

No Parking Sign Request Form

Kenai Peninsula Borough

Road Service Area

47140 East Poppy Lane
Soldotna, Alaska 99669-7599
roads@kpb.us

Phone: (907) 262-4427
Toll Free: (800) 478-4427
Fax: (907) 262-6090

Kenai Peninsula Borough

APR 03 2026

Road Service Area

FOR OFFICIAL USE ONLY

Applicant Name:	Hope, Inc.
Applicant Mailing Address:	P.O. Box 101, Hope, AK 99605
Phone:	(907)250-9101
Email Address:	hopeinc907@gmail.com
Road Name:	Second Avenue
Subdivision:	Causeway Subdivision
Region/Unit: (determined by RSA)	

Pursuant to RSA Policy 2001.-01, parking signage may be placed on an as-needed basis depending on the circumstances applicable to a particular road or section of road. Requests for parking restrictions are filed with the RSA Director who places the request on the next open RSA Board agenda. The RSA Board may determine the need for parking restrictions and signage based on available funding, signage and other RSA priorities, inadequate space, damage to the road or adjacent property and waters, the orderly use and maintenance of the road, and other reasons the Board considers relevant to whether parking signage in a particular place is appropriate. **Parking limitations may only be established within Borough-maintained roads. (KPB 12.04.010/12.04.120). If the petitioned road is not Borough-maintained, the Borough cannot process the request.**

Enforcement of Ordinance 12.04 depends on availability of personnel, plus time and location of the alleged violation.

Required Attachments	
☒ Written Request by Applicant	☒ Map (showing location of the request)
☒ Diagram Outlining the Concern	☒ Photo Documentation

The signed application and supporting documents will be reviewed by the Road Department. If approved, the completed petition will be submitted to the RSA Board for hearing.

Signature of Applicant

Date

4/2/2026

Applicant must be a property owner adjacent to the area for which the restrictions are to be considered, or a person using that right-of-way (12.04.030(B)).

1. Does parking in the area introduce a safety concern? ☒Yes ☐No
a. If yes, describe concern.

There are safety concerns for pedestrians, bike riders, and vehicular traffic when cars are parked on both sides of the street during the summer time weekends. Weekend traffic has increased substantially with a diverse array of visitors. Reducing parking to one side of the street will provide safer room for pedestrians and bike riders while allowing two way traffic. This will also allow emergency vehicles to pass through the area safely.

2. Does parking in the area impede ingress or egress via the developed ROW? ☒Yes ☐No
a. If yes, describe how access is affected.

Second Avenue is not wide enough for two way traffic, pedestrians and emergency vehicles when cars/trucks/campers are parked on both sides of the street. The request for No Parking signs relates to the east side of Second Avenue.

3. Does parking in the area cause harm to residents, or damage to property (property within the ROW and/or private)? ☒Yes ☐No
a. If yes, describe how access is affected.

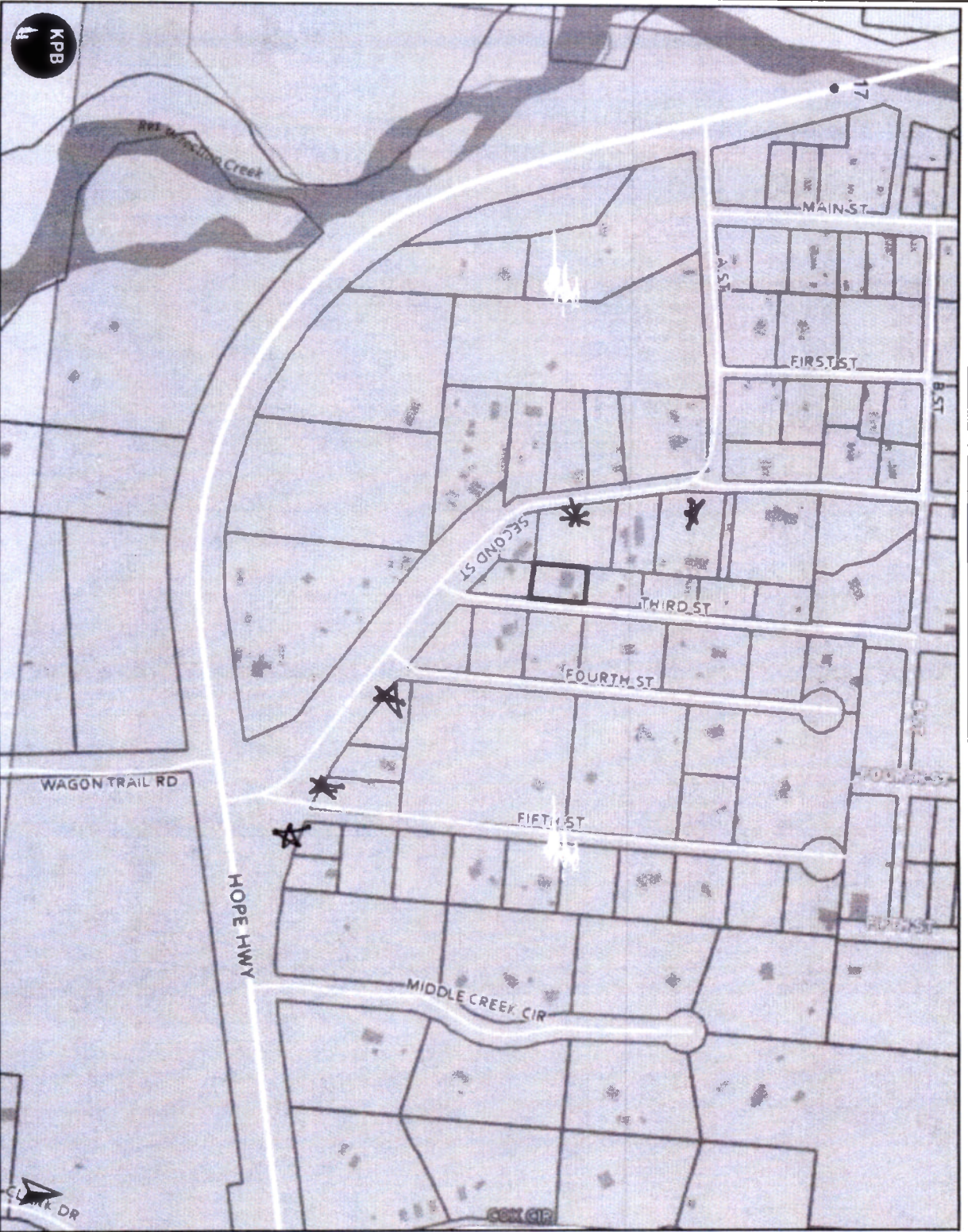
Some property owners have experienced inability to access their parking areas due to vehicles parked overnight in front of their properties. Property owners have experienced increased litter (including animal and human feces), elevated noise levels and unpleasant encounters with people parking along the street.

