

HALO Meeting Minutes
Thursday, November 1, 2018

I. The meeting was called to order by President Matt Burkholder at 7 pm. Board Members present: Sarah Densen, Vice President; Albert Fogle; Christine Monette, Treasurer; Katie Nolan, Secretary; Rodney Powell, Past President; and Kurt Rein. Absent but excused: Pat Abney, Brenna Doolan, Peter Johnson, Mike Kenny, and Gail Morrison.

II. Additions to the Agenda were made.

III. Presentations

A. The State of Alaska Department of Transportation and Public Facilities provided three managers to discuss current and planned projects that affect Hillside.

Jim Amundsen, Group Chief, Highway Design SOA DOT&PF discussed status of current projects including Abbott Road, O'Malley Road, resurfacing Minnesota and new Raspberry and Diamond "weave lanes". (Weave lanes allow vehicles to stay in egress lane.) New Seward, Dimond to O'Malley project is in the beginning phase of ROW purchases for noise walls. It will be three lanes, with divergent diamonds at Dimond and O'Malley. Divergent diamonds eliminate the need for dedicated turn lights, speeding traffic flow. The Dowling roundabout does not have a large enough radius, and they will be increasing the diameter. DeArmoun resurfacing will be completed. They are trying to restart the potential project of Upper DeArmoun. He can be reached at jim.amundsen@alaska.gov or by calling 269-0566.

Brian Schumacher, SOA DOT&PF Construction Project Manager discussed new projects. On Rabbit Creek Rd, 2 ½ of 3 dig outs are done. Abbott Rd is finished for the season. Brayton Dr is done. O'Malley is ready for final inspection. For questions, he can be reached at brian.schumacher@alaska.gov or by calling 269-0432.

Bob Anderson, Maintenance & Operations Chief, SOA DOT&PF, explained priority snow removal map system. Priority 1 (major highways) to priority 5 (side roads). Priority 3 is collector roads. They developed this map to address the need for a systematic approach to winter maintenance. Hours needed to remove snow have been halved; 12 for priority 1, 18 hours for priority 2, 24 for priority 3, 36 for priority 4, and 48 for priority 5 roads. These times are based on data collected. Storms disrupt the entire process. Back-to-back or heavy storms mean the entire process must restart on priority 1 roads. The map is on the SOA DOT&PF website. The Anchorage station works 24/7 except they do not work from 5 to 8 pm weekdays due to rush hour traffic. Each crew has 6-7 people. There is a lot of lane miles per crew. They have experienced short staff and reduced funding. He can be reached at bob.anderson@alaska.gov or 269-0760.

Q. Rocks and windshields? A. Dept uses 3/8" diameter max rocks. Private parking lots use larger. City is also 3/8" max.

Q. Slow response on Hillside roads? A. DeArmoun, Huffman, Rabbit Creek, Abbott are all priority 3 roads. The DOT&PF has lost 6 positions last years due to budget cuts.

Continually looking at new technologies. For example, using the same system that public service vehicles use to change lights to allow continuous snow throwing or removal.

Q. Thank you for being open to working with LRSAs to create efficiencies. A. Upper Huffman LRSA worked out a deal to exchange RAP(recycled asphalt products) for winter maintenance.

Q. Who to call with improvement or efficiency ideas? Bob Anderson.

Q. HALO has been exploring a combined road service area. Looking at issues last year, we should do a better and more uniform job of providing maintenance across Hillside. How do we start that conversation with DOT? A. We met with upper Huff 3 or 4 times, and now that first one is done, we have a process to work with LRSAs.

Q. What about ARTSAs? A. What can we trade? RAP is good trade tool. Have done analysis that shows nobody can match State prices due to economy of scale. Open to new ideas. We want to partner in win-win arrangements.

Q. We know you have budget constraints. What can be done? Brine near school areas? A. One problem is that we have so many microclimates.

Q. Not all storms are created equal. Those with ice should be a factor. A. Perhaps a possibility of grading system that includes the relative humidity level.

Q. Took four days to get DeArmoun and Huffman plowed out last year. Also Hillside Dr. Who should we call? This is a public safety issue. A. Bob Anderson.

Q. Is there a way to partner with DOT for winter maintenance? Can we have a mechanism for us to have an impact on State roads? Perhaps by council areas? A. Today APD calls us and we get a truck to immediate problem areas.

Q. Why can't we get a school zone at Service? A. Without enforcement, it won't make any difference, and APD cannot handle any more enforcement. It will cause more danger than currently exists, as people will still speed.

Q. We got back-to-back school zones on Lake Otis, but it took a death to make it happen. Do we need a death at Service? A. There will not be a school zone at Service as it is too dangerous.

Q. (for Jennifer Johnston, Chris Birch and John Weddleton) We have asked for years for a school zone at Pintail & Huffman and increasing the school zone hours for Huffman Elementary. Is it time to ask again? A. Yes, address again.

IV. Legislative Reports

A. Assembly Representative John Weddleton. We are in budget season. Don't be bashful – speak up. \$522M is a big budget. Property taxes will probably be flat or just about flat due to tax cap limits. Re: crime problem and homelessness. Most of the dollars we spend are from the feds, with \$500K this year from our budget. Will need \$750K to 1.25M next year to address homelessness, so will be cutting somewhere. We are at war with crime and homelessness. Will be cutting extras. An alcohol tax proposal

will be coming via Assembly Member Dick Traini. He plans to use those new funds for homelessness, drug addiction treatment, etc.

Q. Stormwater Utility committee pushing again? A. No information. Burkholder stated that the Mayor's budget presented at the FCC meeting includes more funding for this proposed Utility. Redefining stormwater will greatly affect Hillside.

Q. Fire budget reduction. Water tender gone; ladder truck 12 going? A. This ladder truck covers everything south of Tudor. Includes hydraulic 'jaws of life' and ladder. Main function of ladder 12 crew is as EMT. Trying to focus on EMT instead of fire equipment. Budget has been substantially cut citywide.

V. Treasurer Report. Have had donations including at Forum and at PayPal. Transferred \$212.84 from PayPal to our bank account. Received \$170 in dues at the Forum and a \$5 well water donation. Also received \$75 from RCCC, \$50 from HOCC, for a total of \$360 in donations. The event cost \$350, so we made a \$10 profit.

VI. Minutes of September were accepted.

VII. Committee Reports

A. HRDTSA. Burkholder stated that we finally have a figure on amount left from the Assembly appropriation for the original work; there is \$22K remaining available. Nolan attended the CBERRRSA meeting to see how their Board works. They have a monthly worksession at 6:30 followed by a Board Meeting; both are open to the public. Reports included a foreman's report on number for graters available, plows ready to go, sand availability, etc and an update on CIP program. They have a CIP list that comes from the councils, and fund most projects themselves, looking to the state only for major projects. The 2018 CIP list projects have all been completed. They discussed future projects.

At this point of the committee report the meeting was ceded to the audience. No further HALO business was conducted.

The meeting was adjourned at 9 pm.

Respectfully submitted,

Katie Nolan, Secretary