodiak	City of Kodiak	Minor Collector	1970	Major	None	None	Major	None	None	Major	None	6	High
Carolyn St		Pavement	0.24	28	City of Kodiak	City of Kodiak	Local		None	Major	Minor	Major	None	None	None	None	5	Medium
Yanovsky St		Gravel	0.07	15	City of Kodiak	City of Kodiak	Local		None	Major	None	None	Minor	Major	None	None	5	Medium
Sargent Dr		Gravel	0.18	16	City of Kodiak	City of Kodiak	Local		None	Major	None	None	Minor	Major	None	None	5	Medium
Felton Ave		Gravel	0.03	12	City of Kodiak	City of Kodiak	Local		None	Major	Minor	None	None	Major	None	None	5	Medium
Malutin Ln	Selig to Felton	Gravel	0.05	14	City of Kodiak	City of Kodiak	Local		None	Major	Minor	None	None	Major	None	None	5	Medium
Ismailov St	Rezanof to Ole Johnson	Gravel	0.23	24	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	Major	Major	None	None	5	Medium
Chichenof St	East of Armstrong	Gravel	0.13	12	City of Kodiak	City of Kodiak	Local		Minor	Major	None	None	None	Major	None	None	5	Medium
Delaroff Ave / Delarof Ave		Gravel	0.07	24	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	Major	Major	None	None	5	Medium
E Kouskov St		Gravel	0.26	20	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	Major	Major	None	None	5	Medium
Malutin Ln	Off Mill Bay	Gravel	0.09	20	City of Kodiak	City of Kodiak	Local		Minor	Major	None	None	None	Major	None	None	5	Medium
Pillar Mountain Rd	Upper Reservoir Access to Windmills	Gravel	1.94	18	City of Kodiak	City of Kodiak	Local		Minor	Major	Major	None	None	None	None	None	5	Medium
Selig St		Gravel	0.15	22	City of Kodiak	City of Kodiak	Local		Minor	Major	Major	None	None	None	None	None	5	Medium
W Kouskov St		Gravel	0.11	16	City of Kodiak	City of Kodiak	Local		Minor	Major	None	None	None	Major	None	None	5	Medium
Wolkoff Ln		Gravel	0.08	12	City of Kodiak	City of Kodiak	Local		Minor	None	Major	None	None	Major	None	None	5	Medium
Zentner St	Ole Johnson to Simeonoff	Gravel	0.11	14	City of Kodiak	City of Kodiak	Local		Minor	Major	None	None	None	Major	None	None	5	Medium
Shelikof St	Jack Hinkel to Rezanof	Pavement	0.52	30	City of Kodiak	City of Kodiak	Local		Major	None	None	Major	None	Minor	None	None	5	Medium
Gibson Cove Beach Rd		Gravel	0.06	10	City of Kodiak	City of Kodiak	Local		None	Major	None	None	None	Major	None	None	4	Medium
Spruce Ave		Gravel	0.04	22	City of Kodiak	City of Kodiak	Local		Minor	Major	None	None	None	Minor	None	None	4	Medium
Upper Reservoir Access Rd		Gravel	0.35	14	City of Kodiak	City of Kodiak	Government Facility		Minor	Major	None	None	None	Minor	None	None	4	Medium
Cope St		Pavement	0.14	12	City of Kodiak	City of Kodiak	Local		Minor	Major	None	Minor	None	None	None	None	4	Medium
E Marine Way	Center to Near Island Bridge	Pavement	0.25	28	City of Kodiak	City of Kodiak	Local		Major	None	None	Major	None	None	None	None	4	Medium
Yukon Way		Pavement	0.08	22	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	Minor	None	None	4	Medium
Dog Salmon Bay Rd		Pavement	0.60	22	City of Kodiak	City of Kodiak	Minor Collector		Major	None	None	Major	None	None	None	None	4	Medium
Purtov St		Pavement	0.20	30	City of Kodiak	City of Kodiak	Local		Minor	Minor	None	Major	None	None	None	None	4	Medium
Thorsheim St		Pavement	0.71	30	City of Kodiak	City of Kodiak	Local		Major	None	None	Major	None	None	None	None	4	Medium
E Rezanof Dr		Pavement	2.49	38	State of Alaska	State of Alaska	Minor Arterial / Major Collector / Minor Collector	9190	Major	None	None	None	None	None	None	Major	4	N/A
17th Ave	Ismailov to Mission	Gravel	0.04	22	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	Major	None	None	None	3	Low

CITY OF KODIAK
ROAD INVENTORY

Road Name	Section Description	Surface Type	Road Length (miles)	Surface Width (feet)	Owner	Maintanence Responsibility	Functional Classification	AADT (2020) From ADOT&PF	Traffic Volume Priority	Pothole Priority	Ruts	Cracking	Gravel Road Surface Priority	Drainage Priority	City Priority	Safety Priority	Priority Rating	Resurface or Improve Priority
Bancroft Dr		Gravel	0.09	16	City of Kodiak	City of Kodiak	Local		Minor	Major	None	None	None	None	None	None	3	Low
E Hillcrest St		Gravel	0.09	10	City of Kodiak	City of Kodiak	Local		Minor	None	Major	None	None	None	None	None	3	Low
E Tagura Rd		Gravel	0.08	8	City of Kodiak	City of Kodiak	Local		Minor	Major	None	None	None	None	None	None	3	Low
High St / High Ave		Gravel	0.13	14	City of Kodiak	City of Kodiak	Local		Minor	None	Major	None	None	None	None	None	3	Low
Lightfoot Ave		Gravel	0.06	10	City of Kodiak	City of Kodiak	Local		Minor	None	Major	None	None	None	None	None	3	Low
Tagura Rd		Gravel	0.11	12	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	Major	None	None	None	3	Low
Urdahl Loop		Gravel	0.09	16	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	Major	None	None	3	Low
14th Ave		Pavement	0.06	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Armstrong Ave		Pavement	0.21	28	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Birch Ave		Pavement	0.24	30	City of Kodiak	City of Kodiak	Local		Major	None	None	Minor	None	None	None	None	3	Low
Kashevaroff Ave		Pavement	0.12	36	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
12th Ave	Baranof to Rezanof	Pavement	0.04	28	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	Major	3	Low
12th Ave	Rezanof to Mission	Pavement	0.04	26	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Erskine Ave	North of Mission	Pavement	0.06	25	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Gerasim Ave		Pavement	0.07	26	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Hemlock St		Pavement	0.36	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Hillside Dr		Pavement	0.54	32	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Ismailov St	14th to Mission	Pavement	0.22	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Lechner Way		Pavement	0.12	12	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	Major	None	None	3	Low
Madsen Ave		Pavement	0.38	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Mylark Ln		Pavement	0.16	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Pine Crescent Loop		Pavement	0.10	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Poplar Ave		Pavement	0.13	28	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Powell Ave		Pavement	0.19	38	City of Kodiak	City of Kodiak	Local		Major	None	None	Minor	None	None	None	None	3	Low
Simeonoff St		Pavement	0.44	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Trident Way	Alimaq to Research	Pavement	0.19	22	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Wilson St		Pavement	0.07	28	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Woody Way Loop	Rezanof to Woody Way Cir	Pavement	0.18	24	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Zentner St	Armstrong to Ole Johnson	Pavement	0.09	28	City of Kodiak	City of Kodiak	Local		Minor	None	None	Major	None	None	None	None	3	Low
Mission Rd	Outside City Limits	Pavement	0.53	22	State of Alaska	State of Alaska	Major Collector	1610-2330	Minor	None	None	None	None	None	Major	None	3	N/A
Father Herman St		Gravel	0.17	14	City of Kodiak	City of Kodiak	Local		Minor	Minor	None	None	None	None	None	None	2	Low
Egan Way		Pavement	0.19	22	City of Kodiak	City of Kodiak	Local		Major	None	None	None	None	None	None	None	2	Low
Selief Ln	Maple to Beaver Lane	Pavement	0.69	24	City of Kodiak	City of Kodiak	Local		Major	None	None	None	None	None	None	None	2	Low
Woody Way Loop	Rezanof topast Murphy Way	Pavement	0.41	20	City of Kodiak	City of Kodiak	Local		Minor	Minor	None	None	None	None	None	None	2	Low
Fred Zharoff Memorial Bridge Rd		Pavement	0.35	32	City of Kodiak	City of Kodiak	Major Collector		Major	None	None	None	None	None	None	None	2	Low
13th Ave / Thirteenth Ave		Pavement	0.08	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	Minor	None	None	None	None	2	Low
17th Ave	Simeonoff to Lechner	Pavement	0.06	28	City of Kodiak	City of Kodiak	Local		Minor	None	None	Minor	None	None	None	None	2	Low
Alder Ln		Pavement	0.08	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	Minor	None	None	None	None	2	Low
Baranof St		Pavement	0.44	28	City of Kodiak	City of Kodiak	Local		Minor	None	None	Minor	None	None	None	None	2	Low
Bartell Ave / Bartel Ave		Pavement	0.20	24	City of Kodiak	City of Kodiak	Local		Minor	None	None	Minor	None	None	None	None	2	Low
Benny Benson Dr	Mill Bay to Rezanof	Pavement	0.08	20	State of Alaska	City of Kodiak	Major Collector	3080	Major	None	None	None	None	None	None	None	2	Low
Center Ave		Pavement	0.23	38	City of Kodiak	City of Kodiak	Local		Major	None	None	None	None	None	None	None	2	Low
Chichenof St	East of Bartel	Pavement	0.18	28	City of Kodiak	City of Kodiak	Local		Minor	None	None	Minor	None	None	None	None	2	Low
Murphy Way		Pavement	0.20	18	City of Kodiak	City of Kodiak	Local		Minor	None	None	Minor	None	None	None	None	2	Low
Oak Ave		Pavement	0.05	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	Minor	None	None	None	None	2	Low
Ole Johnson Ave		Pavement	0.29	28	City of Kodiak	City of Kodiak	Local		Minor	None	None	Minor	None	None	None	None	2	Low