4. Describe any additional input or concerns, not address above, that are relative to the sign request.

Hope is experiencing significant increase in visitors during the summer months, especially on weekends. The downtown area is congested with vehicles driving, parking and overnight camping on the narrow, gravel town roads. In addition, there is significant foot and bicycle traffic, often families with small children and concert revelers bringing their party into the street. Our hope is that limiting the parking to one side of the street will reduce the risk of pedestrian/vehicle accidents. No Overnight Camping signs have been installed on the west side of Second Avenue to discourage the use of town streets for overnight camping.

viewKPB

Map Title



Legend

Transportation

Mileposts

Parcels and PLSS

Tax Parcels



0 500 1000 ft

NOTE: Every reasonable effort has been made to ensure the accuracy of these data. However, by accepting this material, you agree that the Kenai Peninsula Borough assumes no liability of any kind arising from the use of this data. The data are provided without warranty of any kind, either expressed or implied, including but not limited to time, money or goodwill arising from the use, operation or modification of the data. In using these data, you further agree to indemnify, defend, and hold harmless Kenai Peninsula Borough for any and all liability of any nature arising from the lack of accuracy or correctness of the data or use of the data.

MINUTES - HOPE, INC. MEETING

SATURDAY, MAY 18, 2024 at HOPE SOCIAL HALL

In attendance were Betty Hatch, Flip Foldager, Patti Foldager, Scotty Smith, D.J. Webb, Susan Anderson, Jamey Stehn, Beth Singer, Gene Singer, Frank Quinn, Dawn Hammond, Ted Ganshaw, Marcia Combes, Jim Skogstad, Dan Ducharme, Jen Ducharme, Dru Sorenson, Steve Thomas, Levi Hogan, Erica Miller, Johnny Sorenson, Ryan Carroll, Jonny Gantenbein, Diane Oltheis, Evie Bear, Molly Trostel, Rose Saturday, Todd D, Andy Schell, Kris Carmody, Sam Miller, Robbie Davidson and Mike McGahon. Barb Bureau attended via telephone.

1. Meeting was called to order at 6:03pm
2. Approval of Agenda - Motion to approve was made by Jamey Stehn, seconded by Jim Skogstad. Being no discussion, motion approved by unanimous consent.
3. Approval of last meeting minutes - Motion to approve was made by Jim Skogstad, seconded by Dawn Hammond. Being no discussion, motion approved by unanimous consent.
4. Treasurer's Report was made by D.J. Webb. Certificates of Deposit that matured May 9 were rolled into one CD with addition \$25,000.00 from operating account. CD is \$30,562.96 rate of 4.5 maturing in 179 days (the best yield offered by FNBA). Balance in operating account is \$33,530.44 and balance in gaming account is \$513.44.
5. Old Business
 - a) Grant application for parking lot and pedestrian walkway - Dru Sorenson motioned for Hope, Inc. to approve the capital grant applications for community parking lot and safety path. Jim Skogstad motioned to amend the motion into two separate items. Motion was seconded by Frank Quinn. The motion for approval of the capital grant application for safety path was discussed and approved by unanimous consent.

Lengthy discussion ensued regarding the community parking lot. Jim Skogstad called for the question, seconded by Flip Foldager. Results were 14 in favor and 5 opposed. Motion passed.

b) Parking signs - Scotty Smith asked for a motion for Hope, Inc. to reapply for No Parking signs for one side of Second Street and No Overnight Camping signs on the other side. Motion was made by Flip Foldager and seconded by Frank Quinn. Parking was discussed. Erica Miller called for the question, seconded. Results were 12 in favor and 5 opposed. Motion passed.

6. New Business

a) Social Hall reservations - Reminder that anyone wanting to book the social hall needs to complete the Use Agreement and deposit the cleaning fee. The rental fee is waived for community events. Cleaning deposit will be returned if the social hall is vacated and clean at the end of the rental period. If renting during the winter, the event planner will be responsible to arrange for snow removal.

7. Community Announcements - none

8. Non-Agenda Items - Dawn Hammond made a motion requesting the porch of the Social Hall be used for Summer School Food Program distribution once a week. Dru Sorenson seconded, being no discussion, motion approved by unanimous consent.

9. Adjournment - Motion to adjourn was made by Flip Foldager, seconded by Frank Quinn. Being no discussion, motion approved by unanimous consent. Meeting adjourned at 7:46

Hopeinc907@gmail.com
www.hopeinc.us

Hope, Inc. Meeting Minutes

Saturday October 5, 2024 at the Hope Social Hall

In attendance were Flip Foldager, Patti Foldager, Sherie Crosby, Gary Grenstein, Marcia Combes, Diane Oltheis, Jonny Gantenbain, D.J. Webb, Barbra Bureau, Lora Airth, G. John Sorenson, Liam Bureau, Todd Bureau, Rose Saturday, Gyongyver Shilling, Erica Miller, Jane Matthews, Connie LaRose, and Scotty Smith.

