Kachemak Drive Path Committee

Thursday
February 18, 2011
Regular Meeting 5:30 p.m.

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

Prepared and Produced by the City Clerk's Office - 2/11/2011 - rk

KACHEMAK DRIVE PATH COMMITTEE
491 E. PIONEER AVENUE
HOMER, ALASKA

FEBRUARY 18, 2011
FRIDAY, AT 5:30 P.M.
COWLES COUNCIL CHAMBERS

MEETING NOTICE
REGULAR MEETING AGENDA

1. CALL TO ORDER

2. AGENDA APPROVAL

3. APPROVAL OF THE MINUTES
A. Minutes for the Regular Meeting on January 27, 2011 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. Alaska State Dept. of Transportation Right of Way Issues Kachemak Drive
B. Finalizing Recommended Location of Bike Pedestrian Path Along Kachemak Drive
C. Information on Bike Usage and Speed Limits

10. NEW BUSINESS
A. HART Funding Availability
B. Meeting Schedule Page 7

11. INFORMATIONAL MATERIALS
A. Gold Hill Road Bicycle/Pedestrian Facility Project #STP-0002(238)/63293
Fairbanks, Alaska Page 9

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-Regular Meeting 5:30 p.m., Thursday, January 27, 2010

Meeting called to order 5:34
Agenda approved
Minutes approved as amended

"Encouraging the start of an advocacy group for the Kachemak Trail" amended to "mentioned the start of an advocacy group for the Kachemak Trail"

Committee members present—Beth Cummings, Lynn Burt, Bumpo Bremicker, Ingrid Harrald, Dave Brann, Dave Clemens

Pending Business: Discussion of city trail classifications 1-5 as listed in the City of Homer Trail Manual Design Criteria. Descriptions of various trail classifications were read and it was generally agreed that the committee is probably looking at a Class 3 or a Class 4 type of trail.

Level 3 Semi-Improved Trail: An informal trail through semi-urban to rural residential, used for access between neighborhoods and destinations or, for recreation. Accessibility may be limited. * For details see pgs. 26 and 27 of the Design Criteria Manual.

Level 4 Fully Improved Trail: A wide multi-use trail with a firm surface meeting ADA accessibility standards for recreation trails. A transportation and recreational route through the developed areas of Homer and within residential neighborhoods. *For details see pgs. 28 and 29 of Design Criteria Manual.

It was decided that a Level 3 trail would be the minimum for the Kachemak Drive Path

Material types reviewed, NFS gravel, boardwalks

Discussion of a wide shoulder option for portions of the trail

Pedestrians-what is a comfortable, safe width when roadside?

Bicyclists-a paved shoulder 2-4 ft wide is quite adequate for most bicycles

Width of existing travel lane is generally 11 feet with a 2-4 foot dirt shoulder. It was noted that 10 feet is the minimum travel lane width in Alaska. A study of a Florida trail project noted travel lanes for vehicles of 9.5 feet. If the travel lane on Kachemak Drive was changed to 10 feet and the dirt shoulder paved, a 4 foot bike lane could be accommodated. The committee was also in favor of recommending a 35 mph speed limit.

Discussion and clarification on easements and right of ways along the road. Questions about trails in the D.O.T.R.O.W. were raised. Also questions about width of R.O.W. along Kachemak Drive. Dave B. will invite Kevin Jones of D.O.T. to the next meeting to provide us with information about Kachemak Drive.

Concerns were raised about the path having to cross Kachemak Drive multiple times. It was noted that only two crossings would be necessary under the option 1 plan, the existing crossing from the parking lot to the Spit Trail and one in the area of the Bay Club.

A brief discussion of the role of the proposed advocacy group, intent is not to be at cross purposes but to be supplemental. It was thought the group would be able to raises funds and do things the Kachemak Drive Path committee wouldn't be able to do.

A discussion on the HART funds, how they could be used, amount etc. Bumppo will ask about the amount available at present. It was suggested committee members read over the information pamphlet on the Hart funds.

A question of trail grades was raised, it was noted most hiking trails aim for a grade of 6%-10% with short steeper pitches allowed when level areas provide a resting area. Hiking trails at this grade would be suitable for bicycles although bicycles could be used on steeper pitches. It was suggested that committee members get out and walk portions of the suggested trail route.

Two public comments:
1.Supports the idea of the trail for improving bicycle commuting. Grade to be considered.

2. Supports the idea of the expanded shoulder along Kachemak Drive, noted the area of the s-curves is very dangerous. Felt the need for more public awareness of plans and more public involvement.
*It was noted the committee is still learning and getting up to speed on the various options. The location of the trail and scope of the project is still being defined. With the notice in the paper, anyone is invited to attend the advertised meetings.

