

Kachemak Drive Path Committee



Thursday
April 21, 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 March 18, 2011 Page 5
- 4. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**
- 5. RECONSIDERATION**
- 6. VISITORS**
 - A. Jocelyn Biloon, Alaska Department of Transportation
- 7. STAFF & COUNCIL/COMMITTEE REPORTS/COMMISSION REPORTS**
- 8. PUBLIC HEARING(S)**
- 9. PENDING BUSINESS**
 - A. Path Location Discussion
 - B. Funding Options
- 10. NEW BUSINESS**
 - A. Request to Re-Assess the Goals and Intent of the Committee Page 7
- 11. INFORMATIONAL MATERIALS**
 - A. Emails submitted by Dave Brann regarding discussions with Kevin G. Meyer Regional Trail Specialist Page 13
 - B. Emails from Jocelyn Biloon date March 22, 2011 Page 17
 - C. Trail Management Training Page 19
 - D. Email from Jennifer Witt at AKDOT dated March 25, 2011 Page 21
- 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 WEDNESDAY, MAY 11, 2011 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.

Minutes

Kachemak Drive Path Committee Meeting

March 18, 2011

Friday, 5:30 Cowles Council Chamber

Submitted by Dave Brann

Meeting called to order at 5:34 pm

Comm. members present: Joe Litchfield, Beth Cummings, Bumpo Bremicker, Dave Brann, Dave Clemens, Ingrid Harrauld

Comm. Members absent: Linn Burt

Agenda approved

Minutes approved

Public comments:

A concern expressed about the safety of having one or more crossings of Kachemak Drive. Support for widened shoulders, striped or painted with adequate signage as best choice.

Another person suggested the idea of a push button crossing light at Kachemak Drive and East End Rd.

Pending Business

Path Location Options-one suggestion to have two road crossings in order to avoid numerous driveways and businesses on west side of K. Dr., esp. in area of boat yard.

Much discussion on idea of wide shoulder option with questions about minimum desired widths for safety of cyclists. Examples of bike path, bike lane and widened shoulder from the Homer Non-motorized Trails Plan were shared as well as diagrams of how those options might look. Noted that a wide shoulder path wouldn't be safe for young children. Safety for all concerned continues to be a major topic.

Brief discussion of cost using 1.5 million per mile for separated path. So a 3.7 mile trail could cost 5-6 million dollars. No one envisions that scope of a project at this point. All agree much can be done with volunteer effort, both in building a trail and maintaining it.

More discussion on widened shoulder options, a drawn diagram on a flip chart clarified the idea of narrowing the travel lanes to 10-10 ½ feet, repainting the fog lines, paving the existing shoulder (not widening the road) to create a 2, 3, or 4 foot paved shoulder. The Florida bike path project with painted shoulders was mentioned as an idea to look at.

Discussion moved to a separated pedestrian/bike path from the end of the spit to the beach access road across from the airport. Path suggested to be a recreational pedestrian / bike path. Possibly using dredge materials to fill section along the beginning, adjacent to the road, perhaps 300 ft. It was suggested that the rest of the trail be developed above the tide line but below the tree line. The total length of this section would be approx. 2400 ft. It was stated the trail would have to be above the 26 ft. tide line (according to Carey Meyer as per conversation with a committee member) and therefore it would also be out of the Critical Habitat Zone. Committee member Cumming wanted support of committee to continue doing research on the separated path along the beach. The committee agreed research should continue.

A suggested outline of steps would be:

1. Walk the proposed route
2. Flag the proposed route

3. Pay to have the proposed route surveyed
4. Use volunteers to cut brush

Concerns were raised about doing things without city approval, it was mentioned that the city has a trails guideline manual which needs to be followed including ADA guidelines. It was noted the Lease Committee might have to way in on use of the land and the City Council would have to give final approval.

It was agreed that the widened shoulder type of bike path and a separated pedestrian / bike path are not exclusive, that both can and should be pursued. It was agreed that the widened shoulder might be the cheapest and quickest option. It was agreed by consensus the repainting road lines and perhaps paving shoulders would be a good first option to pursue.