1. Meeting was called to order at 5:17.
2. Approval of Agenda. Motion to approve was made by Flip Foldager and seconded by Sherie Crosby. Being no discussion, motion was approved by unanimous consent.
3. Approval of last meeting minutes: Motion to approve was made by Flip Foldager and seconded by Jonny Gantenbain. Being no discussion, motion was approved by unanimous consent.
4. Treasurer's Report was made by D.J. Webb. The Wagon Trail Run and Raffle were successful this year. The operating account balance was \$41,974.70 per the 9/30/2024 bank statement. There are outstanding disbursements of \$6,865.04 leaving a net balance of \$35,109.66. The raffle account balance was \$17,068.44 per the 9/30/2024 bank statement. There are outstanding disbursements of \$16,457.00 leaving a net balance of \$611.44. This account is subject to monthly bank service fees which are expected to be about \$100 over the next year. The previous four Certificates of Deposit were rolled into one and \$25,000.00 was taken from the operating account to create one new CD in the amount of \$30,562.96. This CD will mature on November 4, 2024; the current rate is 4.5%. At that time, rates are expected to be lower and we will review the terms and rates to obtain the maximum beneficial yield.
5. Old Business
 - a. KPB Community Improvement Project Grant application for parking lot and pedestrian walkway was not funded.

b. No Parking Signs – The KPB Road Service Area board provided a defined petition district and list of owners who need to be noticed of the application for placement of No Parking Signs on the east side of Second Street. Petitions for and against the placement were available for signature at this meeting; 12 people signed the petition for placement of the signs, no one signed the petition against. Letters will be mailed to petition district owners who are not available to sign at this meeting. When petitions are gathered, they will be forwarded to the KPB Road Service Area to be presented before the KPB RSA board. Public comment at the board meeting is encouraged.

G. Johnny Sorenson presented information regarding standard criteria for parking on both sides of the street. Discussion ensued regarding No Parking signs and No Overnight Camping signs with comments from Flip Foldager, Erica Miller, Connie LaRose, Jane Matthews, and Barbra Bureau.

6. New Business

a. 2025 KPB Community Assistance Program Grant application is due October 8, 2024. The board proposes to apply for the grant in the maximum amount available of \$15,473.22 with \$10,000.00 targeted to Hope, Inc. for maintenance of the public toilets and social hall. The remaining funds to be disbursed equally to three non-profits (Fire/EMS, Library and Historical Society). Motion to approve application for this grant was made by Sherie Crosby and seconded by Lora Airth. Motion was approved by unanimous consent.

b. 2025 KPB Community Improvement Project Grants were discussed at a meeting held by KPB on September 21, 2024. Participants of that meeting identified two projects as priorities for grant applications: 1) Solid Waste Site Improvements and 2) Bike/Safety Path. Motion to approve application for these grants was made by Lora Airth and seconded by Sherie Crosby. Motion was approved by unanimous consent.

7. Election of Officers – Motion to retain the same group of officers was made by Todd Bureau and seconded by Connie LaRose. Scotty Smith, Patti Foldager

and D.J. Webb confirmed their agreement to continue serving as President, Vice President, and Secretary/Treasurer respectively. Motion was approved by unanimous consent.

8. 2024 – 2025 Budget: The draft budget was presented identifying estimated income and expenses (copy is hereby attached). Discussion digressed to social hall improvements. Maintenance plans include painting the ceiling and possibly refinishing the floor. Possible major improvement of installing an egress door replacing the further south/east window was discussed. Due to the historical nature of the building, there were concerns of such a modification. Diane Oltheis provided the name of the State Historic Preservation Officer, Judy Bittner. Diane indicated a Section 106 application showing the modification would not compromise the historic integrity of the building would have to be made. Scotty confirmed that major improvements would not be made without bringing the plans to the community for approval.

9. Community Announcements: There will be a shot clinic at the Hope School on Tuesday, October 8, 2024 between 10:30 and 12:30. The Hope/Sunrise Fire and EMS have received a grant for smoke detectors and carbon monoxide detectors. Please contact Kristy Peterson if you have questions on either of those items.

10. Non-Agenda Items: Sherie Crosby requested a sign near the fire station for notice of emergency vehicles entering the highway. She was referred to Kristy Peterson. Lora Airth asked the question if a trooper or VPO could be stationed in Hope to assist in enforcement of speed limited and parking restrictions.

11. Motion to adjourn was made by Todd Bureau and seconded by Lora Airth. Being no discussion, motion was approved by unanimous consent. Meeting was adjourned at 6:19.

Hope, Inc.
P.O. Box 101, Hope, AK 99605

April 3, 2026

Kenai Peninsula Borough
Road Service Area
47140 East Poppy Lane
Soldotna, AK 99669-7599

Re: NO PARKING SIGN REQUEST

Dear Sirs:

Enclosed is our application for reconsideration for placement of No Parking Signs. Hope is experiencing significant increase in visitors during the summer months, especially on weekends. The downtown area is congested with vehicles driving, parking and overnight camping on the narrow, gravel town streets. In addition there is significant foot and bicycle traffic. Two-way traffic is not possible when cars are parked on both sides of the road. Vehicles must wait near a driveway for approaching vehicles to pass. The congestion creates a concern for pedestrian safety as well as the ability for emergency vehicles to access the area if needed.

This request is to place five "no parking" signs along one side of Second Avenue, from the intersections of the Hope Highway to A Avenue (see attached map). The goal is to allow sufficient room for two cars to pass while allowing room for safer pedestrian traffic. This request was approved by members of Hope, Inc. at meetings on May 18, 2024 and October 5, 2024. Our original application was submitted in June 2024. Over half of the property owners in the KPB designated petition area have signed the petition approving installation of no parking signs. The petition signature pages were provided to KPB in November, 2024. Thank you for considering this application. Please let us know what additional items may be required. Feel free to contact Scotty Smith at (907) 250-9101, D.J. Webb at (907)250-4914 or hopeinc907@gmail.com.