Discussion of timeline for doing public presentation related to the Kachemak Drive Path. It was decided that the committee should prepare a public presentation to be held in relation to National Trails Day, June 4th. Presentation would probably be during the week.

Next meeting scheduled for Thursday, Feb. 10 at 5:30 p.m.
Agenda Items to include but not limited to:

- HART funds
- Guest Presenter from DOT with question time
- Finalizing suggested path location, from parking lot to Arctic Tern
- Information on bike usage and speed limits

Meeting adjourned at 7:10
Submitted by Dave Brann

Office of the City Clerk

Jo Johnson, CMC, City Clerk

Melissa Jacobsen, CMC, Deputy City Clerk II
Renee Krause, CMC, Deputy City Clerk I

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MEMORANDUM

TO: KACHEMAK DRIVE PATH COMMITTEE

FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

DATE: February 11, 2011

RE: MEETING SCHEDULE

Background

The committee as been meeting on a bi-weekly basis for the past couple of months however the Council Chambers is getting booked very quickly for the next couple of months and it it strongly recommended that this committee take the time to review the following dates and establish meetings that can be entered on the Clerk's calendar to reserve the Council chambers.

All meetings are to be held in the City Hall due to City Code, Alaska State Statutes and the opportunity for the public to attend each meeting. It has been common practice that no unstaffed meetings are scheduled in the mayor's office due to the sensitive nature of some of the documents that may be on his desk.

All meetings are to be recorded. It is imperative that a person be designate to turn on the recording at the start of each meeting and turn the equipment off.

Please note that the following days are available in March for meetings at 5:30 p.m.

FRIDAY	MARCH 4, 2011	WEDNESDAY	MARCH 30, 2011
FRIDAY	MARCH 18, 2011	THURSDAY	MARCH 31, 2011
TUESDAY	MARCH 22, 2011		
FRIDAY	MARCH 25, 2011		

Please note that the following days are available in April for meetings at 5:30 p.m.

THURSDAY	APRIL 7, 2011	WEDNESDAY	APRIL 13, 2011
FRIDAY	APRIL 15, 2011	TUESDAY	APRIL 19, 2011
THURSDAY	APRIL 21, 2011	FRIDAY	APRIL 22, 2011
THURSDAY	APRIL 28, 2011		

Recommendation

Recommend the committee select and establish meeting dates for March and April and report these to the Clerk's Office via email or phone call by Tuesday, February 22.

It is further recommended to designate a member of the committee to be the official person in charge of the recording equipment and informing the Clerk's Office so proper training and review can be done prior to the next scheduled meeting.

Gold Hill Road Bicycle / Pedestrian Facility

Gold Hill Road Bicycle/Pedestrian Facility
Project No. STP-0002(238)/63293

UPDATE, as of January 20, 2011: In response to public comment we are revising the alternatives, in preparation for another open house in spring 2011. These revised alternatives include:

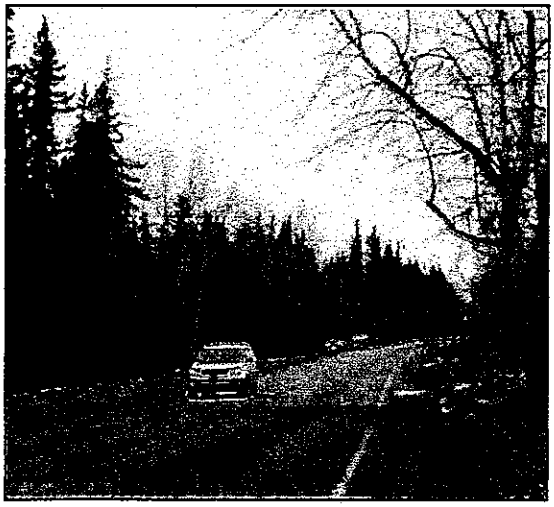
- The no-build option
- Adjustments to the widened shoulder option to reduce impacts
- A combination of attached and detached paths
- Any other alternative that may develop

Please check back in March 2011 for the next update.

The Alaska Department of Transportation and Public Facilities (DOT& PF) is proposing to construct a new bicycle/pedestrian facility along Gold Hill Road, extending 3.0 miles between the intersections of the Parks Highway and Sheep Creek Road in Fairbanks. Gold Hill Road currently has two eleven foot lanes with one foot paved shoulders.