Who is going to do what?

Ingrid and Dave B. will continue to try to contact Regional Planner from DOT

Dave C. will get together with Kevin Walker to talk engineering, roads etc.

Beth will continue to research obtaining dredge spoils and what needs to be done to create a separated path along the shoreline.

Ingrid asked each group to write up their findings to include in the next packet.

There was a brief discussion of the Public information meeting to be held the first week of June. Committee should have fleshed out ideas and be able to provide options to the public and to be able to answer the many questions / concerns that will be brought up.

As per request, meeting dates were set for Thursday, April 21 at 5:30 and Wednesday, May 11 at 5:30.

Comments from the audience; Pursue a happy medium. Look at getting shoulder paving done when a batch plant is in town doing other road projects. It was noted that dredge materials will be moving off the spit, perhaps even sold.

Meeting adjourned at 7:30 pm

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: APRIL 6, 2011
RE: REQUEST TO RE-ASSESS THE GOALS AND INTENT OF THE COMMITTEE

Background

Committee Member/Commissioner Cumming requested this item to be on the agenda for discussion. She stated that during the December 16, 2010 meeting the committee developed and stated their goals and intent. She opined that it is developing into more than what was initially stated and believes a discussion and review on the Strategic Plan should be held.

Following is the Minutes as reported for December 16, 2010

Recommendation

Recommend the committee review and determine the necessity of revising the goals and intent of the Kachemak Drive Path Committee and determine the revisions necessary for the Strategic Plan. A motion should be made to make any recommended revisions to this plan.

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:

- 1. a multi-use trail with separation from the road
 - a. even a separated trail raises safety concerns with who has right of way
 - 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.

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

Lisa/Heather,

While I was on leave in Homer last Friday (3/3), I met up with Dave Brann to take a look at the proposed Kachemak Drive multi-use trail that would connect the Spit bike trail to the East End Road bike trail. The proposed trail would be approximately 3.5 miles long and consist of numerous sections of road-side and separated trail sections. Dave had 5 colored, airphoto background land status plats for the area that he used to describe options for the alignment. He provided me with a copy, and I made notes on it as we discussed and traversed the proposed route. There were also several options he described for site developments on vacant lots along the route and three beach access points.

Dave is a member of the Homer Park and Recreation Advisory Commission and was representing the Kachemak Drive Path Committee. Dave is one of three commission members of the committee who serve along with three general public members.

The Committee has made initial contact with ADOT-PF and Joselyn Bloom has been identified as the primary contact.

The project would be of great benefit to the community as it would link up two major bike trails and provide a looped circuit through major commercial districts in Homer and adjacent Kachemak City.

There was also a short disconnect and lack of an identified crossing of the existing bike trail from Ocean Drive to the Spit Bike trail that should be addressed in any planning process.

The project would face some siting issues due to varying road width right-of-ways, allowing co-occupancy on existing power line and sewer easements, providing safe road crossings, and developing additional parking, beach-access, and scenic/recreational sites along the route.

There does appear to be a source of funding through the HART program (Homer Accelerated Roads and Trails Program), a local tax that has approximately \$250K in the trails portion and up to \$50K of annual contributions.

Dave plans on contacting Lisa directly in the next few weeks to discuss the potential for submitting a RTCA project request for 2012. The request would be for assistance in planning, coordination, funding and permitting for the proposed project. Dave also said he would be attending the Trail Rony in April which may provide an additional opportunity for coordination.

See me if you want to review the colored plats. They will be on the left hand side of my desk.