Sincerely,
Hope, Inc.


D.J. Webb
Secretary/Treasurer









Sent from my iPhone

June 10, 2026 (1)

Dear KPB Road Board
Members

What you are being asked is
to reduce parking downtown Hope.
I support parking on one side only
where the roadway narrows to
24ft. I have testified before
you that there is No reason to
remove parking where the road is 32ft
wide. If for any reason politically
there is a desire for a wider road-
it can be done easily.

Now what you have before you

(2)

is pure small town politics of an attack on music and visitors to Hope. Most people in Hope want increased parking downtown as shown in a public survey. 24 residents want more parking and 11 are strongly opposed. (Appendix J) Those who ~~oppose~~ advocate for reduced parking down town also ~~fight~~ fight against any alternative to accommodate visitors. An example of this is the new overflow parking lot created on borough property. No one knew the existing trail that

③

has been used over 40 years
infringed on Matt & Diana's property.
When it was discovered, Hope Inc.
did not look for a solution but instead
began "bad mouthing" residents who
want a solution.

In the attached letter I am accused
of moving surveyor monuments by The
president of Hope Inc. That is ridiculous.
I am in Soldotna today and went to
McLane Surveyors, and Ben Benson, who
said they did not "replace" ~~the~~ monuments
that ~~were~~ ^{had been} removed but found the
existing monuments. The original monuments
were there at their correct locations.

The town of Hope as resorted to
ugly behavior that reminds me of
a chicken coop where one chicken
pulls out a feather and other chicken
~~join in~~ join in. This is in a village
named "Hope."

Sincerely
John Soen

Diana's Post Behavior in "Hope"



Hope Closed

Diana Noyes · ★ Rising contributor · June 3 at 6:27 PM · 🌐

...

Update...

I am providing the State Trooper Case #
AK26044854

For those who would be willing or anonymously provide information on who all was working on the layout of the Event Parking on the weekend of April 25th or after. Thank you.

So someone in Hope messed up, they burgled our property by stealing the monument marker! And then painting a sign granting free access through our property, miss marked our property line at one corner and then removing the marker at the other corner. Which forced us to hire McLane Consulting Inc who did the original design and surveying of the subdivision 23 years ago, and are now out over \$2000 dollars. A Trooper report has been filed for vandalism of property, and we are in the process of trying to decide if we will allow pedestrian traffic across our property. If anyone has information concerning who vandalized our property, I will provide them with the report case #.

👍 20 💬 9 📌



Most relevant ▾

President
Hope Inc.



Scott Smith

You should reach out to KPB mayor who approved the parking lot without due diligence and the side effects of his decision. It was pushed through with efforts from the Hope Chamber of Commerce and Johnny Sorenson. Proper planning is important for long term solutions. It's too bad the chamber wanted it "their way" and were unwilling to work with people who would have taken your concerns and property lines into consideration when the parking lot idea was conceived. The Chamber decided to make decisions for everyone in the community without consent and proper planning. Business before community.....

6d Like Reply

11 🗨️



Joeline Fortin

Scott Smith I completely agree!!!

4d Like Reply



Nels Barber

This is not at all acceptable!

I understand what Hope is trying to do and I'm all for it but infringing on somebody's property is not right