The purpose of this project is to enhance pedestrian and bicycle safety, promote non-motorized transportation, and improve safety during events that utilize the route. The project will also link Gold Hill Road to the existing Parks Highway bicycle/pedestrian facility. Various bicycle/pedestrian facility options are currently being considered for Gold Hill Road.

The DOT&PF will seek professional environmental services and public comment in order to meet our tentative construction date of spring 2014.



12/7/10 Radio Interview
Charlie O'Toole interviews Al Beck about the Gold Hill project on the 970 KFBX Morning Show. Click here(10mb) to download the MP3 or go directly to the 970 KFBX podcast archive.

If you have any questions or comments about the project, please contact:

Al Beck, PE
Engineering Manager, DOT&PF
2301 Peger Rd Fairbanks, Ak 99709-5316
(907) 451-5359
albert.beck@alaska.gov
To correspond by text telephone (TDD) (907) 451-2363

Project Information

Frequently Asked Questions

- Click here for FAQ

Updated Alternatives
Under Development

12/9/2010 Open House Graphics

- Alt 1: Widen Shoulders
- Alt 2: Attached Path
- Alt 3: Separated Path
- Alt 5: No Build
- Open House PowerPoint (2mb)
- Project Purpose, Alternatives Pros and Cons

Typical Sections

- *Alt 1: Widen Shoulders*
- Alt 2: Attached Path
- Alt 3: Separated Path
- Alt 4: One-Way Road with Path
- *Alt 5: No Build*

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Purpose of this Meeting: To discuss the status, scope, purpose, and need for the project. To request public input regarding the alternatives, and any other option that we should consider.

Project Need: Gold Hill Road has narrow shoulders and is regularly used by bicyclists, walkers and runners, who must share the road with increasing amounts of vehicular traffic. In the past five years, there have been two minor injury and 13 property damage only accidents (1 pedestrian related).

Project Purpose: To enhance pedestrian and bicycle safety, promote non-motorized transportation, and improve safety during events that utilize Gold Hill Road.

Project Scope: Construct a bicycle and pedestrian facility along Gold Hill Road.

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ALTERNATIVE 1: WIDEN SHOULDERS

Pros	Cons
•Requires less ROW than an attached or separated path •Fewer conflicts with utilities than an attached or separated path •Can accommodate higher speed bicycle traffic •Easy to keep plowed in winter	•Provides less space for bicycles and pedestrians than a dedicated pathway •May not meet the needs of all user types

ALTERNATIVE 2: ATTACHED PATH

Pros	Cons
•More space for bicycles and pedestrians than widened shoulders •Can easily accommodate pedestrians, children and less experienced bicyclists •Can accommodate higher speed bicycle traffic •Easy to keep plowed in winter	•Requires more ROW than widened shoulders •More potential utility conflicts than widened shoulders •Users are closer to highway traffic than with a separated path

ALTERNATIVE 3: SEPARATED PATH

Pros	Cons
•More space for bicycles and pedestrians than widened shoulders •Can easily accommodate pedestrians, children and less experienced bicyclists •Users are separated from highway traffic	•Requires the most ROW of all the alternatives •More potential utility conflicts than widened shoulders •Less suitable for high speed bicycle traffic •Requires more effort and expense to keep plowed in winter

ALTERNATIVE 4: ONE-WAY ROAD WITH BIKE/PEDESTRIAN PATH

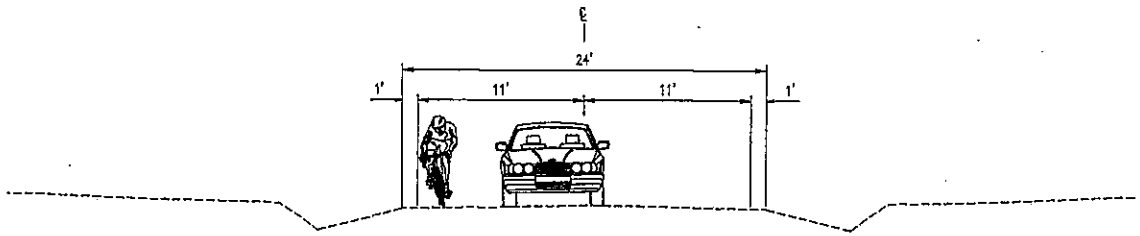
Pros	Cons
•Requires no additional ROW (uses existing embankment) •No conflicts with utilities •Could accommodate all types of bicyclists and pedestrians	•Closes Gold Hill Road to westbound vehicle traffic, creating adverse travel •Path has little or no separation from highway traffic (but is protected by a concrete barrier)