Kevin G. Meyer
Regional Trail Specialist
Environmental Specialist/Soil Scientist
NPS-Alaska Trails Specialist

National Park Service -Natural Resources Team, &
Rivers, Trails and Conservation Assistance Program
240 W. 5th Avenue, Anchorage, Alaska 99501
(907) 644-3575 fax (907) 644-3809
<kevin_meyer@nps.gov>

Molly and Dave
Brann

<brann@alaska.net
kevin_meyer@nps.gov

To

cc

03/03/2011 11:24

From: Lisa_Holzapel@nps.gov
Subject: Re: Kachemak Drive Interconnect, Homer Site Visit
Date: March 23, 2011 1:44:11 PM AKDT
To: Kevin_Meyer@nps.gov
Cc: Molly and Dave Brann <brann@alaska.net>, Guy_Adema@nps.gov, Heather_Rice@nps.gov

Dave.

Neither Heather nor I can squeeze in a site visit to Homer. We are depending on Kevin's eyes and ears at this time. (Thanks again for your report Kev.)

If you can bring your maps with you to the Trail Rendezvous, we'd love to find a moment to sit with you and get a verbal explanation of the project while looking at the maps.

This does sound like a great project and I do encourage you do apply for our technical assistance next fiscal year (FY12 = Oct 1, 2011-Sept 31, 2012.) Applications are due to our office by August 1, 2011. You can submit them at anytime up until then though, so if your summer is looking busy, apply now. see www.nps.gov/rtca Then, on the left side, Apply for Assistance.

We look forward to learning more about the project and seeing you in Mat-Su at the trail r..

Lisa Holzapel, Program Manager
NPS-Rivers, Trails and Conservation Assistance Program
240 West 5th Ave.
Anchorage, AK 99501
lisa_holzapel@nps.gov
907-644-3586 phone
907-644-3807 fax
www.nps.gov/rtca
Check Out Our e-Newsletter for Tips and Inspiring Successes

Kevin
Meyer/AKSO/NPS

To
03/07/2011 01:28 PM Lisa Holzapel/AKSO/NPS@NPS,
Heather Rice/AKSO/NPS@NPS
cc
Molly and Dave Brann
<brann@alaska.net>, Guy
Adema/DENANPS@NPS
Subject
Kachemak Drive Interconnect, Homer
Site Visit(Document link: Lisa
Holzapfel)

From: Lisa_Holzapel@nps.gov
Subject: **Re: Kachemak Drive Path**
Date: March 23, 2011 5:37:57 PM AKDT
To: Molly Brann <brann@alaska.net>
Cc: Heather_Rice@nps.gov

X- Dave...in addition to my earlier email. Heather and I have a pretty tight schedule until May. We'll talk at the Trail Rendezvous. I'm not sure if Heather or I can get to Homer, but perhaps for a "consult" on trail planning? We might be able to help you make some decisions on what direction to move this year to be better-prepared for a full on project. We look forward to meeting in Palmer to discuss the Homer project. Thanks again for your interest in RTCA.

Lisa Holzapel, Program Manager
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Check Out Our e-Newsletter for Tips and Inspiring Successes

Molly Brann
<brann@alaska.net
To
Lisa_Holzapel@nps.gov
03/21/2011 10:38 AM cc
Subject
Kachemak Drive Path

X Hi Lisa,
Just a follow up on Kevins visit to Homer and his notes to you. I am wondering if there is a chance you might be coming to Homer in the next month or so? If you or another staff member could meet with our committee it would be helpful. We are working our way through the process but most have little experience in trail/path planning. Some want to start building tomorrow and others are still debating various options from paved shoulders to a separated path.
I am planning on coming up for the Trail Rony and perhaps could catch up with you there if you can't come to Homer before then.
Thanks,
Dave Brann

From: "Biloon, Joselyn (DOT)" <joselyn.biloon@alaska.gov>
Subject: RE: Kachemak Drive Bike and Pedestrian Path, Homer
Date: March 21, 2011 3:37:00 PM AKDT
To: Molly Brann <brann@alaska.net>
Cc: "Post, David E (DOT)" <david.post@alaska.gov>, "Thomas, Scott E (DOT)" <scott.thomas@alaska.gov>

Hello Mr. Brann,

Thank you for getting in touch with me regarding plans to improve Kachemak Drive. I am aware of interest in a pathway or paved shoulder along Kachemak Drive and have discussed different options with Scott Thomas, our traffic and safety engineer. There are a few options and recommendations.