6d Like Reply Edited

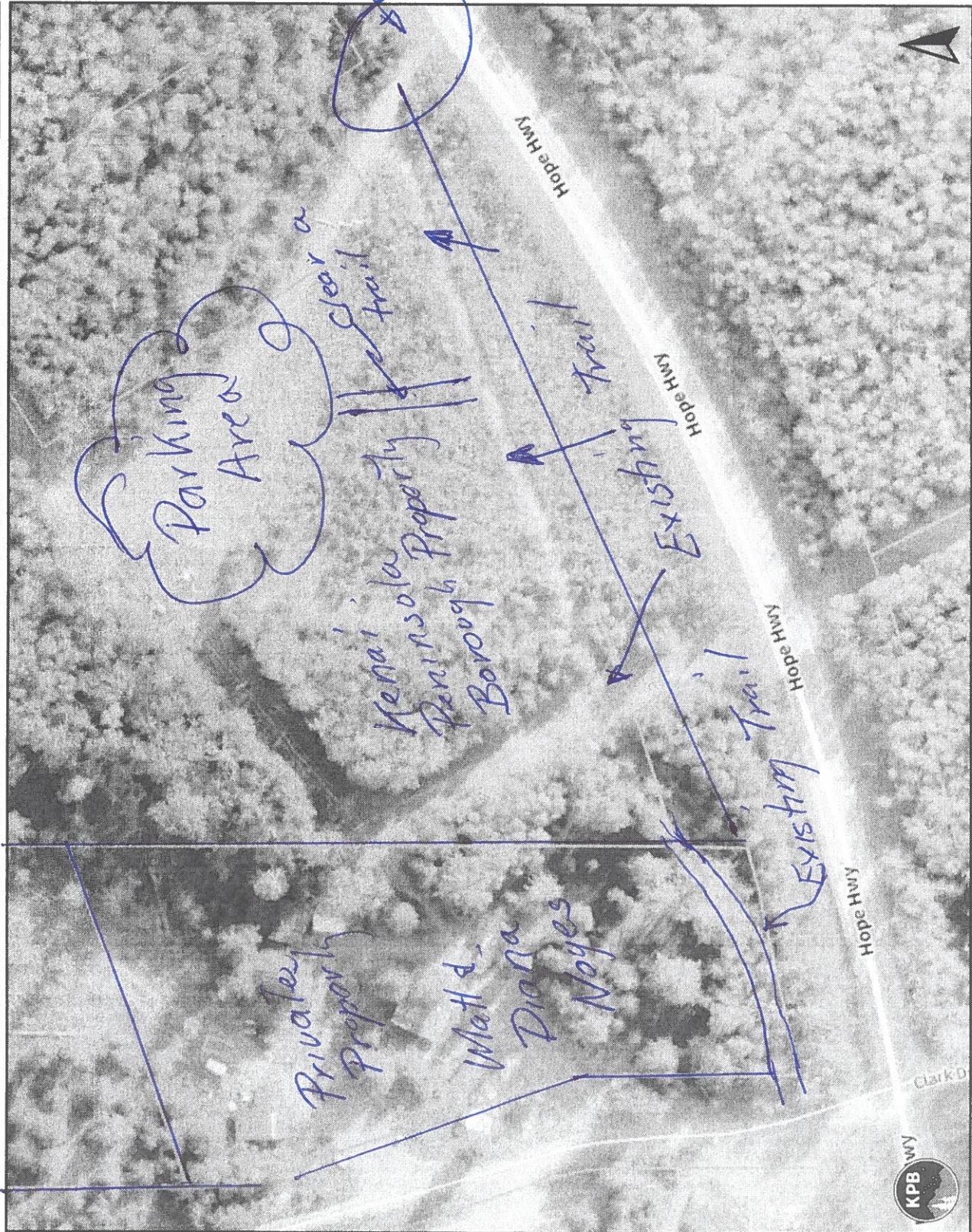


Scott Smith

Exactly!!!

6d Like Reply 4 🗨️

President of
Hope Inc.



Legend

Transportation

Mileposts

Roads

Legal Trail

Private Road

Proposed

State Highway

Town Low/Seasonal

Town Major

Collector

Town Medium

Volume-Maintained

Town Medium

Volume-

Unmaintained

Parcels and PLSS

Tax Parcels



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June 10, 2028

My name is Johnny Sorenson. I have lived in Hope for what seems forever and both my sons attended Hope School. One son is 45 and the other is 37. I have been a registered professional engineer in the State of Alaska since 1978. During my career I worked in the field managing construction projects with a total worth of over \$100 million for the state of Alaska beginning with the installation of the 2nd and 3rd stoplights on the Kenai Peninsula. One traffic signal was at the intersection of Bridge Access and the Kenai Spur and the other light was at the intersection of the Sterling Highway and Kalifornski Road. I was also the engineer for the Canyon Creek bridge near the Hope Wye. This is I believe the 3rd time you have reviewed a request by Hope Inc. to install "No Parking" signs on 2nd Street in Hope. I testified at the first request with distances and engineering reasoning(Appendix N). The measured distances do not justify "No Parking" signs to remove parking and my first presentation is attached.

I will now address to you the politics of the situation. 2nd Street is a State of Alaska road and maintenance was transferred to the Kenai Peninsula Borough for the reason of improved snow plowing January 10, 2024. Three months after requesting the transfer, On April 24, 2024 Hope Inc. requested "No Parking" signs on 2nd Street without community involvement which raises the question of why there was a request for a MOA to transfer maintenance. The request for "No Parking" to the borough was sent back to the community and Hope Inc. asked for community support and the vote was 12 in favor of "No Parking" signs and 5 against. This is a total of 17 people in a community of over 100 voters, a difference of 7 votes. There has been an effort by a group of NIMBY's in Hope against the existence of music at the Creekbend Cafe. They have used the borough government in this effort.

This group alleged that Creekbend had built a music stage within 50 ft. of an anadromous fish stream, Middle Creek. Bruce Wahls came and investigated and measured distances from a somewhat stagnant stream behind Creekbend and found the stage in violation. The problem was that "Middle Creek" is actually ¼ mile away. Most everyone in Hope knows the location of Middle Creek is near Middle Creek Road where it flows under

the Hope Highway. Two members of the HAPC drive across the Middle Creek culvert on 5th Street on their way to their homes. Pure politics.

A group was formed in July of 2025 named "Friends of Hope" (FoH) with the sole purpose of harassing Creekbend because of music. Hope is an unincorporated town on the Kenai Peninsula with no rules or regulations. You can have a sawmill or junk cars in your yard. This group of mostly weekenders are trying to bring "land use planning" to Hope. They are not using government agencies to improve the community but to harass Creekbend. This group keeps their membership identities and financial contributors secret and "confidential to the full extent of the law." They opposed the Creekbend food and beverage license as a method to control Creekbend music. As part of their evidence to oppose the license they cite that "Creekbend opposed no parking adjacent to their business." Doesn't Creekbend have a right to present to you their objection to the removal of parking next to their business? Creekbend spent over \$25,000 to hire a lawyer to maintain their license to serve beer and wine. What is before you is not a debate about traffic signs, lane widths and safety. What is before you is an issue of a small group against music and visitors to Hope. The effort by this group is now to use parking as a weapon. Even though Hope is only 1-½ hours from Anchorage, and even though the majority of those who complain are not full time residents but have weekend cabins, they want to control the community. It is interesting that with only 3 days' notice before the April 2026 liquor control board meeting when FoH challenged the Creekbend license to sell beer and wine, 53 FULL TIME residents signed a petition, with their names "open to the public" supporting the license. In order to help with parking in the community of Hope the Chamber of Commerce has worked with the Kenai Peninsula Borough to build an overflow parking lot. It was designed to hold 34 cars and has been successful with one weekend having 50 cars parked in the lot. There are members in the Hope community that oppose any solution to increase parking in Hope even though the majority of people in a survey desire increased downtown parking.(Appendix J)

Right now there is a challenge to the existing pathway between uptown Hope and downtown "Old Town" because the historic pathway that has been in use for over 40 years infringes on private property. This challenge was initiated because the new overflow parking lot users travel on the existing trail to "Old Town."

