

Kachemak Drive Path Committee



Thursday
January 6, 2011
Regular Meeting 5:30 p.m.



City Hall Cowles Council Chambers
491 E. Pioneer Avenue
Homer, Alaska 99603

**MEETING NOTICE
REGULAR MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. AGENDA APPROVAL**
- 3. APPROVAL OF THE MINUTES**
 - A. Minutes for the Regular Meeting on December 16, 2010 Page 5
- 4. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**
- 5. RECONSIDERATION**
- 6. VISITORS**
- 7. STAFF & COUNCIL/COMMITTEE REPORTS/COMMISSION REPORTS**
- 8. PUBLIC HEARING(S)**
- 9. PENDING BUSINESS**
 - A. Trail Location Options
 - B. Connection Options
 - C. Design Options based on Proposed Locations
- 10. NEW BUSINESS**
 - A. Memorandum from Julie Engebretsen dated December 28, 2010
Re: Road Widths Kachemak Drive. Page 9
 - B. Traffic Volume Report from Alaska Department of Transportation Page 11
- 11. INFORMATIONAL MATERIALS**
 - A. City of Homer Trail Manual Design Criteria Handout
 - B. 2005 Homer Area Transportation Plan Handout
 - C. Homer Non-Motorized Transportation Plan Handout
- 12. COMMENTS OF THE AUDIENCE**
- 13. COMMENTS OF THE CITY STAFF** *(If present)*
- 14. COMMENTS OF THE COMMITTEE**
- 15. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR _____**
AT 5:30 P.M. All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

KACHEMAK DRIVE PATH COMMITTEE

Minutes

Dec.16 meeting

Meeting called to order 5:15 p.m.

Present - Bumpo Bremicker, Beth Cummings, Capt. Joe Litchfield, Dave Clemens, Dave Brann, Ingrid Harrald, Lynn Burton

Due to budget constraints the committee will no longer have paid staff available. We will use the recording system to record our meetings and take minutes.

After reading and discussing by-laws for the Parks and Recreation Advisory Commission, Chair Bremicker appointed Lynn Burton, Joe Litchfield and a member of the cycling club as members to the Kachemak Drive Path Committee

Pending business

We decided to list ideas for the Mission Statement on a wall chart. Discussion followed with each member offering a suggested Mission Statement.

The Committee decided on the following statement with the idea it could be changed in the future as more information becomes available.

"To explore the feasibility of and to plan a safe non-motorized path along Kachemak Drive. The path to connect East End Road to the Spit Road."

Discussion was held about whether to include "keeping in mind property owner's rights" It was generally agreed that the committee would be doing that and it didn't need to be part of the actual mission statement.

The second portion of the Pending Business was to determine what "The Committee was established to":

1. establish feasibility of creating a path
 - a. determine trail focus/goal
 - b. determine concerns of the community
 - c. research right of ways
2. communicate with land owners
 - a. identify and involve stake holders
 - b. make sure property owners are given respect about their property
 - c. determine how land would be needed, i.e. width of path
 - d. 3. Communicate with the community at large
 - a. use knowledge and experience of Parks and Rec. Commission
 - b. use knowledge and experience of community members
4. Safety
5. To develop a strategic plan
 - a. long term maintenance

- b. parking
 - c. address community concerns
 - d. Park and Recreation Commission involvement / approval
6. Communicate with government agencies
7. Financing
- a. desire to try to fund locally
 - b. concerns about involving state and federal funding, i.e. TRAAK and ADA compliance
8. Education, trail should educate and promote safety of all user groups

It was decided a brainstorming session on trail type and location was in order.
Suggestions included:

- of way
- 1. a multi-use trail with separation from the road
 - a. even a separated trail raises safety concerns with who has right
 - b. surface could be paved or smooth crushed gravel
 - 2. trail could be a combination of separated trail and widened shoulder
 - a. divide total path into sections
 - b. tackle planning and development section by section
 - 3. extend path from existing bike lane on Airport Road
 - a. follow wooded section along west side of airport
 - b. connect to section line, go north to East End Road in area of
- Redden Marine
- c. follow section line east to Kachemak Dr. in area of Boat Yard
- 4. Create a widened shoulder
 - 5. Start with a bank of willing property owners
 - 6. No path
 - 7. Use already established Right of Ways
 - 8. North vs. South side of road, utilize both sides in different areas

Discussion included comments about land owners and their property rights, an emphasis on bike and pedestrian safety, the need for signage. It was noted Prescriptive Easements (Right of Way) along the road go from the middle of the road to the middle of the ditch so there isn't much, if any, room for a trail. It was also suggested that the path/trail be funded locally as much as possible, concerns expressed about restrictions and timelines when State or Federal funding used.