CITY OF KODIAK
ROAD INVENTORY

Road Name	Section Description	Surface Type	Road Length (miles)	Surface Width (feet)	Owner	Maintanence Responsibility	Functional Classification	AADT (2020) From ADOT&PF	Traffic Volume Priority	Pothole Priority	Ruts	Cracking	Gravel Road Surface Priority	Drainage Priority	City Priority	Safety Priority	Priority Rating	Resurface or Improve Priority
Von Scheele Way		Pavement	0.26	22	City of Kodiak	City of Kodiak	Local		Major	None	None	None	None	None	None	None	2	Low
Willow St		Pavement	0.53	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	Minor	None	None	None	None	2	Low
Benny Benson Dr	Rezanof to Mission	Pavement	0.28		State of Alaska	State of Alaska	Major Collector	1270	Major	None	None	None	None	None	None	None	2	N/A
Selief Ln	Beaver Lane to East Terminus	Pavement	0.69	24	KIB / City of Kodiak	KIB / City of Kodiak	Local		Major	None	None	None	None	None	None	None	2	N/A
W Rezanof Dr		Pavement	2.07	38	State of Alaska	State of Alaska	Minor Arterial / Major Collector / Minor Collector	9190	Major	None	None	None	None	None	None	None	2	N/A
Trident Way	Research to Seaplanes	Gravel	0.83	22	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Hillary Ln		Pavement	0.07	25	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Larch St		Pavement	0.76	22	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Lynden Way		Pavement	0.18	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Mozart Cir		Pavement	0.05	22	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
11th Ave		Pavement	0.10	18	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Natalia Way		Pavement	0.07	18	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
W Hillcrest St		Pavement	0.11	14	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Bonaparte Cir		Pavement	0.04	22	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Cedar St		Pavement	0.11	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Chichenof St	Armstrong to Baranof Park	Pavement	0.09	24	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Erskine Ave	Rezanof to Mill Bay	Pavement	0.15	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Fir Ave		Pavement	0.05	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Jack Hinkel Way		Pavement	0.15	16	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Maple Ave		Pavement	0.27	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Pillar Mountain Rd	Maple to Upper Reservoir Access	Pavement	0.16	20	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Steller Way		Pavement	0.26	14	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Willow Cir		Pavement	0.03	30	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
Woody Way Cir		Pavement	0.03	22	City of Kodiak	City of Kodiak	Local		Minor	None	None	None	None	None	None	None	1	Low
City Airport Rd		Gravel	0.79	12	City of Kodiak (Private - Inside City Limits)	City of Kodiak	Local		None	None	None	None	None	None	None	None	0	Low
Gibson Cove Rd		Gravel	0.89	18	City of Kodiak	City of Kodiak	Local		None	None	None	None	None	None	None	None	0	Low
Unnamed	Pillar Creek Reservoir Access	Gravel	0.97	10	Kodiak Island Borough	City of Kodiak	Local		None	None	None	None	None	None	None	None	0	Low
Unnamed	Off Monashka Bay Rd near White Sands Beach	Gravel	0.20	25	State of Alaska	City of Kodiak	Government Facility		None	None	None	None	None	None	None	None	0	Low
Unnamed	Off Monashka Bay Rd near White Sands Beach	Gravel	0.21	25	Kodiak Island Borough	City of Kodiak	Government Facility		None	None	None	None	None	None	None	None	0	Low
Unnamed	Off Monashka Bay Rd near White Sands Beach	Gravel	0.50	25	Kodiak Island Borough	City of Kodiak	Government Facility		None	None	None	None	None	None	None	None	0	Low
Unnamed	Off Monashka Bay Rd near White Sands Beach	Gravel	0.04	25	Kodiak Island Borough	City of Kodiak	Government Facility		None	None	None	None	None	None	None	None	0	Low
Unnamed	Off Monashka Bay Rd near White Sands Beach	Gravel	0.20	25	Kodiak Island Borough	City of Kodiak	Government Facility		None	None	None	None	None	None	None	None	0	Low
Unnamed	Pillar Creek Reservoir Access	Gravel	0.17	10	Kodiak Island Borough	City of Kodiak	Government Facility		None	None	None	None	None	None	None	None	0	Low
Unnamed	Pillar Creek Reservoir Access	Gravel	0.25	10	Kodiak Island Borough	City of Kodiak	Local		None	None	None	None	None	None	None	None	0	Low
Fulp Dr		Gravel	0.03	10	Private	Private	Local		None	None	None	None	None	None	None	None	0	N/A
Fulp Dr		Gravel	0.06	10	Private	Private	Local		None	None	None	None	None	None	None	None	0	N/A

CITY OF KODIAK
ROAD INVENTORY

Road Name	Section Description	Surface Type	Road Length (miles)	Surface Width (feet)	Owner	Maintanence Responsibility	Functional Classification	AADT (2020) From ADOT&PF	Traffic Volume Priority	Pothole Priority	Ruts	Cracking	Gravel Road Surface Priority	Drainage Priority	City Priority	Safety Priority	Priority Rating	Resurface or Improve Priority
Pillar Mountain Trails	Trails off Millar Mountain Rd	Gravel	2.12	10	City of Kodiak	Unmaintained	Local		None	None	None	None	None	None	None	None	0	N/A
Third Ave	Alleyway off Erskine	Gravel	0.03	8	City of Kodiak	Unmaintained	Local		None	None	None	None	None	None	None	None	0	N/A
Childs Drive		Pavement		20	City of Kodiak	Unmaintained	Local		None	None	None	None	None	None	None	None	0	N/A
Kodiak College Dr		Pavement	0.12	22	Private	Private	Local		None	None	None	None	None	None	None	None	0	N/A
Research Ct		Pavement	0.22	25	Kodiak Island Borough	Private	Local		None	None	None	None	None	None	None	None	0	N/A

CITY OF KODIAK PRIORITIES
GRAVEL ROADS

Road Name	Maintenance Activity Short Term: 1-5 Years			Road Improvements Medium Term: 5-14 Years			Road Improvements Long Term: 15-20 Years
	Regrade	Sign Improve-ments	Vege-tation Clearing	Replace Surface Course	Drainage Improve-ments	Regrade	Regrade
17th Ave (Ismailov to Mission)				X		X	X
Bancroft Dr	X						X
Chichenof St (East of Armstrong)	X				X		X
Delaroff Ave aka Delarof Ave				X	X	X	X
E Hillcrest St	X						X
E Kouskov St				X	X	X	X
E Marine Way (East of Near Island Bridge)	X				X		X
E Tagura Rd	X						X
Father Herman St	X						X
Felton Ave	X				X		X
Gibson Cove Beach Rd	X				X		X
Gibson Cove Rd						X	X
High St (High Ave)	X						X
Ismailov St (Rezanof to Ole Johnson)		X	X	X	X	X	X
Lightfoot Ave	X						X
Malutin Ln (Selig to Felton)	X				X		X
Malutin Ln (Off Mill Bay)	X				X		X
Pillar Mountain Rd (Upper Reservoir Access to Windmills)	X						X
Sargent Dr	X	X		X	X		X
Selig St	X						X
Spruce Ave	X						X

CITY OF KODIAK PRIORITIES
GRAVEL ROADS

Road Name	Maintenance Activity Short Term: 1-5 Years			Road Improvements Medium Term: 5-14 Years			Road Improvements Long Term: 15-20 Years
	Regrade	Sign Improve-ments	Vege-tation Clearing	Replace Surface Course	Drainage Improve-ments	Regrade	Regrade
Tagura Rd				X		X	X
Trident Way (Research to Seaplanes)						X	X
Upper Reservoir Access Rd	X						X
Urdahl Loop					X	X	X
W Kouskov St	X				X		X
Wolkoff Ln	X				X		X
Yanovsky St	X			X	X		X
Zentner St (Ole Johnson to Simeonoff)	X				X		X
Pillar Mountain Trail						X	X
Unknown						X	X
Unknown						X	X
Unknown						X	X

Notes:

Roads were given a short term regrading priority if they have existing potholes or rutting.
Roads were given a medium term regrading priority if they have minor surface issues presently.
All gravel roads should be graded regularly, and were given a long-term regrading priority.
Drainage improvements can include road crowing, ditch reconditioning, and culvert installation.
Roads with worn down or missing surface course were given a medium priority.

CITY OF KODIAK PRIORITIES

PAVED ROADS

Road Name	Maintenance Activity Short Term: 1-5 Years					Road Improvements Medium Term: 5-14 Years		Road Improvements Long Term: 15-20 Years	
	Pothole Patching	Crack Repair	Pavement Striping	Sign Improve-ments	Vege-tation Clearing	Repave	Rut Removal	Safety Improve-ments	Repave
11th Ave									
12th Ave (Baranof to Rezanof)								X	
12th Ave (Rezanof to Mission)		X							
13th Ave aka Thirteenth Ave		X							
14th Ave		X			X				
17th Ave (Simeonoff to Lechner)		X							
Alder Ln		X							
Alimaq Dr		X							
Armstrong Ave		X		X					X
Baranof St		X							
Bartell Ave (Bartel Ave)		X							
Benny Benson Dr (Mill Bay to Rezanof)									
Birch Ave		X			X				
Bonaparte Cir									
Carolyn St	X	X				X	X		
Cedar St									
Center Ave									
Chichenof St (Armstrong to Baranof Park)									
Chichenof St (East of Bartel)		X							
Cope St	X	X				X			
Dog Salmon Bay Rd		X	X						
E Marine Way (Center to Near Island Bridge)		X							X
E Rezanof Dr								X	
Egan Way				X					
Erskine Ave (North of Mission)		X							X

CITY OF KODIAK PRIORITIES

PAVED ROADS

Road Name	Maintenance Activity Short Term: 1-5 Years					Road Improvements Medium Term: 5-14 Years		Road Improvements Long Term: 15-20 Years	
	Pothole Patching	Crack Repair	Pavement Striping	Sign Improve-ments	Vege-tation Clearing	Repave	Rut Removal	Safety Improve-ments	Repave
Erskine Ave (Rezanof to Mill Bay)									
Fir Ave									
Fred Zharoff Memorial Bridge Rd									
Gerasim Ave		X							
Hemlock St		X							
Hillary Ln				X					
Hillside Dr		X							X
Ismailov St (14th to Mission)		X							X
Jack Hinkel Way									
Kashevaroff Ave		X		X					
Kodiak College Dr									
Larch St			X	X					
Lechner Way				X					
Lower Mill Bay Rd		X	X			X	X		
Lynden Way			X						
Madsen Ave		X							X
Maple Ave									X
Mill Bay Rd (Center to Lower Mill Bay)		X	X			X	X		
Mill Bay Rd (Lower Mill Bay to Rezanof)		X	X			X	X		
Mission Rd (West Marine to Urdahl Loop)	X	X	X			X	X	X	
Mozart Cir			X	X					
Murphy Way		X							
Mylark Ln		X							X
Natalia Way									
Oak Ave		X							

CITY OF KODIAK PRIORITIES

PAVED ROADS

Road Name	Maintenance Activity Short Term: 1-5 Years					Road Improvements Medium Term: 5-14 Years		Road Improvements Long Term: 15-20 Years	
	Pothole Patching	Crack Repair	Pavement Striping	Sign Improve-ments	Vege-tation Clearing	Repave	Rut Removal	Safety Improve-ments	Repave
Ole Johnson Ave		X							
Pillar Mountain Rd (Mapple to Upper Reservoir Access)									
Pillar Mountain Trail									
Pine Crescent Loop		X							
Poplar Ave		X							X
Powell Ave		X							X
Purtov St	X	X							X
Selief Ln (Maple to Beaver)			X						
Shelikof St (Jack Hinkel to Rezanof)		X							
Shelikof St (West Marine to Jack Hinkel)		X					X		X
Simeonoff St		X		X					
Steller Way				X					
Thorsheim St		X							
Trident Way (Alimaq to Research)		X	X						
Unknown									
Unknown									
Unknown									
Von Scheele Way									
W Hillcrest St									
W Marine Way		X					X		
Willow Cir									
Willow St		X							
Wilson St		X							X
Woody Way Cir									
Woody Way Loop (Rezanof to Woody Way Cir)		X							