There has never been an incident or accident on 2nd Street where parking is currently allowed. Vehicles drive slowly during events because of the narrow lane width between cars. During the weekdays I have observed vehicles speeding. I support "No Parking" on one side of the street past Flow Rafting where the existing roadway narrows to 24 ft. I supported those signs in my first presentation but there is no logical reason to install "No Parking" where 2nd Street is 32 ft. wide. If for a political reason this board decides additional width is needed, the roadway could be widened at least 4 ft. using a grader. The road is gravel and the R/W is 130 ft. wide and in a fill section. Widening is what one member of the borough roads described as a "solution based" answer. As a side note, this area is the exact area the Hope plan identifies additional widening to change parking from parallel to diagonal parking. During weekdays and all winter a widened area would be unnecessary and the Hope Comprehensive Land Use Plan also identifies the area along 2nd Street as possible "do nothing" because parking is only required on a couple weekends a month for 4 hours each day.

The decision before you is very ugly. There have been tires slashed on cars of people who attended a concert. The group who oppose music put up their own "No Parking" signs and leave ugly messages on the windshields of people who park along the Hope Highway in the State of Alaska R/W to attend concerts. One letter to the liquor board threatened violence. I do not envy you. The challenge before us is to use logic and reasoning. There has never been an accident on 2nd Street and measurements meet code. There are many sources that cite that narrow roadways reduce speed and injuries. The argument by Hope Inc. members that they will request more speed signs and ask troopers to enforce speed

limits on a wider roadway are not valid solutions to a problem that does not currently exist.

The attached Appendix "N" and Appendix "J" are from a book I have been writing for 6 years about the ugliness of group behavior in a village named Hope. It is comparable to a chicken pulling the feather out of another chicken and encouraging other chickens to join in. My manuscript is currently with an editor and I expect it to be available in July ~~2024~~. It is a fantastic story.

2026

Sincerely
John Sauer

Appendix N 1/9

My name is Johnny Sorenson, [REDACTED] Hope, Alaska, [REDACTED]. I testified at the road board meeting in June about parking on 2nd Avenue in Hope.

At a Hope Advisory Planning Commission meeting on January 10, 2024 the President of HAPC proposed the Commission request the Kenai Borough accept maintenance from the State for 2nd Street in Hope. The reason given was that with heavy snow the DOT priority was the Seward Highway, then the Hope Highway, then the Hope Airport and plowing snow on 2nd was the last priority. This proposal was unanimously approved. Three months after the borough assumed maintenance responsibility, on April 24, 2024 Hope Inc. requested the Kenai Borough install "No Parking" and "No Camping" signs on 2nd Street. It was a month later on May 18, 2024 when Hope Inc. asked members of the community to approve forwarding the request to the borough. The community voted 12 in favor and 5 opposed to forwarding the request to the Kenai Borough for consideration. The "No Camping" signs have been installed though the community is not sure if it applies to "car camping." State Troopers addressed "car camping" at a Hope Inc. meeting and "car camping" is legal along all State Highways and Troopers would rather have someone pull off the road and sleep in their cars than drive impaired by lack of sleep or alcohol. I am not sure if the Borough has this same policy. "No Camping" signs have been installed by the borough at the request of Hope Inc.

The reason given by Hope Inc. to remove parking where there has been parking on both sides and no history of accidents is: "for safe 2 way traffic, pedestrians, and emergency vehicles" because "two way traffic and emergency service are difficult with parking on 2 sides of the street." It goes on to describe that "Increased traffic to Hope during the summer has caused safety concerns". If safety is our concern, removing parked cars from one side of the road will make the road less safe because it will open the roadway and encourage higher speeds when the roadway is congested with pedestrians. Currently parking is on both sides of 2nd Street near

Appendix N

2/9

Creekbend during concerts on Friday and Saturday nights and during weddings. On weekends after concerts people walk and ride bikes, usually in groups, down the center of the road to the end of Main Street by the water and to a late night food cart near the Social Hall. It is no different from groups of people after a sporting event or after the Soldotna River Park concert series.

I wondered why if Hope Inc. was truly concerned for safety because the road is too narrow with cars parked on both sides, why did they not propose to the borough to widen the road and still accommodate parking on both sides. The Right of Way is 130 ft, there are no utilities and the road is all on a fill so simply lowering the road 1 ft. would create a 4 ft. wider roadway. I measured the width of the existing road. It is wider at the beginning but it is basically a 32 ft. roadway. This is the roadway width recommended for the posted speed of 15 MPH. The roadway was designed and built for parking on both shoulders.

I considered maybe because the roadway is gravel rather than asphalt and curbs, or maybe because brush encroaches up to the roadway that the 32 ft. roadway width was not adequate. During a concert I measured the width between cars that were parked on both sides of the road to confirm the 32 ft. roadway width was applicable. The minimum between parked cars was 17' 6" and with the majority of 2nd Street having more than a 20 ft. lane width between parked cars. The recommended roadway width between parked cars for the speed of 15 MPH is two 9 ft. each lanes which results in an 18 ft. clear roadway width. The clear lanes measured exceed that width other than a short 100 ft. section. Vehicles are parking along the 32 ft. roadway surface as anticipated to provide passageway.

At the last meeting of the Roads Board a member said he wanted to see a "solution based" proposal. 2nd Street roadway is performing as it should with parking on both sides in its current use. The advisory 15 MPH limit and straight sight distance allows for drivers to adjust to conditions when the roadway is crowded with pedestrians, people on electric skateboards, bikes, tandem bikes, people with cars in the road visiting, people with dogs

Appendix N

3/9

on leashes and no sidewalks. The roadway becomes a pedestrian way and much of the time, vehicles move at walking speed not because of parked cars but because of pedestrians. Attached are design references.