ALTERNATIVE 5: NO-BUILD OPTION

Pros	Cons
•No ROW acquisition •No widening or tree clearing	•Does not improve safety or provide additional space for bicycles and pedestrians

Gold Hill Road Bicycle and Pedestrian Facility

Alternative 5: No-Build Option

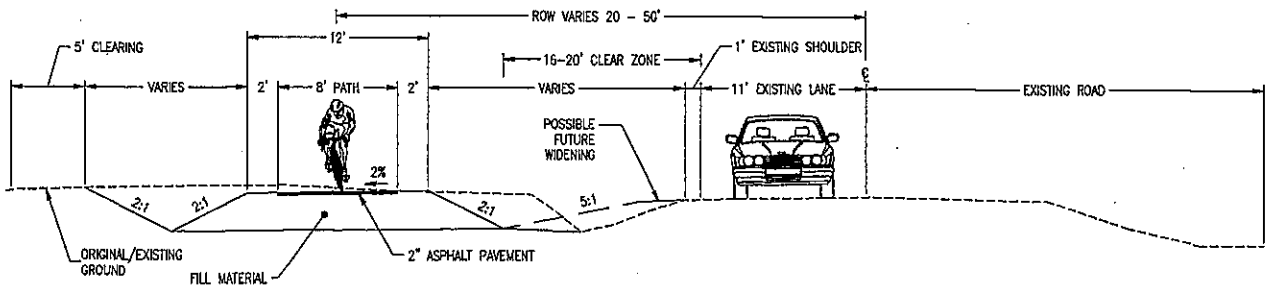


STATE OF ALASKA *DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES*	
DATA:	GOLD HILL ROAD BICYCLE AND PEDESTRIAN FACILITY
DRAWN:	
APPROVED:	PROJECT NO. TE-0002(238)/63293
DATE: NOV 2010	[illegible]

Dec 09, 2010 – 9:24am – Tob: Alt 5

Gold Hill Road Bicycle and Pedestrian Facility

Alternative 3: Separated Path



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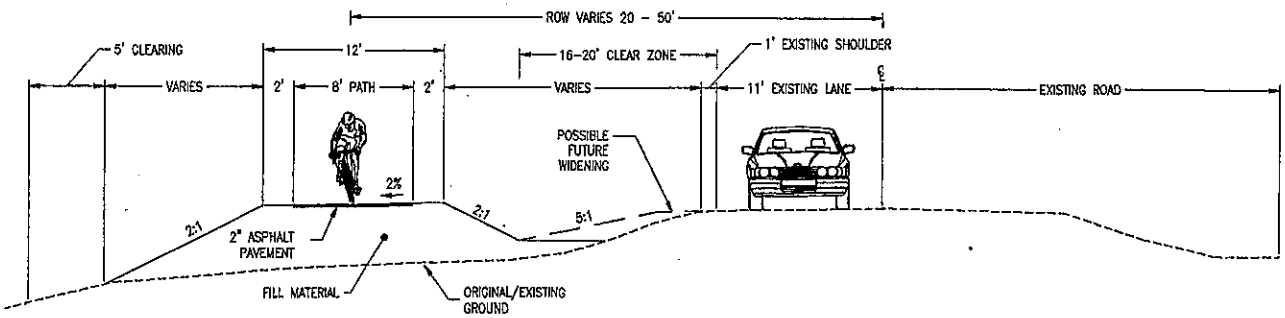

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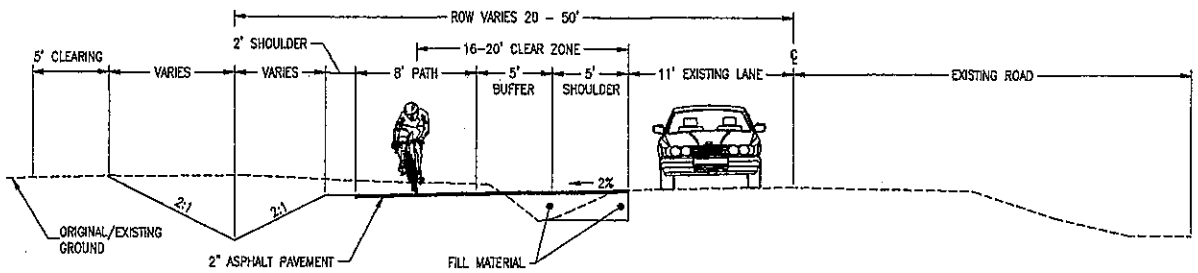
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DATA:	GOLD HILL ROAD BICYCLE AND PEDESTRIAN FACILITY
DRAWN:	
APPROVED:	PROJECT NO. TE-0002(238)/63293
DATE: NOV 2010	