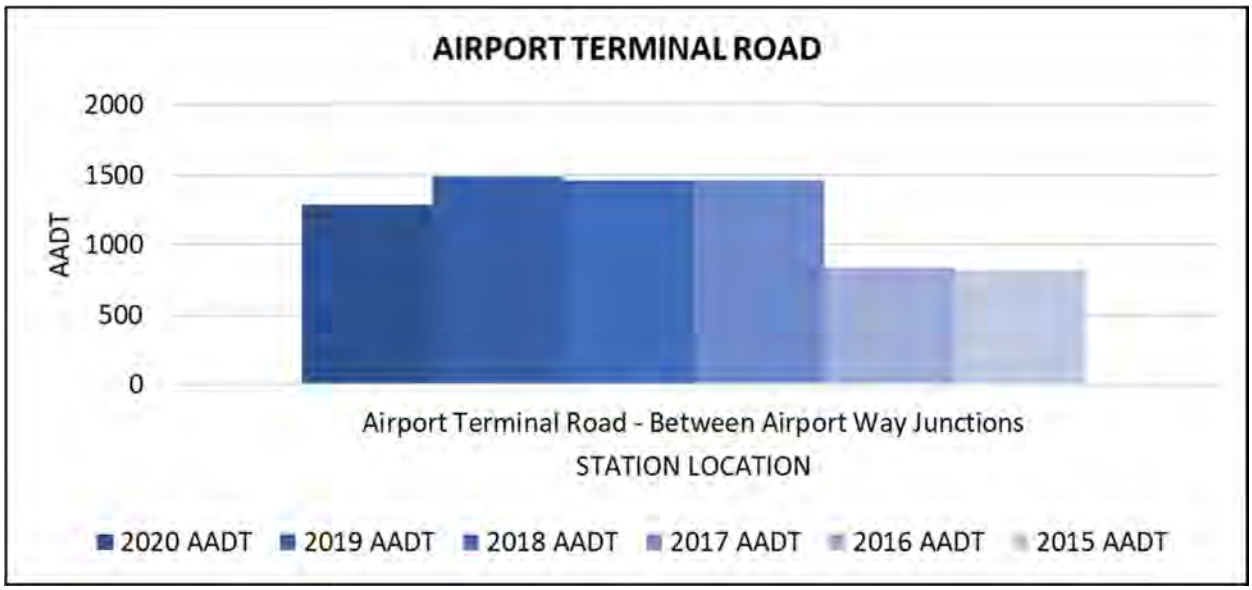
CITY OF KODIAK PRIORITIES

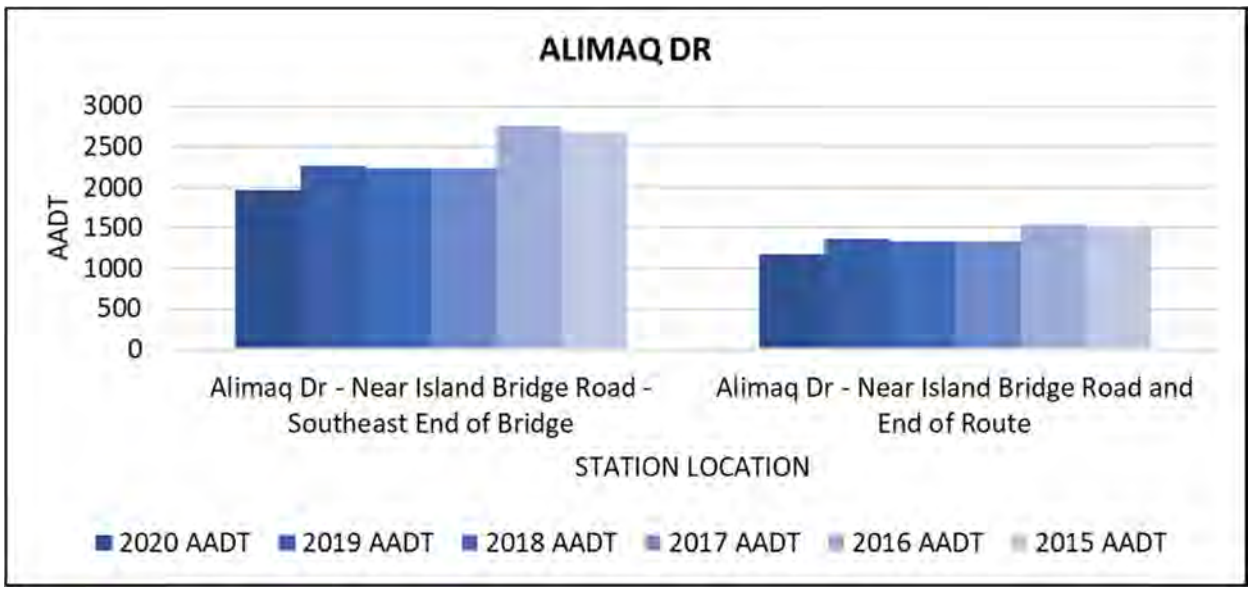
PAVED ROADS

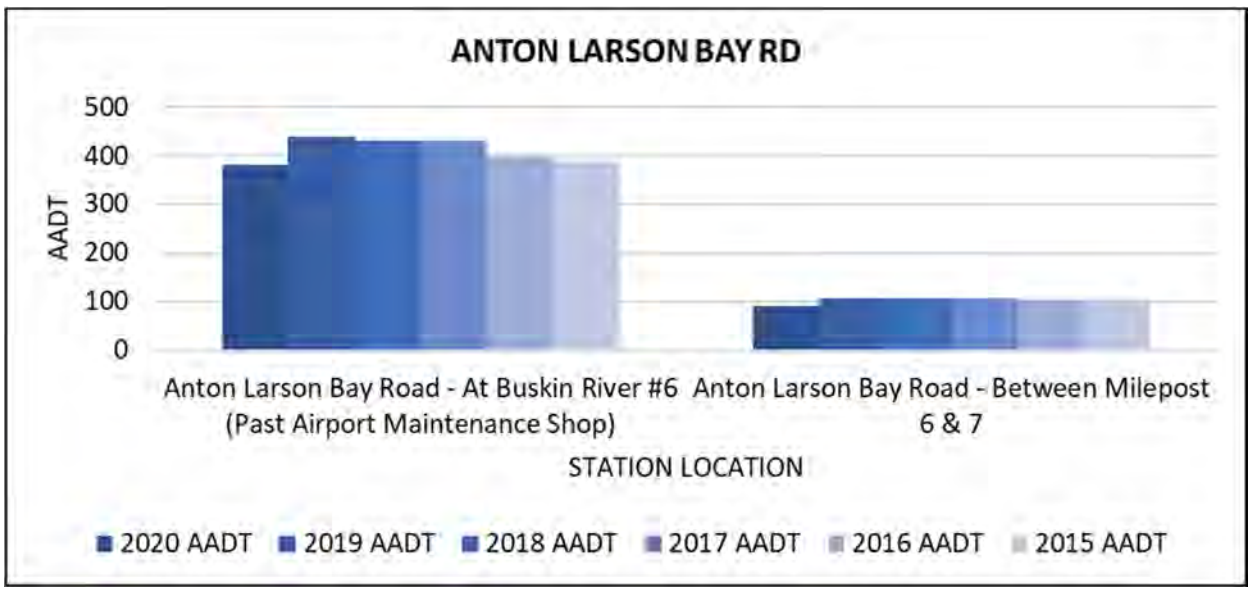
Road Name	Maintenance Activity Short Term: 1-5 Years					Road Improvements Medium Term: 5-14 Years		Road Improvements Long Term: 15-20 Years	
	Pothole Patching	Crack Repair	Pavement Striping	Sign Improve-ments	Vege-tation Clearing	Repave	Rut Removal	Safety Improve-ments	Repave
Woody Way Loop (Rezanof topast Murphy Way)	X			X					
Yukon Way		X							X
Zentner St (Armstrong to Ole Johnson)		X							X

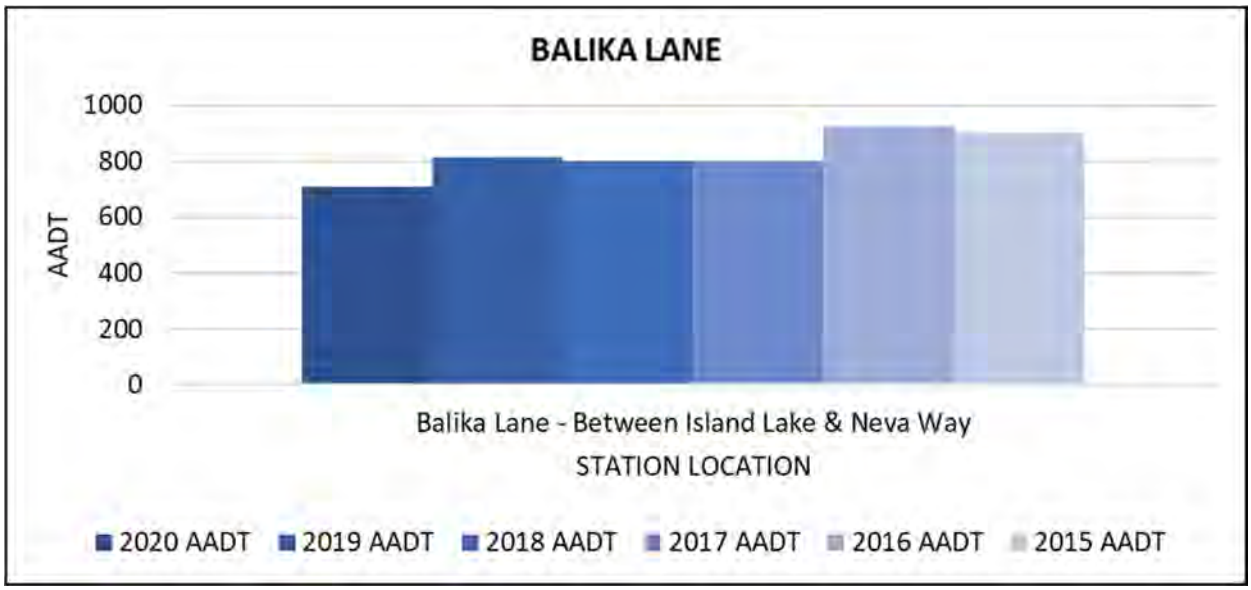
CITY OF KODIAK PRIORITIES
WINTER MAINTENANCE