Approximately ten minutes was used to review maps and possible trail options.

Comments from the audience:

Speaker said Kachemak Drive may not be a legal road and doesn't meet current road standards. He felt the cost of building and maintaining a path/trail would be prohibitive, especially across wetlands. He wondered where the money would come from. He felt there were a number of inherent impossibilities.

Kachemak Dr. Path Committee
December 16, 2010
Minutes

Speaker said the Spit bike path was an issue, that standard universal signs were needed. Sign could address etiquette, who has the right-of-way etc. Related to Kachemak Drive, he noted a variety of landowners would be involved including private, city, borough, state. He also mentioned the need to be aware of the "Critical Habitat" designation on much of the wetlands. Connections to the Jack Gist Park, the Cottonwood Horse Park and the Calvin and Coyle Trail were also offered as possibilities.

Meeting adjourned at 7:08 p.m. Next meeting, January 6, 2011 at 5:30, Council Chambers

Agenda

- Trail location options-utilizing maps
- Connection options-utilizing maps
- Design options based on proposed locations

To: Kachemak Drive Path Committee
From: Julie Engebretsen, Planning Technician
Date: December 28, 2010
RE: Road width and bike lane width

Road width and a bike lane

Estimating from aerial photos, Kachemak Drive appears to be about 24 feet wide. From my research, to add a bike lane on a 35 mph road (or faster) with wide vehicles such as trucks and RV's, a bike lane should be 4-5 feet wide. Sometimes it is possible to make the vehicle lane narrower, and stripe a bike lane on the shoulder. This road is too narrow to safely do that considering the type and speed of traffic. The road would probably need to be 4-5 feet wider to accommodate a bike lane on one side.

Page 16 of the Trail Design Criteria Manual has a handy table for easement and trail/path widths. Page 23 on has standards for each trail level, and a cross section. Starting on page 40, you will find criteria for each trail level – easement width, surfacing (i.e. gravel, paved, wood chips, etc). The trails manual is a good start to understanding the design considerations for any type of trail or pathway.