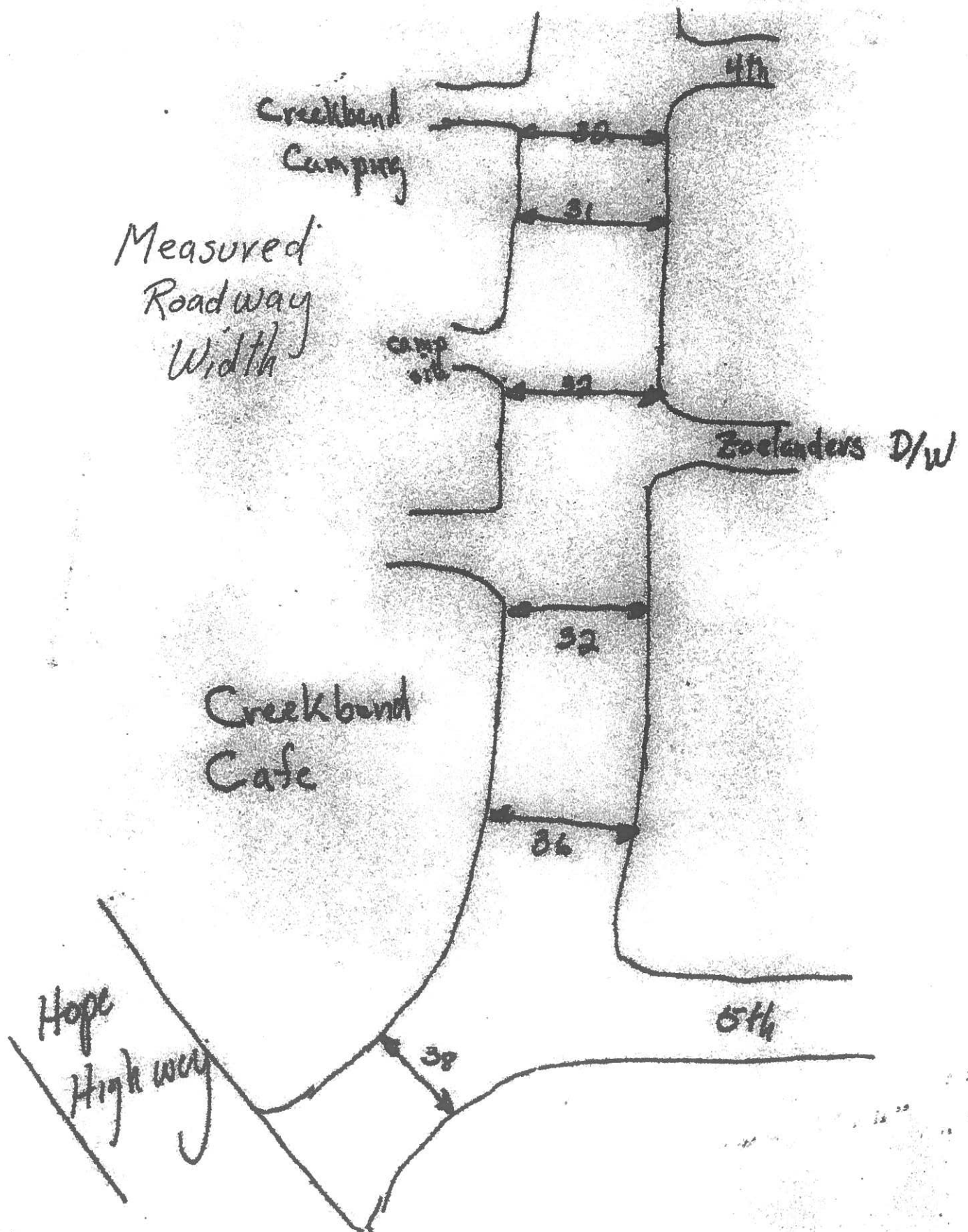
The 2023 Hope Comprehensive Community Land Use Plan identifies the area along 2nd Street where "No Parking" is proposed to be widened to satisfy increased community parking demand with room for diagonal parking.

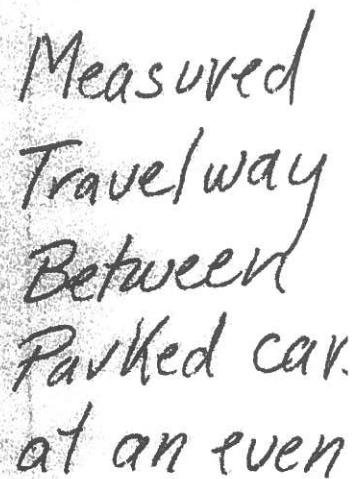
Beyond the section of 32 ft. roadway top, beyond the Museum, beyond Flow Rafting the roadway R/W narrows to 40 ft. with a roadway top of 24 ft. Hope Inc. has proposed "No Parking" signs in this area be installed on the East side of the road. I support this signage and realize that with parking on one side, the roadway will be reduced to a 17ft. driving surface. That is basically the same driving width as the 32 ft. roadway adjacent to Creekbend with parking on both sides.

The proposal to eliminate parking is the latest in a nearly 5 year long effort by a group of Hope residents against Creekbend Cafe.

Appendix N

4/9



$\frac{5}{9}$ 

Appendix

N

6/9

Significant reduction to impervious cover can be accomplished by minimizing street width and length. (Figure 2.3.1.a) Accordingly, streets should be designed as narrow and short as possible for intended use. Careful design of streets can satisfy concerns regarding parking, safety, and traffic congestion. Conventional standards include a 32' wide roadway composed of two 7' parking lanes on either side of two 9' wide moving traffic lanes. With only one 8' wide parking lane, two 10' wide travel lanes are standard.



Figure 2.3.1a Narrow Residential Streets with Adjacent Bio-swales

Photo Courtesy of: Washington State University

Recommended practices for designing road width and length include (CWP, 1988):

- ◆ Base design on average daily traffic volume calculated by the number of actual trips per day,
- ◆ Provide safe and efficient access for emergency vehicles,
- ◆ Design for the minimum required pavement to support traffic and parking, and
- ◆ On-street parking lanes should serve as traffic lanes (also known as a "queuing lane").

For urban streets with parking on both sides actual width is recommended at 32'. The recommended actual width of a neighborhood street with parking on one side is 24', while local street width is recommended at 18' and a gravel alley has recommended width of 14'.