We would recommend not less than 11 foot lane widths with a ditch or 5 foot buffer next to a separated pathway on one side of the road. We would not recommend taking away more from the vehicle roadway. We would anticipate significant right-of-way costs as well as wetland impacts.

I understand the desires of your community to link the existing trails system and why this pathway would certainly add to the quality of life in Homer. Unfortunately the question is how to fund such a project. I will not say it is impossible, just that it is expensive.

If you choose to pursue federal funding there it may be a long and difficult journey getting this project to happen. This is because there are extremely limited funds for Trails and Recreational Access for Alaska (TRAAK). There has been about 5-7 million dollars available for the entire state for such projects so those projects that are lower cost compete better than those high cost projects. If you review the criteria for TRAAK programs (http://www.dot.state.ak.us/stwdping/cip_stip/2012_2015_STIP/Assets/TRAAK_PEB_CRITERIA_2012.pdf) you will see that the project you describe will not score well, primarily due to costs associated with acquiring right-of-way and wetlands issues. TRAAK projects have to be built to certain standards, and what you have described would not conform to those standards. I encourage you to look at the completed TRAAK nominations at the recent Project Evaluation Board (PEB) for federally funded projects in the Statewide Transportation Improvements Program (STIP). This will give you some idea of what you are up against. We anticipate the next STIP nomination process in two years so if you would like to work on a nomination packet with me, I'd be happy to assist you.

If you choose to pursue state funds, in the form of a legislative appropriation, you may have more success. DOT would make the same recommendations, in regard to standards and safety concerns. It may be that the City of Homer or the Kenai Peninsula Borough will prioritize the project and contribute funds towards it.

If you want to request a narrowed travel lane, a reduced speed limit, paving the shoulders, or signage, I would recommend writing a letter to Robert Campbell, Regional Director of Central Region DOT (rob.campbell@alaska.gov). The letter would then get sent along to the appropriate review. I can certainly come to Homer in late April and discuss these issues further, if you would like. Please let me know what dates work best and we will see if we can't work something out.

Thank you

Joselyn Biloon
Area Planner AKDOT&PF
269-0508

-----Original Message-----

From: Molly Brann [<mailto:brann@alaska.net>]
Sent: Monday, March 21, 2011 10:29 AM

From: Molly and Dave Brann <brann@alaska.net>
Subject: **Re: Kachemak Drive Bike and Pedestrian Path, Homer**
Date: March 22, 2011 10:37:41 AM AKDT
To: "Biloon, Joselyn (DOT)" <joselyn.biloon@alaska.gov>
Cc: "Post, David E (DOT)" <david.post@alaska.gov>, "Thomas, Scott E (DOT)" <scott.thomas@alaska.gov>
Bcc: Ingrid Harraid <iharraid@hotmail.com>

Good morning,

Thank you for the quick response and your suggestions. We are still in the early stages of deciding the preferred routes / options so haven't spent much time on the preferred funding options (it has been talked about some). If we find that one option is not feasible, such as narrowed travel lanes, paved shoulders, reduced speed limit, then we will look at other options. Once we decide on the best option for each section then we will pursue the various funding sources. We have tentatively divided the 3.7 miles into five sections to be pursued in phases.

I appreciate your offer to come to Homer and will get in touch with the Committee members to see what dates might be available. For any meeting we have to advertise two weeks ahead. I see the meeting as a chance to share with you what we are thinking up to this point, a question and answer time, perhaps a site visit and a chance for you to explain how all of this fits in with DOT. Basically we need to know if the ideas we are talking about are feasible and if so, how to proceed.

I will get a note off to Mr. Campbell shortly.