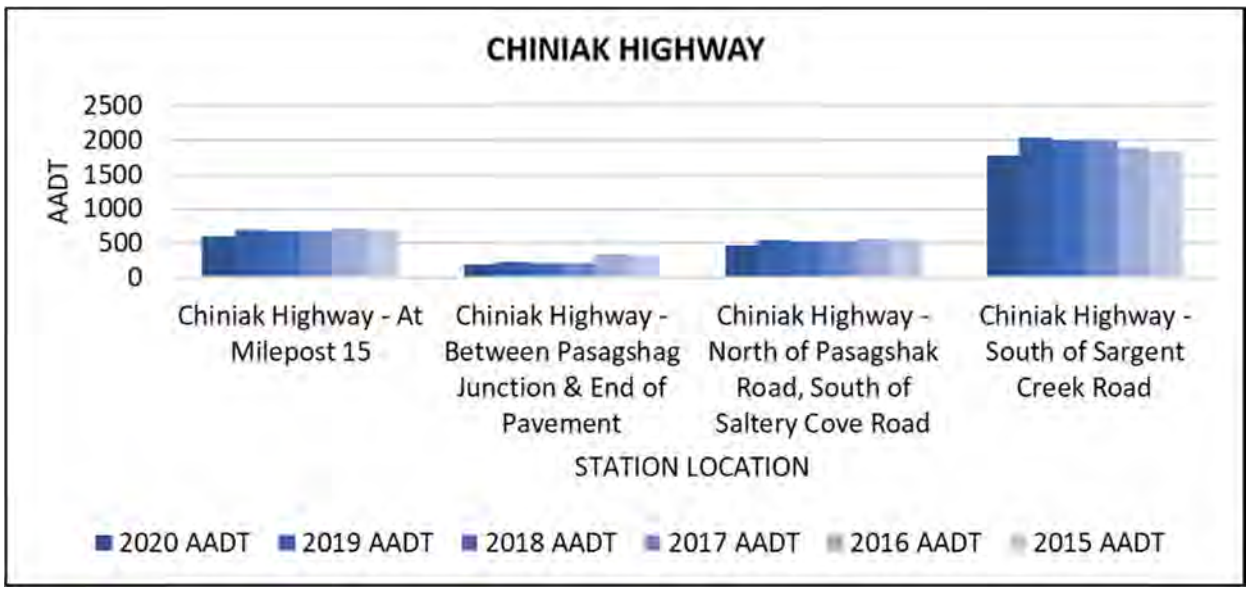
Road Name	Reasoning
11th Ave	Steep
13th Ave (Thirteenth Ave)	Steep
Alder Ln	Steep
Bancroft Dr	Steep
Birch St	School Access
Bonaparte Cir	Steep
Carolyn St	Steep
Chichenof St	Steep
Cope St	Steep
E Hillcrest St	Steep
E Tagura Rd	Steep
Egan Way	School Access
Felton Ave	Steep
Gerasim Ave	Steep
High St (High Ave)	Steep
Lightfoot Ave	Steep
Lower Mill Bay	Traffic Volume
Marine Way	Traffic Volume
Mill Bay Rd (Center to Lower Mill Bay)	Traffic Volume
Mill Bay Rd (Lower Mill Bay to Rezanof)	Traffic Volume
Mission Rd (West Marine to Urdahl Loop)	Traffic Volume
Mozart Cir	Steep
Poplar Ave	Steep
Powell Ave	School Access
Rezanof Drive	Traffic Volume
Steller Way	Steep
Thorsheim St	Steep
Wilson St	Steep
Wolkoff Ln	Steep

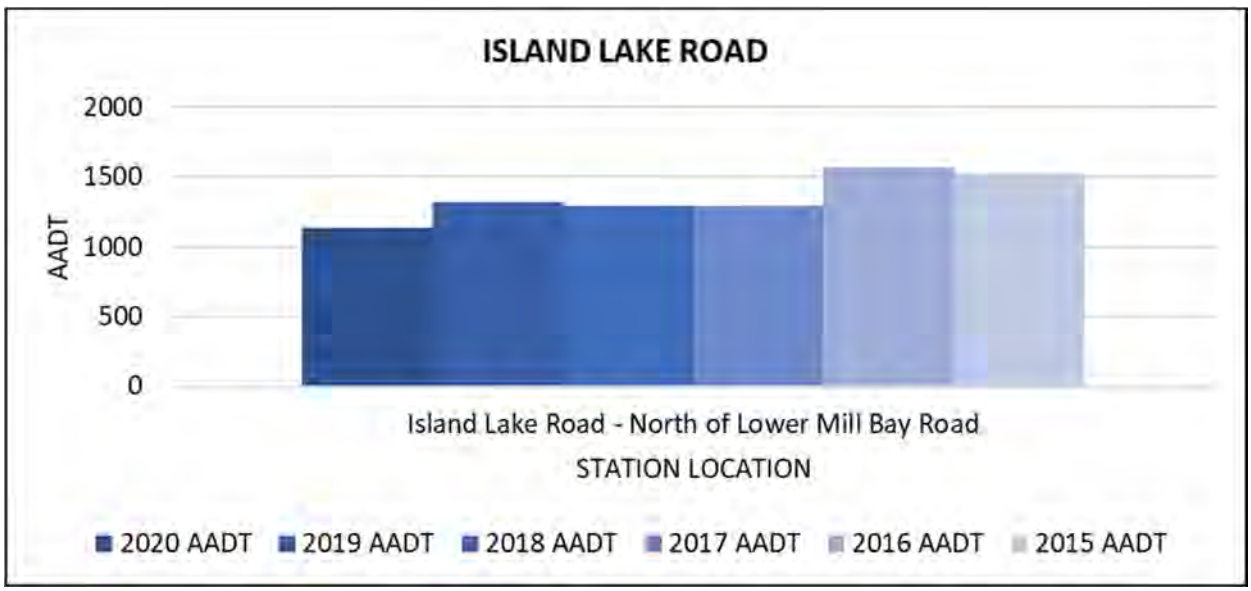

AIRPORT TERMINAL ROAD
2000
1500
1000
500
0
AADT
Airport Terminal Road - Between Airport Way Junctions
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

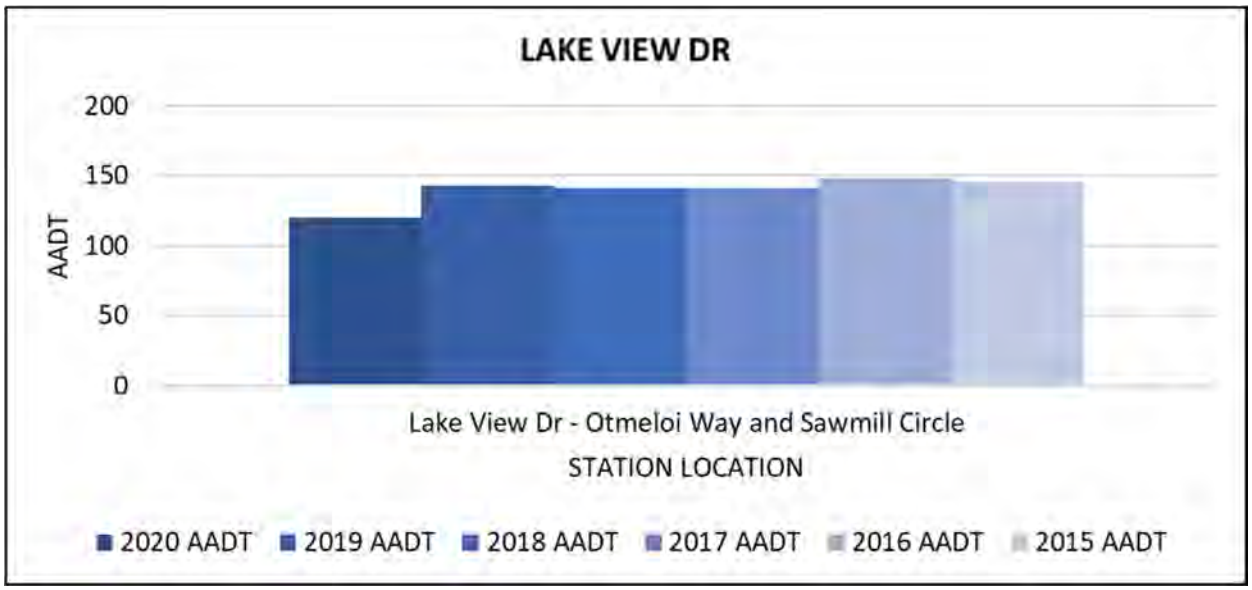

ALIMAQ DR
3000
2500
2000
1500
1000
500
0
AADT
Alimaq Dr - Near Island Bridge Road - Southeast End of Bridge
Alimaq Dr - Near Island Bridge Road and End of Route
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

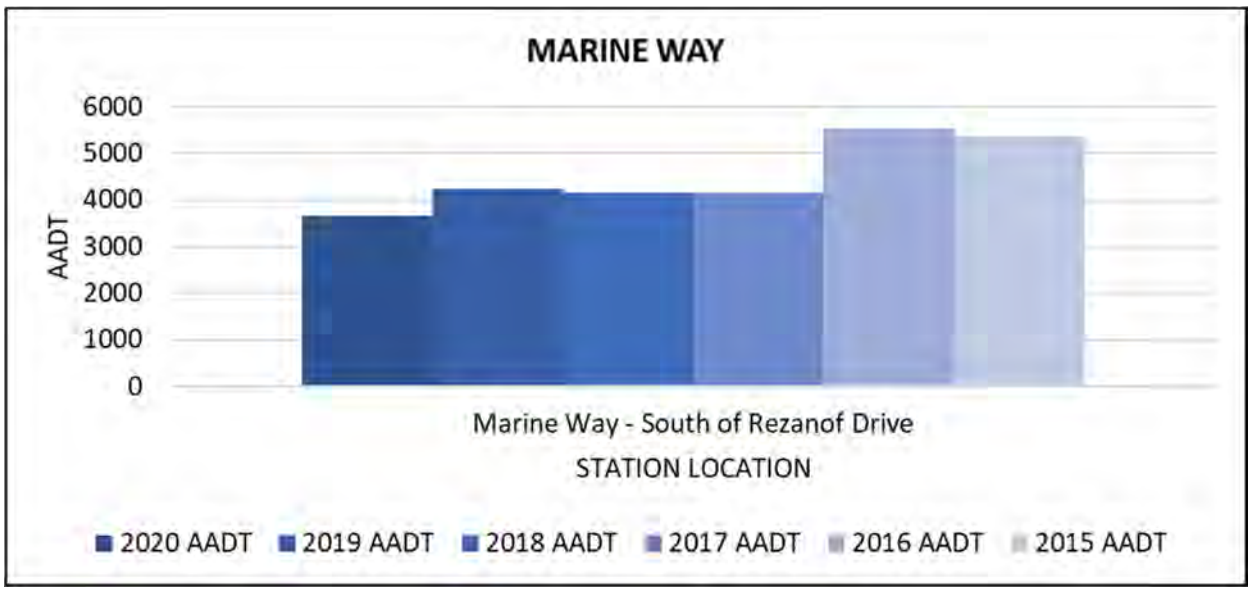

ANTON LARSON BAY RD
500
400
300
200
100
0
AADT
Anton Larson Bay Road - At Buskin River #6 (Past Airport Maintenance Shop)
Anton Larson Bay Road - Between Milepost 6 & 7
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