Benefits from these practices include (CWP, 1998):

- ◆ Reduction in impervious cover,
- ◆ Reduction in the speed of traffic provides greater safety for pedestrians,
- ◆ Significant savings in cost of paving, clearing and grading, infrastructure, long-term pavement maintenance and stormwater management.

Appendix

N

7/9

Hope Comprehensive Community

Land Use Plan

Draft 2023



Drafted by the 2022 – 2023 Hope/Sunrise Advisory Planning Commission:
James Skogstad, Levi Hogan, Flip Foldager, Jessie Maguire, Peter Smith,
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Appendix

N

8/9

pave downtown in the foreseeable future. Visitor's comment, "This is exactly why we came to Alaska, where Main Street is a gravel road."

Resurrection Road can become dusty. A public survey would be needed gauge if paving the road to reduce dust or muddy vehicles would be acceptable because of the accompanying increase in traffic speeds. If it were to be paved a pedestrian path would be required.

The Hope/Sunrise EMS and Fire Department share a property that is centrally located along the Hope Highway and appears to be adequate into the future. A library in the old Hope School is successful and located to encourage participation by locals and visitors. The post office is centrally located and readily accessible. The museum is a treasure and attraction for Hope residents and visitors to remember the past. Additional Borough land has been set aside to be used for community needs such as industrial use and a refuse transfer site.

There is public support for a bike/walking path from Old Town Hope to the Hope/Sunrise EMS and Fire Station and beyond to Mud Lake. This would tie "Old Town" to development along Resurrection Road and the Bear Creek area. The preferred route is to follow an existing trail on the northside of Hope near Old Town intersection (to near Resurrection Road, then across the Hope Highway to continue on the southside to the Hope-Sunrise EMS and Fire Station and then continue to Mud Lake. There is no funding source at this time. The proposed pathway would be within the State of Alaska right-of-way. In the future another pathway may be considered from Old Town to Porcupine Campground. It would cross the Hope Highway at "A" Street, bridge Resurrection Creek and continue to Porcupine Campground. This second pathway would be used by people in Porcupine campground but more importantly it would accommodate future development of two large tracts of private property on the westside of Resurrection Creek. Hope Highway, "A" Street, a section of 2nd Street, and Main Street are owned and maintained by the State of Alaska.

Parking to accommodate visitors has been an issue within the community for over 2 decades with no resolve. Parking configuration was changed on Main Street across from the Seaview Café to diagonal parking to increase on street parking capacity. There is no public land available to use for public parking and need for parking has been increasing. When pink salmon are running in Resurrection Creek, the areas along Main Street, "A" Street, and the Hope Highway are used by fishermen. These areas are desirable to reduce walking distance. Many fishermen who visit Hope are not rigorous sport fishermen, but instead fishing families or elderly with gear and coolers.

Appendix N

9/9

A successful parking solution would provide parking near the destination. Parking in the right-of-way (ROW) of the Hope Highway creates its own issues for traffic and pedestrians. All public parking in the Old Town Hope area for businesses and visitors is within the public right-of-way except for Creek Bend and the library, which have off street parking.

Main Street is a dedicated 50-foot-wide right-of-way. It has a 24-foot constructed roadway and there is room for parking on both sides of the road, however shoulders have never been developed for parking. The feel of Hope, the authenticity and historic nature of Hope, the calming of traffic is preserved by not extending the roadway wider to create parking. "A" Street is a narrower dedicated 40-foot-wide right-of-way without fully developed shoulders and parking is limited to one side. Fishermen and patrons of businesses on Main Street use these areas. The public library has off street parking. 2nd Street is a dedicated 40-foot-wide right-of-way that widens to 130 feet at the museum and maintains a 130 feet width to the Hope Highway. It would be easy to widen 2nd Street in at least part of this area to include diagonal parking perhaps on both sides of the road. This would encourage casual visitors entering "Old Town" on 2nd Street to park before the museum and walk through the community. Many visitors enter on the west end of "A" Street, drive down Main Street, turn around through the Seaview camping area and drive back out Main Street before taking a left and driving down "A" Street past the library and museum before exiting our community out of 2nd Street. Some large motor homes have difficulty turning around at the end of Main Street. A do-nothing parking option may be acceptable as most parking congestion is during six weekends from June 15 to July 25. During events such as the Hope Wagon Run, particularly good bands playing at the Sea View or Creek Bend or when the weather is exceptional for a weekend the town becomes especially crowded and congested.

Additional needs identified in the 1987 Hope Comprehensive Land Use Plan included public lands for a police station, city hall or clinic. It may also be considered that a portion of public land could be held for an elder care facility. This may not be practical because of cumbersome access to care facilities in Anchorage, especially during the winter.

Along Resurrection Road, private property is being subdivided, sold and developed that is beyond the existing power grid. People living in these areas use generators and haul water. The power grid was extended from Nu Hope Subdivision to Fish Lane about 1987. This was done at no cost to property owners and the change was dramatic. It is reasonable to expect services will be extended in the future leading to further development along upper Resurrection Road.

The Hope Airport has been developed to meet minimum FAA requirements and provides tie downs outside the required clear zone. The surface has been improved for year-round

Appendix J

Hope/Sunrise Survey Report

of respondents who selected Full Time:
of respondents who selected Part Time/Seasonal:

Hope/Sunrise
Resident status

38

60

The following questions should be ranked on a scale of 1
– 10, where 1 is strongly disagree and 10 strongly agree.

of respondents who selected 1:
of respondents who selected 2:
of respondents who selected 3:
of respondents who selected 4:
of respondents who selected 5:
of respondents who selected 6:
of respondents who selected 7:
of respondents who selected 8:
of respondents who selected 9:
of respondents who selected 10:

Additional
Parking in
Downtown Hope

Additional
Residential Lots

11

9

8

3

12

8

10

7

7

24

10

10

8

6

20

9

6

4

4

7