Sincerely,

Dave Brann

On Mar 21, 2011, at 3:37 PM, Biloon, Joselyn (DOT) wrote:

Hello Mr. Brann,

Thank you for getting in touch with me regarding plans to improve Kachemak Drive. I am aware of interest in a pathway or paved shoulder along Kachemak Drive and have discussed different options with Scott Thomas, our traffic and safety engineer. There are a few options and recommendations.

We would recommend not less than 11 foot lane widths with a ditch or 5 foot buffer next to a separated pathway on one side of the road. We would not recommend taking away more from the vehicle roadway. We would anticipate significant right-of-way costs as well as wetland impacts.

I understand the desires of your community to link the existing trails system and why this pathway would certainly add to the quality of life in Homer. Unfortunately the question is how to fund such a project. I will not say it is impossible, just that it is expensive.

If you choose to pursue federal funding there it may be a long and difficult journey getting this project to happen. This is because there are extremely limited funds for Trails and Recreational Access for Alaska (TRAAK). There has been about 5-7 million dollars available for the entire state for such projects so those projects that are lower cost compete better than those high cost projects. If you review the criteria for TRAAK programs (http://www.dot.state.ak.us/stwdp/ncip_stip/2012_2015_STIP/Assets/TRAAK_PEB_CRITERIA_2012.pdf) you will see that the project you describe will not score well, primarily due to costs associated with acquiring right-of-way and wetlands issues. TRAAK projects have to be built to certain standards, and what you have described would not conform to those standards. I encourage you to look at the completed TRAAK nominations at the recent Project Evaluation Board (PEB) for federally funded projects in the Statewide Transportation Improvements Program (STIP). This will give you some idea of what you are up against. We anticipate the next STIP nomination process in two years so if you would like to work on a nomination packet with me, I'd be happy to assist you.

If you choose to pursue state funds, in the form of a legislative appropriation, you may have more success. DOT would make the same recommendations, in regard to standards and safety concerns. It may be that the City of Homer or the Kenai Peninsula Borough will prioritize the project and contribute funds towards it.

If you want to request a narrowed travel lane, a reduced speed limit, paving the shoulders, or signage, I would recommend writing a letter to

From: Molly Brann <brann@alaska.net>
Subject: Kachemak Drive bike/pedestrian path
Date: March 22, 2011 12:16:36 PM AKDT
To: rob.campbell@alaska.gov
Cc: Ingrid Harraid <iharraid@hotmail.com>

Dear Mr. Campbell,

I am a member of the Homer Parks and Recreation Advisory Commission and on the Kachemak Drive Path Committee. I was referred to you by Joselyn Biloon of DOT/PF. Below are copies of the communications we have had in reference to a proposed bike/pedestrian path along Kachemak Drive in Homer. The proposed path would address numerous safety concerns for bicyclists and pedestrians while providing a trail connecting the existing Spit Bike/pedestrian Trail to the East End Road Bike/pedestrian Trail. Kachemak Drive is 3.7 miles long. Currently the committee is researching a variety of options. One of the options is narrowing the existing 11 ft. travel lane to 10 1/2 ft. on both sides of the road, repainting the fog line, and paving the existing dirt shoulders. This would provide room for bikes and pedestrians on both sides of the road, but not a separated path. We are also considering reducing the speed limit. The committee sees this as the cheapest option and having the possibility of being accomplished the soonest. Any comments or suggestions you might have on how to proceed would be greatly appreciated.

If the above idea is feasible, who should we approach to see about paving the shoulders, painting lines, reducing speed limit, etc. and how would we go about doing it? Could it be done in conjunction with other DOT projects that will happen in Homer in the near future? Is it possible to make this happen within the existing State DOT budget and the plans for Homer? How can we get an estimate on the cost of making these improvements?

I cc'd this to Ingrid Harraid, another committee member.

Sincerely,
Dave Brann

(copies of communication with Joselyn Biloon.)

Hello Mr. Brann,

Thank you for getting in touch with me regarding plans to improve Kachemak Drive. I am aware of interest in a pathway or paved shoulder along Kachemak Drive and have discussed different options with Scott Thomas, our traffic and safety engineer. There are a few options and recommendations.