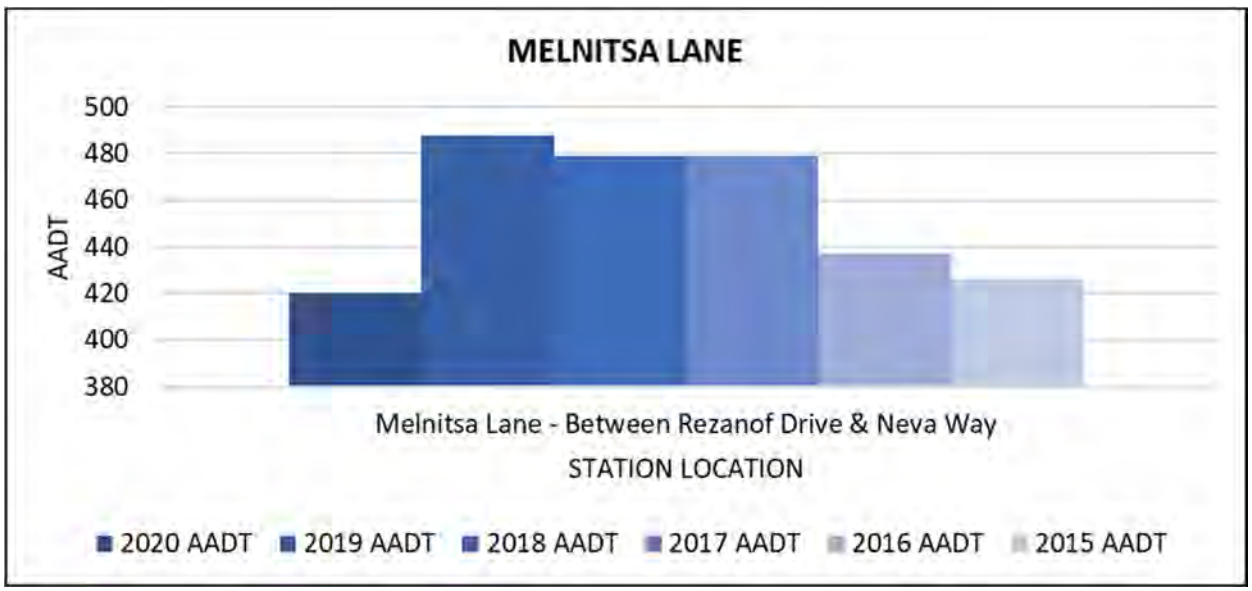

BALIKA LANE
1000
800
600
400
200
0
AADT
Balika Lane - Between Island Lake & Neva Way
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

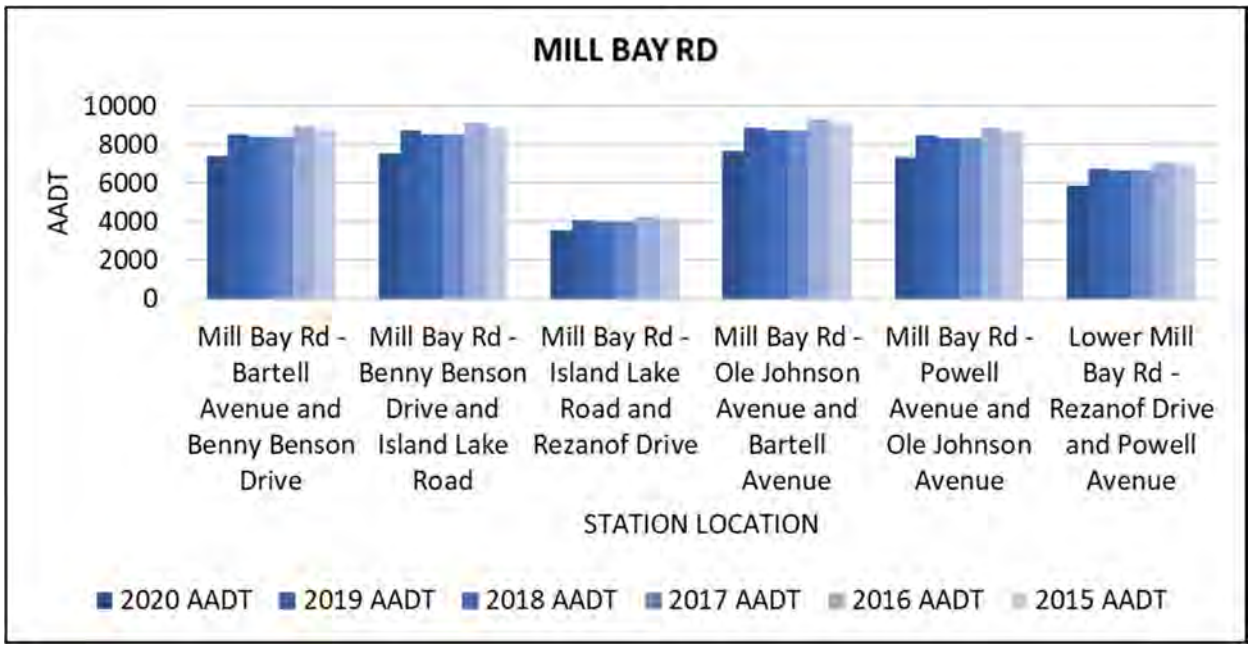

CHINIAK HIGHWAY
2500
2000
1500
1000
500
0
AADT
Chiniak Highway - At Milepost 15
Chiniak Highway - Between Pasagshag Junction & End of Pavement
Chiniak Highway - North of Pasagshak Road, South of Saltery Cove Road
Chiniak Highway - South of Sargent Creek Road
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

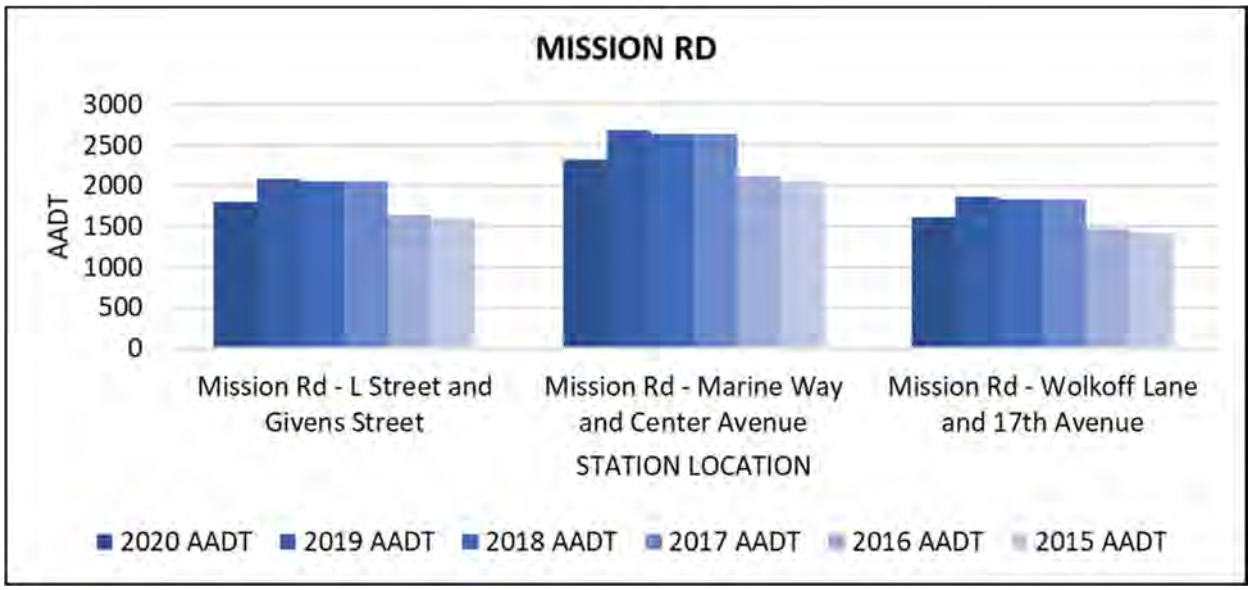

ISLAND LAKE ROAD
2000
1500
1000
500
0
AADT
Island Lake Road - North of Lower Mill Bay Road
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

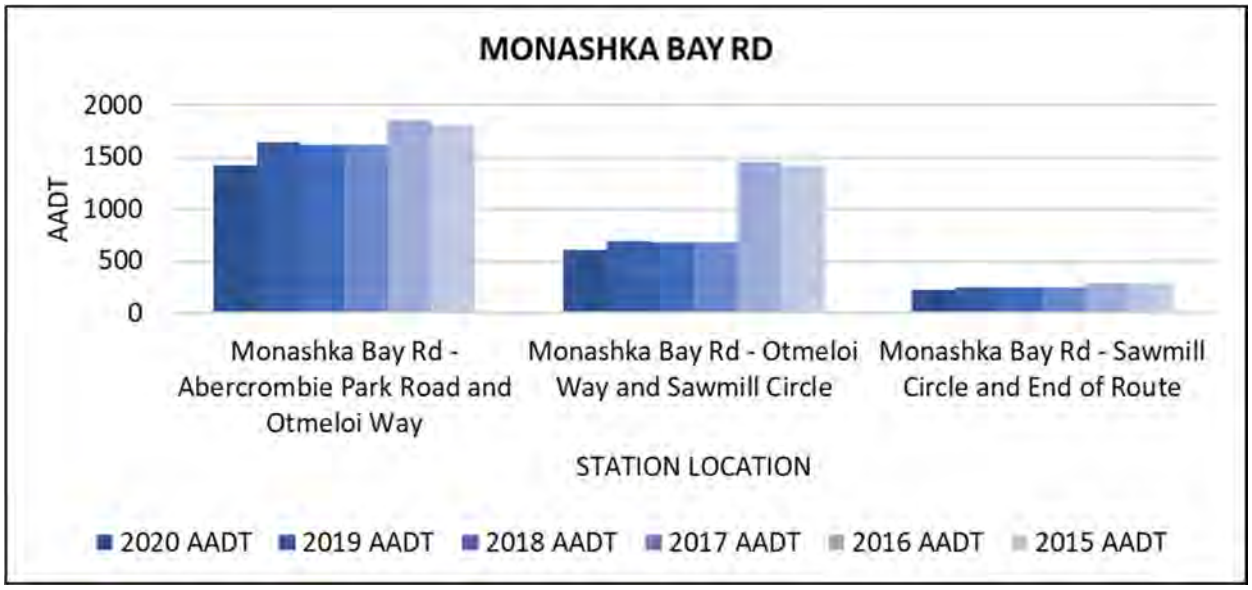

LAKE VIEW DR
200
150
100
50
0
AADT
Lake View Dr - Otmeloi Way and Sawmill Circle
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