ROUTE	ROUTE NAME	MIPT	STATION	FC	DIR	YR	MTH	DAYS	VHCLS	% Single Unit							% Single Trailer			% Multi-Trailer			% Total Cmrcl Vhcls				
										CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6	CLS 7	CLS 8	CLS 9	CLS 10	CLS 11	CLS 12	CLS 13					
110300	East End Road	0.307	11030031	7	3	2009	1	30	101655	0.05	61.51	31.95	0.04	6.06	0.30	0.00	0.02	0.05	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.49
	East of Penneck St						1	31	105637	0.00	64.15	30.76	0.01	4.71	0.27	0.00	0.02	0.07	0.01	0.00	0.00	0.00	0.00	0.00	0.00	5.09	
							2	28	97896	0.09	61.41	31.68	0.04	6.37	0.33	0.01	0.02	0.05	0.02	0.00	0.00	0.00	0.00	0.00	0.00	6.83	
							2	28	100899	0.01	64.31	30.65	0.01	4.58	0.33	0.00	0.01	0.07	0.02	0.00	0.00	0.00	0.00	0.00	0.00	5.03	
							3	30	106079	0.07	61.01	31.95	0.02	6.51	0.31	0.00	0.02	0.08	0.02	0.00	0.00	0.00	0.00	0.00	0.00	6.97	
							3	30	106812	0.01	64.45	30.51	0.01	4.62	0.27	0.00	0.02	0.07	0.02	0.00	0.00	0.00	0.00	0.00	0.00	5.02	
							4	30	118707	0.06	61.45	31.61	0.02	6.25	0.45	0.00	0.01	0.07	0.07	0.00	0.00	0.00	0.00	0.00	0.00	6.88	
							4	30	119420	0.06	64.81	30.12	0.01	4.36	0.45	0.00	0.03	0.08	0.07	0.00	0.00	0.00	0.00	0.00	0.00	5.00	
							5	31	137468	0.15	61.39	31.09	0.01	6.63	0.54	0.01	0.05	0.09	0.03	0.00	0.00	0.00	0.00	0.00	0.00	7.37	
							5	31	138285	0.12	64.70	29.85	0.00	4.54	0.58	0.01	0.03	0.11	0.05	0.00	0.00	0.00	0.00	0.00	0.00	5.33	
							6	30	137304	0.15	61.71	30.32	0.02	6.65	0.64	0.04	0.20	0.13	0.09	0.00	0.00	0.00	0.00	0.00	0.00	7.83	
							6	30	137713	0.10	65.24	28.93	0.01	4.56	0.80	0.03	0.04	0.14	0.13	0.00	0.00	0.00	0.00	0.00	0.00	5.73	
							7	31	145409	0.16	62.32	29.81	0.01	6.74	0.50	0.05	0.15	0.14	0.07	0.00	0.00	0.00	0.00	0.00	0.00	7.71	
							7	31	146052	0.14	65.88	28.34	0.00	4.70	0.58	0.03	0.04	0.16	0.11	0.00	0.00	0.00	0.00	0.00	0.00	5.64	
							8	31	143525	0.13	62.72	29.77	0.01	6.48	0.46	0.02	0.09	0.18	0.11	0.00	0.00	0.00	0.00	0.00	0.00	7.39	
							8	31	143773	0.10	65.79	28.55	0.00	4.66	0.49	0.01	0.03	0.24	0.11	0.00	0.00	0.00	0.00	0.00	0.00	5.55	
							9	30	129205	0.09	61.56	30.09	0.01	6.69	1.24	0.00	0.04	0.17	0.08	0.00	0.00	0.00	0.00	0.00	0.00	8.26	
							9	30	129086	0.07	64.66	29.01	0.00	4.71	1.25	0.00	0.03	0.18	0.06	0.00	0.00	0.00	0.00	0.00	0.00	6.27	
							10	31	125439	0.06	61.66	30.61	0.01	6.66	0.66	0.00	0.04	0.20	0.10	0.00	0.00	0.00	0.00	0.00	0.00	7.67	
							10	31	125926	0.04	65.13	29.14	0.01	4.66	0.70	0.00	0.03	0.22	0.07	0.00	0.00	0.00	0.00	0.00	0.00	5.69	
							11	29	104531	0.05	60.79	31.81	0.02	6.63	0.50	0.00	0.02	0.13	0.05	0.00	0.00	0.00	0.00	0.00	0.00	7.35	
							11	29	105041	0.02	64.51	30.18	0.00	4.61	0.46	0.00	0.02	0.14	0.04	0.00	0.00	0.00	0.00	0.00	0.00	5.30	
							12	31	108781	0.09	60.21	32.75	0.04	6.43	0.36	0.01	0.02	0.07	0.02	0.00	0.00	0.00	0.00	0.00	0.00	6.94	
							12	31	109993	0.01	63.75	31.42	0.01	4.33	0.34	0.00	0.02	0.08	0.02	0.00	0.00	0.00	0.00	0.00	0.00	4.83	
114700	Cohoe Loop Road, Kasilof	1.100	51465000	8	3	2009	7	7	1155	0.00	53.16	34.81	0.09	11.26	0.00	0.00	0.43	0.17	0.09	0.00	0.00	0.00	0.00	0.00	0.00	12.03	
	East of Carol St						7	7	1224	0.08	50.74	33.74	0.41	14.30	0.00	0.00	0.49	0.08	0.16	0.00	0.00	0.00	0.00	0.00	0.00	15.44	
							8	8	1241	0.24	54.23	34.81	0.32	8.70	1.37	0.00	0.08	0.08	0.16	0.00	0.00	0.00	0.00	0.00	0.00	10.72	
							8	8	1222	0.25	52.54	31.91	0.00	13.34	1.55	0.00	0.16	0.08	0.16	0.00	0.00	0.00	0.00	0.00	0.00	15.30	
115400	Kalifornsky Beach Road, Soldotna	14.963	51555100	7	3	2009	7	7	25675	0.07	50.67	34.27	0.17	13.83	0.36	0.00	0.37	0.19	0.05	0.00	0.00	0.00	0.00	0.00	0.00	15.00	
	Btwn Bjerke Rd & Ketch St						7	7	25310	0.05	55.12	35.44	0.04	8.64	0.19	0.00	0.45	0.06	0.02	0.00	0.00	0.00	0.00	0.00	0.00	9.40	