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Trail Management Training

sponsored by Alaska Trails-USFS-NPS-BLM

Trail Fundamentals & TMOs

May 17, 2011 from 1pm-5pm

(This course can be taken alone; you do not need to sign up for TRACS.)

Trail Fundamentals include five basic five concepts that are cornerstones of effective trail planning, design, construction, maintenance and management. Trail Fundamentals include Trail Type, Trail Class, Managed Use, Designed Use and Design Parameters. Trail Management Objectives (TMOs) are the documentation of the intended purpose and management of a trail, based on management direction. During this course, you will learn how to put these tools to work for an effective trail program. After this course, you will be able to provide data collection and management tools that are truly useful for local trail program managers; and to provide quality data for a variety of planning, information and reporting needs.

Trail Fundamentals & TMO Training is a ½-day classroom session.

TRACS: Trail Assessment and Condition Surveys

May 18 and 19, 2011 from 8am-5pm

(You must take, or recently have taken Trail Fundamentals before you can take TRACS.)

TRACS is an approach for efficiently conducting trail assessment and condition surveys, resulting in quality field data that is useful for a wide variety of purposes. In this course you will learn how to put first-hand field knowledge into a useful format for program planning, management, inventory and accountability. You'll learn how to collect the right trail information, the first time. You will learn how to use CASM, the condition assessment survey matrix, which helps you to prioritize the collection of field data to meet trail planning and management needs.

TRACS Training is a 2-day classroom and field session.



Related Course Information

Instructor(s): Jamie Schmidt, USFS lead trainer and 1-2 other USFS trainers depending on class size

Location: Both courses will be held at the Bureau of Land Management, Anchorage Field Office, 4700 BLM Road, Anchorage, AK 99507 in a main Conference Room. (Near the junction of 68th and Elmore Road.) Note: this is NOT the Campbell Creek Science Center; turn right into the BLM main offices. Come to the front door and ask for directions to the Large Conference Room. We will post signs also.

Fees: Fees cover the cost of training materials, food and related expenses. It's a deal!

Fundamentals	-----	\$50 for just the ½ day class
Fundamentals and TRACS--		\$200 for current and NEW Alaska Trail Members (join Alaska Trails before you register for class) \$250 for non-members

Registration: Alaska Trails will host registration through their website. Please check www.Alaska-Trails.org beginning March 21 to register. Registration is open through April 29 at 5 pm. Class size is limited to 50 people for Fundamentals and 40 people for TRACS.

Food: May 17 bring your own snacks. May 18 and 19, Alaska Trails will provide lunch and snacks

Gear: Further instructions will be emailed to participants the week of May 3.
May 18 and 19 come dressed to be outside most of the day, in all weather.

Thanks to the generous contributions by our sponsoring partners, the cost of this course is being kept to a minimum. We hope this will help more people be able to attend. We look forward to another great gathering and training of trail professionals in Alaska!



From: "Witt, Jennifer W (DOT)" <jennifer.witt@alaska.gov>
Subject: RE: Kachemak Drive bike/pedestrian path
Date: March 25, 2011 2:36:49 PM AKDT
To: Molly and Dave Brann <brann@alaska.net>
Cc: wwrede@ci.homer.ak.us

Hello, Mr. Brann. You asked for any direction that we could provide you on how to do what you've proposed to narrow the lanes and pave the shoulders to provide for pedestrians and bicyclists on Kachemak Drive, other than saying that it is not possible. And yet what you've proposed cannot be accomplished on the existing road, within the existing right-of-way.

Right-of-way is restricted and approximately 45 ft wide. The existing roadway slopes and ditches extend nearly to the right-of-way on each side. And there is active bluff erosion adjacent to the roadway.

The "dirt" adjacent to the pavement edge is there to prevent an abrupt pavement edge that could cause a vehicle to leave the roadway. If a car strays to the pavement edge and drops even a couple of inches, it is less likely to recover. Paving the dirt strip would create a drop off and reduce vehicular safety.