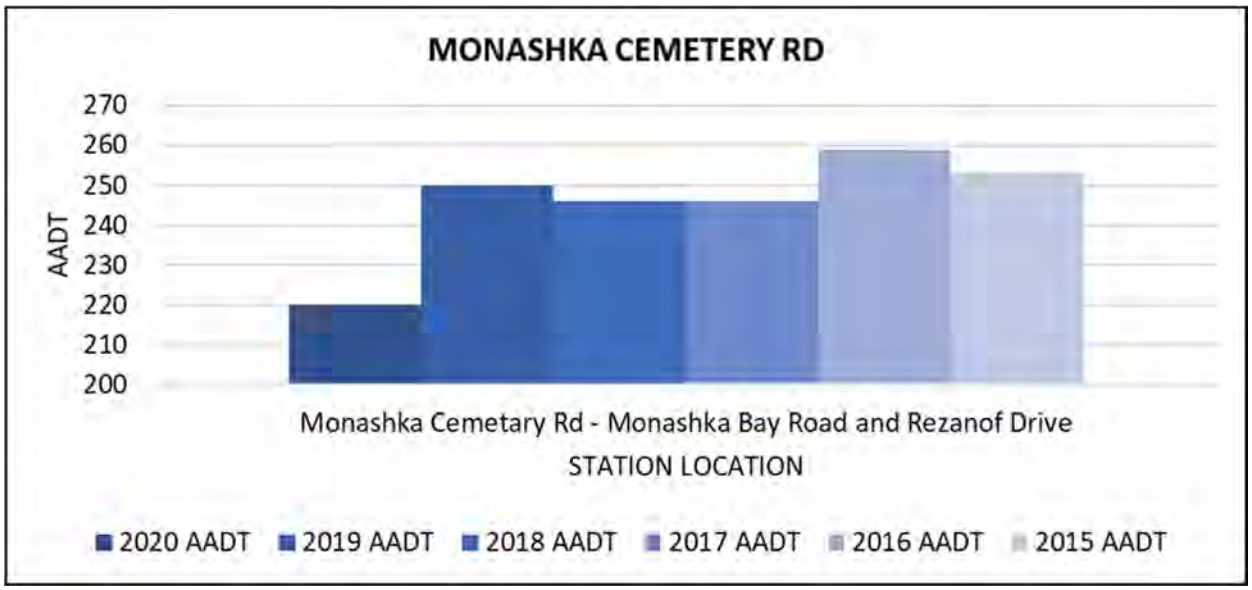

MARINE WAY
6000
5000
4000
3000
2000
1000
0
AADT
Marine Way - South of Rezanof Drive
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

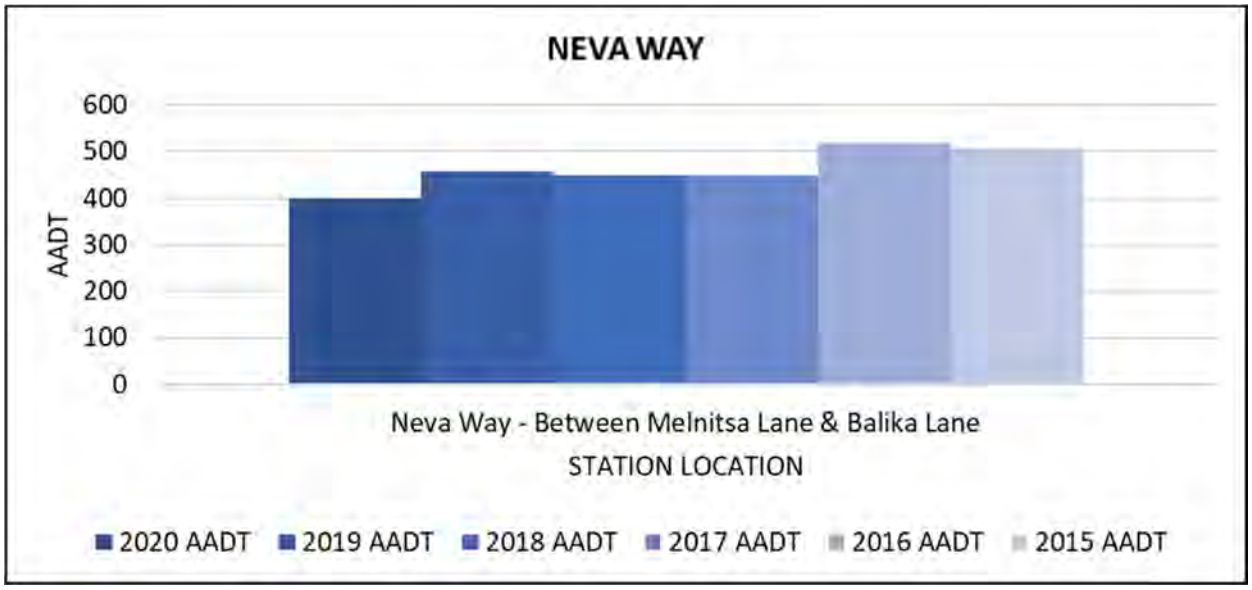

MELNITSA LANE
500
480
460
440
420
400
380
AADT
Melnitsa Lane - Between Rezanof Drive & Neva Way
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

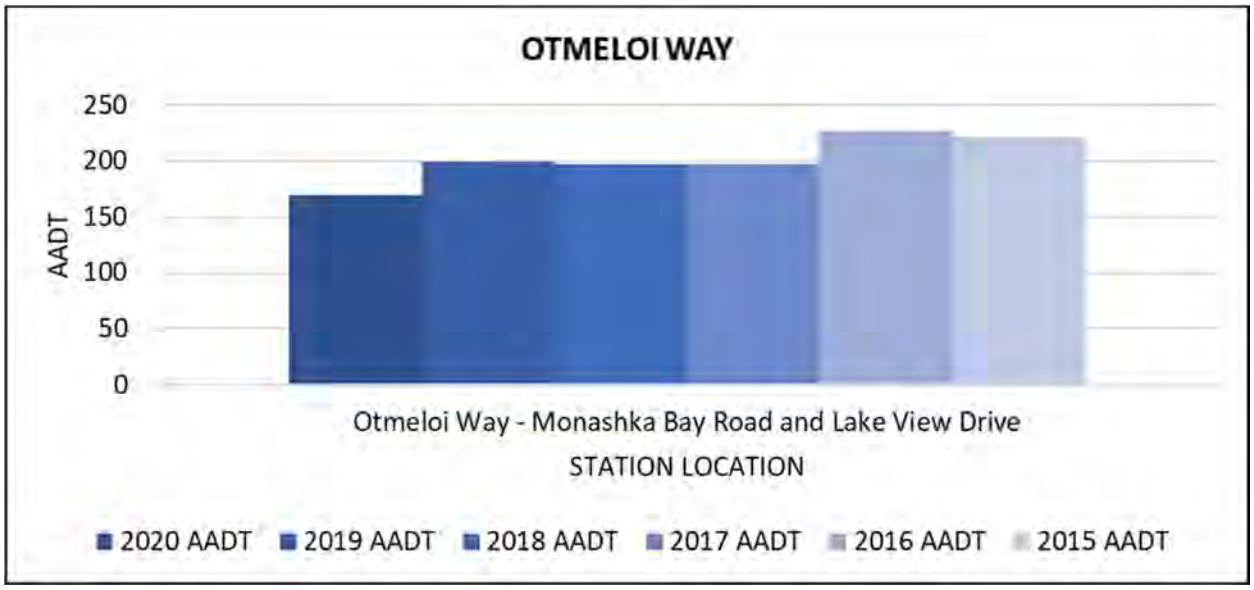

MILL BAY RD
AADT
10000
8000
6000
4000
2000
0
Mill Bay Rd - Bartell Avenue and Benny Benson Drive
Mill Bay Rd - Benny Benson Drive and Island Lake Road
Mill Bay Rd - Island Lake Road and Rezanof Drive
Mill Bay Rd - Ole Johnson Avenue and Bartell Avenue
Mill Bay Rd - Powell Avenue and Ole Johnson Avenue
Lower Mill Bay Rd - Rezanof Drive and Powell Avenue
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

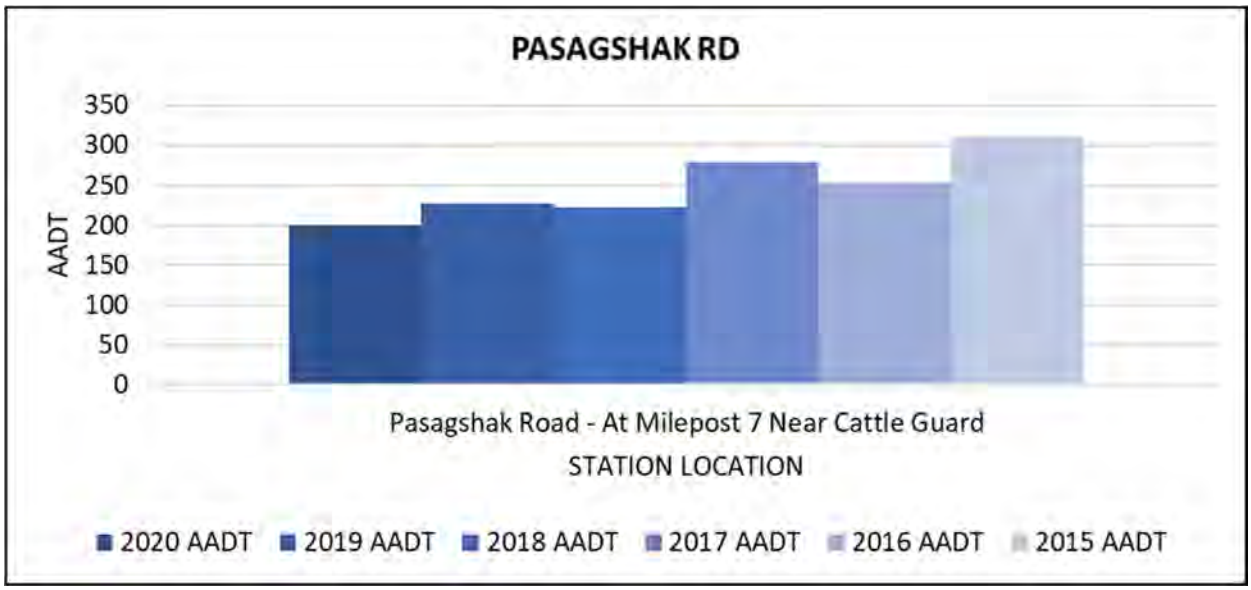

MISSION RD
AADT
3000
2500
2000
1500
1000
500
0
Mission Rd - L Street and Givens Street
Mission Rd - Marine Way and Center Avenue
Mission Rd - Wolkoff Lane and 17th Avenue
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