Oct 29, 2010 – 8:35am – Tab: Alt 3

Gold Hill Road Bicycle and Pedestrian Facility

Alternative 2: Attached Path



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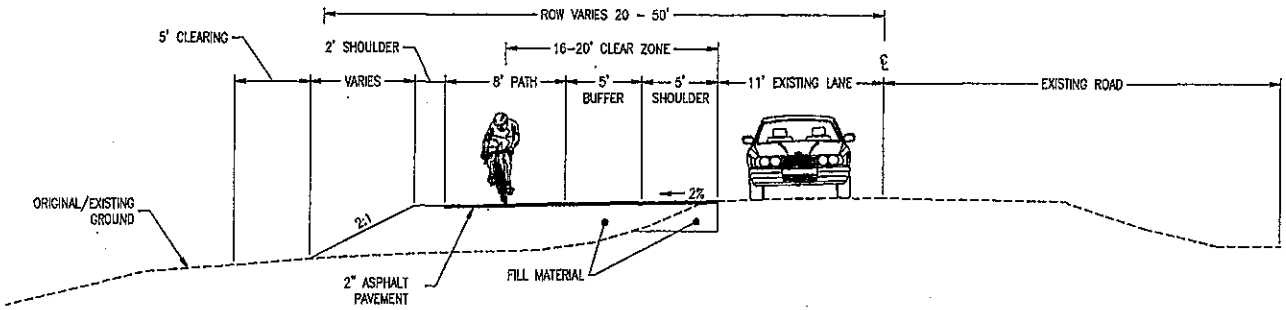

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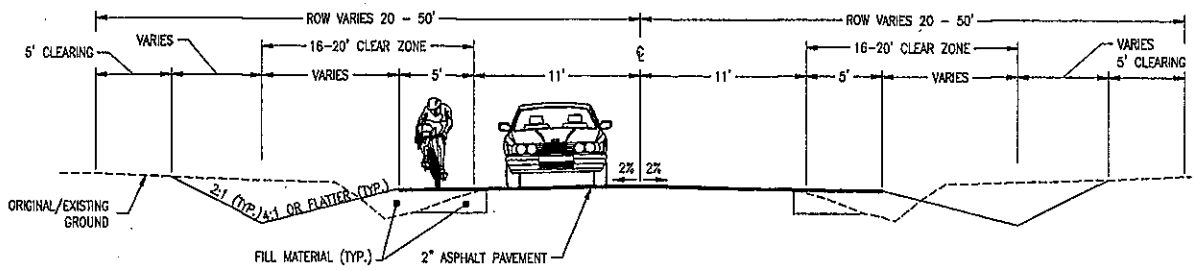
DATE: NOV 2010	[illegible]

Oct 29, 2010 - 8:32am - Tobs Alt 2

Gold Hill Road Bicycle and Pedestrian Facility

Alternative1: Widen Shoulders



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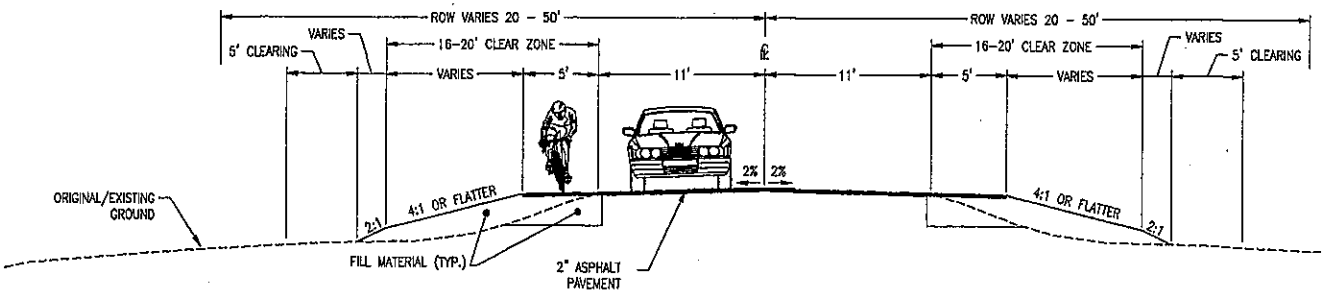

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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APPROVED:	PROJECT NO. TE-0002(238)/63293
DATE: NOV 2010	[illegible]

Oct 29, 2010 - 8:51am - Tabs Alt 1