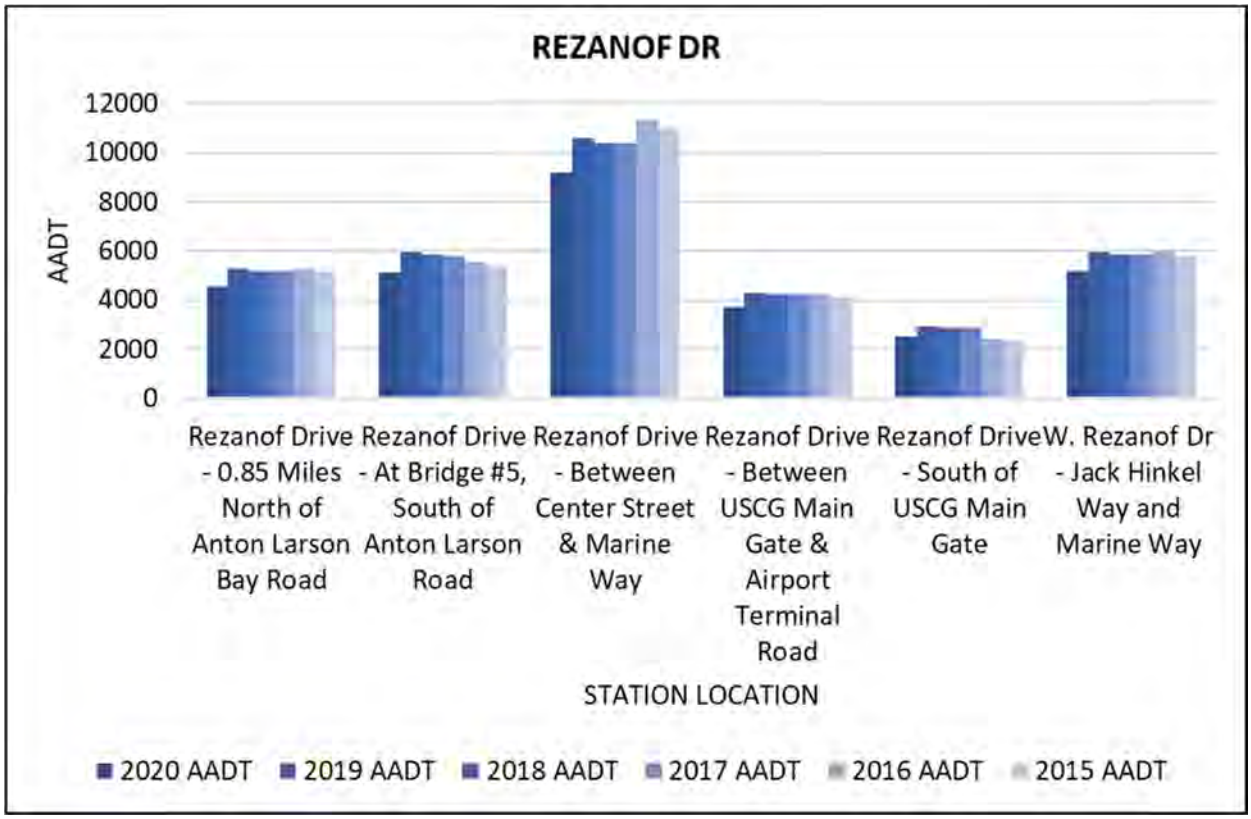

MONASHKA BAY RD
AADT
2000
1500
1000
500
0
Monashka Bay Rd - Abercrombie Park Road and Otmeloi Way
Monashka Bay Rd - Otmeloi Way and Sawmill Circle
Monashka Bay Rd - Sawmill Circle and End of Route
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

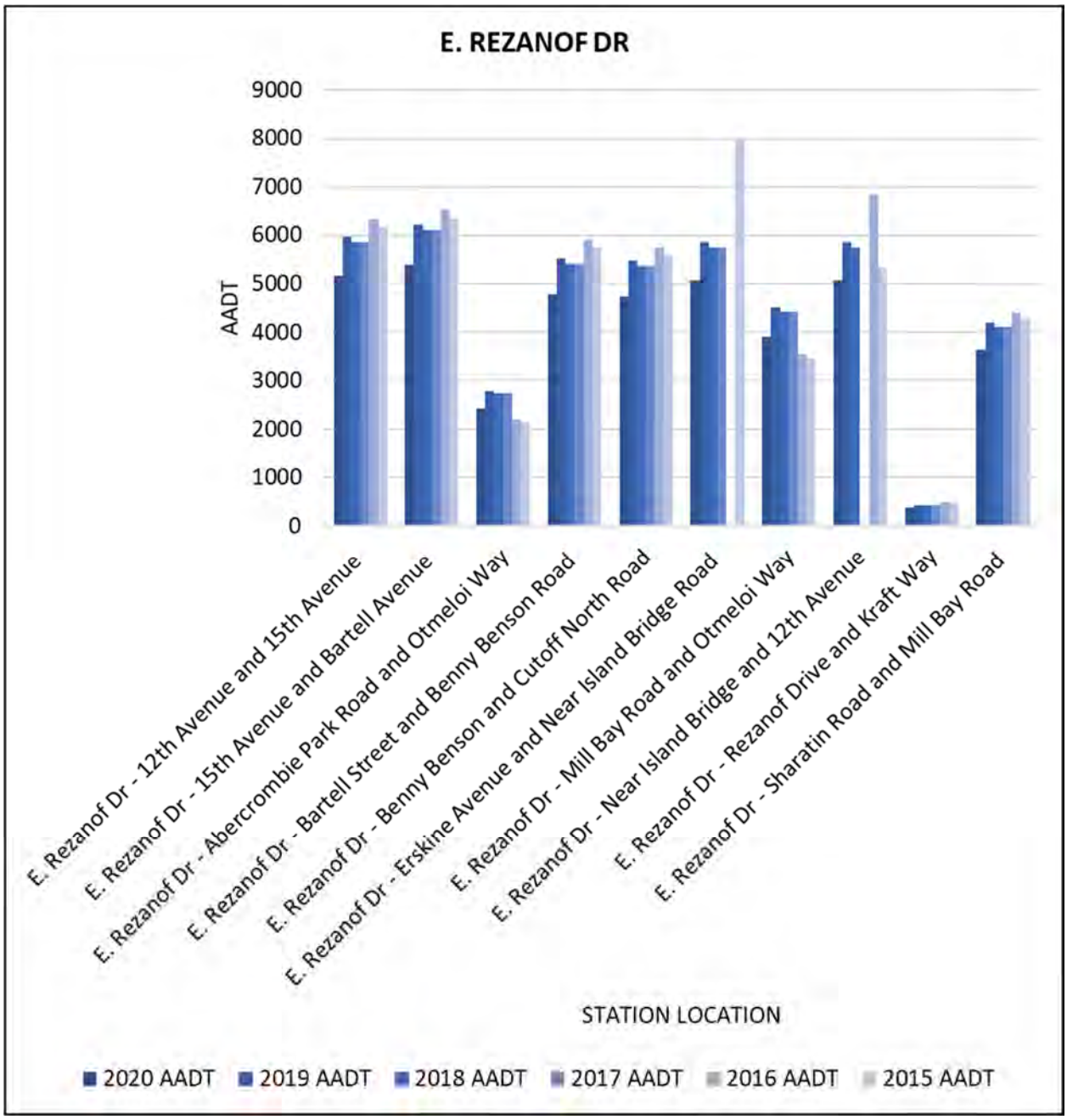

MONASHKA CEMETERY RD
270
260
250
240
230
220
210
200
AADT
Monashka Cemetary Rd - Monashka Bay Road and Rezanof Drive
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

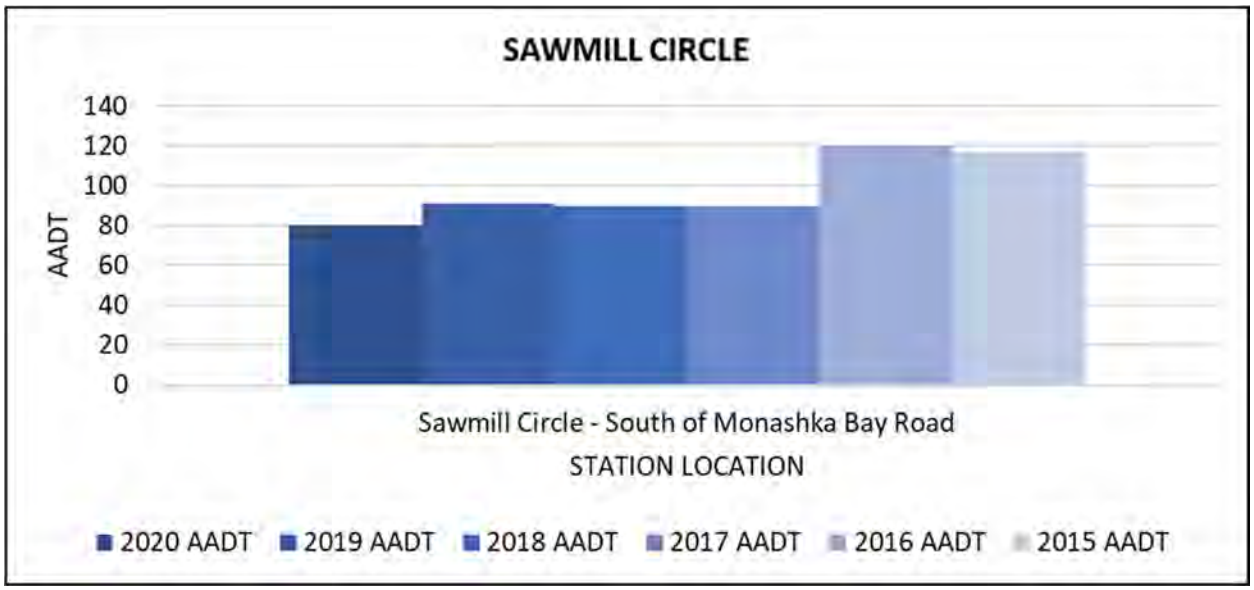

NEVA WAY
600
500
400
300
200
100
0
AADT
Neva Way - Between Melnitsa Lane & Balika Lane
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

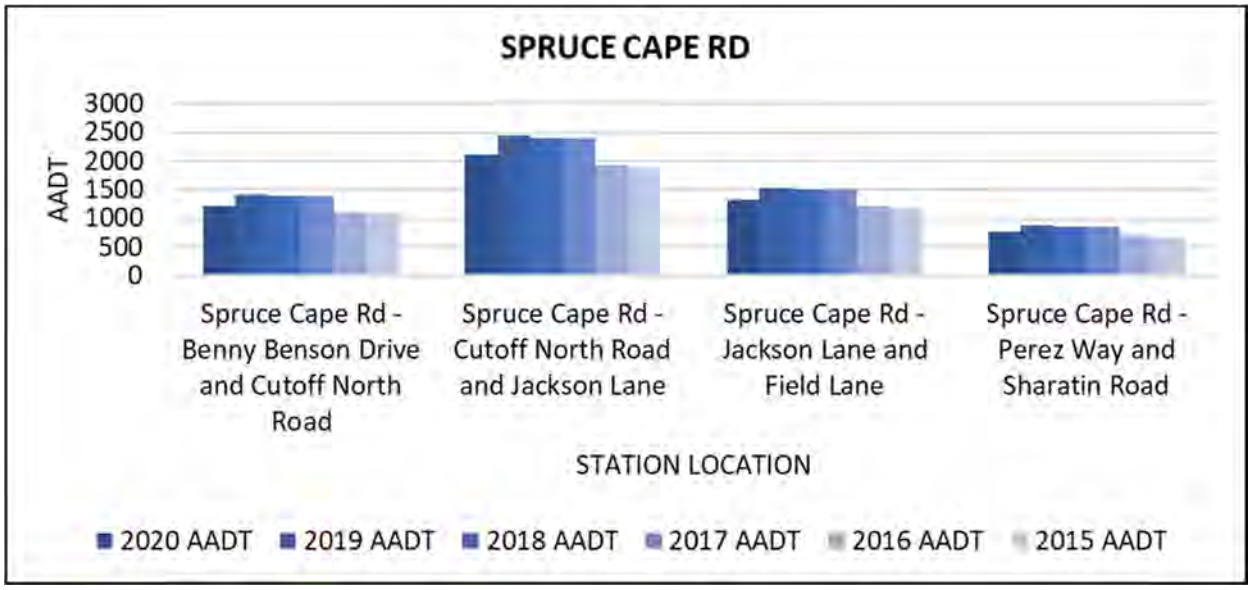

OTMELOI WAY
250
200
150
100
50
0
AADT
Otmeloi Way - Monashka Bay Road and Lake View Drive
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT


PASAGSHAK RD
350
300
250
200
150
100
50
0
AADT
Pasagshak Road - At Milepost 7 Near Cattle Guard
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT


REZANOF DR
12000
10000
8000
6000
4000
2000
0
AADT
Rezanof Drive - 0.85 Miles North of Anton Larson Bay Road
Rezanof Drive - At Bridge #5, South of Anton Larson Road
Rezanof Drive - Between Center Street & Marine Way
Rezanof Drive - Between USCG Main Gate & Airport Terminal Road
Rezanof Drive - South of USCG Main Gate
W. Rezanof Dr - Jack Hinkel Way and Marine Way
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT


E. REZANOF DR
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
AADT
E. Rezanof Dr - 12th Avenue and 15th Avenue
E. Rezanof Dr - 15th Avenue and Bartell Avenue
E. Rezanof Dr - Abercrombie Park Road and Otmeloi Way
E. Rezanof Dr - Bartell Street and Benny Benson Road
E. Rezanof Dr - Benny Benson and Cutoff North Road
E. Rezanof Dr - Erskine Avenue and Near Island Bridge Road
E. Rezanof Dr - Mill Bay Road and Otmeloi Way
E. Rezanof Dr - Near Island Bridge and 12th Avenue
E. Rezanof Dr - Rezanof Drive and Kraft Way
E. Rezanof Dr - Sharatin Road and Mill Bay Road
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT


SAWMILL CIRCLE
140
120
100
80
60
40
20
0
AADT
Sawmill Circle - South of Monashka Bay Road
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT


SPRUCE CAPE RD
3000
2500
2000
1500
1000
500
0
AADT
Spruce Cape Rd - Benny Benson Drive and Cutoff North Road
Spruce Cape Rd - Cutoff North Road and Jackson Lane
Spruce Cape Rd - Jackson Lane and Field Lane
Spruce Cape Rd - Perez Way and Sharatin Road
STATION LOCATION
2020 AADT
2019 AADT
2018 AADT
2017 AADT
2016 AADT
2015 AADT

APPENDIX G: COST ESTIMATE SUMMARIES

Kodiak City Roads - Summer Maintenance Cost Estimate

Assumptions	
Hourly Rate for Equipment & Operator	$500
Mile per Hour Grading speed	0.5
Man crew for ditching effort	3
Man crew for asphalt repair	3

City of Kodiak		
Gravel Road Inventory Milage	9.27	Miles
Paved Road Inventory Milage	22.29	Miles
Combined	**31.55**	**Miles**

Work Items	Gravel Road		Paved Asphalt Road	
	Frequency	Est. Cost per Mile	Frequency	Est. Cost per Mile
Blading/Grading	12 times every year	$1,000	Not applicable	-
Ditching/Shoulders	4 times per year	$1,500	Once every year	$1,500
Dust Control	Once every year	$1,500	Not Applicable	-
Brushing/Mowing	10 times per year	$500	10 times per year	$500
Clean/Inspect Drainage Structures/Systems	Once Every Year	$2,500	Once Every Year	$2,500
Paint Pavement Markings (est. cost of materials and labor per mile)	Not applicable	-	Once every 4 years	$2,000
Repair asphalt-patching, potholing, crack sealing	Not Applicable	-	Every Year	$2,000
Resurface asphalt - chip seal	Not Applicable	-	Once every 10 years	$300,000
Sign Maintenance / Replacement (est. labor & materials)	Replace 1 per road every year	$400	Replace 1 per road every year	$400
Spot Surfacing	600 ton / 400 CY every 3 years 2-3 inch depth for 1/2 mile	$15,000	Not applicable	-
Sweeping	Not applicable	-	10 times per year	$2,500
Summer Roads Maintenance Costs	**Gravel**		**Paved**	
Est. Annual Cost per Mile ($/mi):	$37,400		$66,900	
Est. Annual Summer Cost Total:	$346,600		$1,490,900	
Est. Annual Summer Maintenance	**$1,837,500**			

Kodiak City Roads - Winter Maintenance Cost Estimate

Winter Maintenance	
Work Items	Frequency
Purchase of sand	Every Year
Purchase of chemicals	Every Year
Dumpsite maintenance	Every Year
Dumptruck rental/hauling	Every Year

Winter Roads Maintenance Costs	
Est. Annual Cost per Mile	$15,000
Est. Annual Winter Cost Total	**$473,300**

Kodiak City Roads - Total Annual Maintenance Cost Estimate

Est. Total Maintenance Cost Per Year (Summer + Winter)	**$2,310,800**

Total Budget for FY23 (Maintenance and Capital Costs)

Annual Summer Maintenance: Paved Roads	$1,490,900
Annual Summer Maintenance: Gravel Roads	$346,600
Annual Winter Maintenance	$473,300
Capital Cost for FY23	$796,200
Subtotal	*$3,107,000*
Planning	$100,000
Administrative (20% of total)	$621,400
Training (20% of total)	$621,400
Total	**$4,449,800**

Reference:

USDA Forest Service Spreadsheet Cost Per Mile

https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd528063.pdf

Brechan Construction Cost Estimates for Kodiak Roads

Year	Road	Section	Miles (Approx)	Cost Estimate Amount	Cost per Mile	Construction Type
2022	Ole Johnson Ave	Entire route	0.29	$ 551,175	$ 1,900,603	Full Depth Removal of Pavement
2022	Baranof St	Powell Ave to 12th Ave	0.10	$ 244,592	$ 2,445,920	Full Depth Removal of Pavement
2022	Powell Ave	Entire route	0.19	$ 712,163	$ 3,748,228	Full Depth Removal of Pavement
2021	Mill Bay Road	Island Lake to Rezanof	0.40	$ 629,674	$ 1,574,184	Full Depth Removal of Pavement
2021	Mill Bay Road	Hemlock to Benny Benson	1.60	$ 1,201,835	$ 751,147	Shave and Pave
2021	Upper Mill Bay Road	Rezanof to Wislon	0.05	$ 82,489	$ 1,649,780	Full Depth Removal of Pavement
2019	Von Scheele Street	Entire route	0.24	$ 326,068	$ 1,358,617	Full Depth Removal of Pavement
2019	Larch Street	Entire route	0.25	$ 356,328	$ 1,425,312	Full Depth Removal of Pavement

Converting 2019 and 2021 estimates to 2022 dollars

Road	Cost with 8% price increase per year	Cost per mile w/ price increase	Estimate Year
Mill Bay Road	$ 680,047	$ 1,700,118	2021
Mill Bay Road	$ 1,297,982	$ 811,239	2021
Upper Mill Bay Road	$ 89,088	$ 1,781,763	2021
Von Scheele Street	$ 378,239	$ 1,575,995	2019
Larch Street	$ 413,340	$ 1,653,362	2019

Estimated Construction Cost Per Mile for Kodiak Roads

Construction Type	Average Cost Per Mile	Rounded
Full Depth Removal of Pavement	$ 1,850,749	$ 1,850,750
Shave and Pave	$ 751,147	$ 751,150

Road Improvements Priority Ranking

High Priority = Rating of 6+ / 2023-2027 timeframe

Road Name (Section Description)	Surface Type	Road Length (miles)	Surface Width (feet)	Functional Class.	Priority Rating
Mission Rd (West Marine to Urdahl Loop)	Pavement	1.40	22	Major Collector	14
Mill Bay Rd (Lower Mill Bay to Rezanof)	Pavement	2.04	34	Minor Arterial	10
Lower Mill Bay Rd	Pavement	0.57	34	Minor Arterial	10
Mill Bay Rd (Center to Lower Mill Bay)	Pavement	0.60	28	Local	10
Shelikof St (West Marine to Jack Hinkel)	Pavement	0.29	28	Local	7
W Marine Way	Pavement	0.30	40	Minor Arterial	6
E Marine Way	Pavement	0.33	22	Local	6
Alimaq Dr	Pavement	0.40	22	Minor Collector	6

Kodiak Capital Streets Budget Estimate 2023-2027

Const. Year	Road Name (Section Description)	Section Description	Surface Type	Road Length (miles)	Const. Cost (See note 1)	Construction Activity
2023	Mill Bay Rd	Lower Mill Bay to Island Lake Rd	Pavement	1.06	$ 796,200	Shave and Pave (See note 2)
2024	Mill Bay Rd	Wilson Street to Lower Mill Bay	Pavement	0.38	$ 703,300	Full Depth Removal of Pavement
2024	Lower Mill Bay	Entire route	Pavement	0.57	$ 1,054,950	Full Depth Removal of Pavement (See note 3)
2025	Mission Rd	Erskine Ave to 12th Ave	Pavement	0.63	$ 1,165,950	Full Depth Removal of Pavement (See note 4)
2026	Alimaq Dr	Entire route	Pavement	0.40	$ 300,450	Shave and Pave
2026	Shelikof St	West Marine to Jack Hinkel	Pavement	0.29	$ 217,850	Shave and Pave
2027	E Marine Way	Mission to Tagura	Pavement	0.33	$ 247,900	Shave and Pave
2027	W Marine Way	Entire route	Pavement	0.30	$ 225,350	Shave and Pave

Notes:

1. Costs are in 2022 US dollars. All roads listed are currently paved. Costs are estimated based on construction activity per mile, averaged from past cost estimates provided by Brechan Construction for the City of Kodiak. Other references include: City of Soldotna, 2016; TIC UW, 2002; USDA FS, 2022.
2. Mill Bay Road, from Island Lake Road to Rezanof Drive was paved in 2021 by the City and is not included in the repaving section.
3. Lower Mill Bay costs do not include additional improvements that may be needed including improving safety and congestion in school zone.
4. Mission Road Costs do not include additional improvements that may be needed including addition of pedestrian paths, lighting, and utility work.

Estimated Capital Cost per Year Summary

Year	Total Miles Improved	Total Construction Costs
2023	1.06	$ 796,200
2024	0.95	$ 1,758,250
2025	0.63	$ 1,165,950
2026	0.69	$ 518,300
2027	0.63	$ 473,250
Total	**3.96**	**$ 4,711,950**