We do not support paving the existing shoulders, or narrowing the existing lanes.

We work closely with the City of Homer to identify transportation priorities and to nominate new projects for possible federal highway funding. I understand that Ms. Biloon explained the process to you. I recommend you work with the City to determine the relative priority of your proposals to other needs. I have copied Walt Wrede on this message to notify him of your request.

Thank you.

Jennifer Witt, AICP
Chief, Planning & Administration
DOT&PF, Central Region

From: Molly and Dave Brann [mailto:brann@alaska.net]
Sent: Thursday, March 24, 2011 4:57 PM
To: Witt, Jennifer W (DOT)
Subject: Re: Kachemak Drive bike/pedestrian path

Jennifer,

Got your message last night, thanks. I will be looking forward to your information. Dave
On Mar 24, 2011, at 8:59 AM, Witt, Jennifer W (DOT) wrote:

Dear Mr. Brann,

Mr. Campbell has forwarded me your message and requested I respond to you. I see that Ms. Biloon already provided you with a lot of information about how to nominate a project through DOT, and answered many of your questions. I will respond to the remainder of your questions by the end of the week. Thank you.

Jennifer Witt, AICP
Chief, Planning & Administration
Central Region DOT&PF

From: Campbell, Robert A (DOT)
Sent: Tuesday, March 22, 2011 1:13 PM
To: Witt, Jennifer W (DOT)
Subject: FW: Kachemak Drive bike/pedestrian path

From: Molly Brann [mailto:brann@alaska.net]
Sent: Tuesday, March 22, 2011 12:17 PM
To: Campbell, Robert A (DOT)
Cc: Ingrid Harrauld
Subject: Kachemak Drive bike/pedestrian path

Dear Mr. Campbell,

I am a member of the Homer Parks and Recreation Advisory Commission and on the Kachemak Drive Path Committee. I was referred to you by Joselyn Biloon of DOT/PF. Below are copies of the communications we have had in reference to a proposed bike/pedestrian path along Kachemak Drive in Homer. The proposed path would address numerous safety concerns for bicyclists and pedestrians while providing a trail connecting the existing Spit Bike/pedestrian Trail to the East End Road Bike/pedestrian Trail. Kachemak Drive is 3.7 miles long. Currently the committee is researching a variety of options. One of the options is narrowing the existing 11 ft. travel lane to 10 1/2 ft. on both sides of the road, repainting the fog line, and paving the existing dirt shoulders. This would provide room for bikes and pedestrians on both sides of the road, but not a separated path. We are also considering reducing the speed limit. The committee sees this as the cheapest option and having the possibility of being accomplished the soonest. Any comments or suggestions you might have on how to proceed would be greatly appreciated.

If the above idea is feasible, who should we approach to see about paving the shoulders, painting lines, reducing speed limit, etc. and how would we go about doing it? Could it be done in conjunction with other DOT projects that will happen in Homer in the near future? Is it possible to make this happen within the existing State DOT budget and the plans for Homer? How can we get an estimate on the cost of making these improvements?

I cc'd this to Ingrid Harrauld, another committee member.

Sincerely,
Dave Brann

(copies of communication with Joselyn Biloon.)

Hello Mr. Brann,

Thank you for getting in touch with me regarding plans to improve Kachemak Drive. I am aware of interest in a pathway or paved shoulder along Kachemak Drive and have discussed different options with Scott Thomas, our traffic and safety engineer. There are a few options and recommendations.

We would recommend not less than 11 foot lane widths with a ditch or 5 foot buffer next to a separated pathway on one side of the road. We would not recommend taking away more from the vehicle roadway. We would anticipate significant right-of-way costs as well as wetland impacts.

I understand the desires of your community to link the existing trails system and why this pathway would certainly add to the quality of life in Homer. Unfortunately the question is how to fund such a project. I will not say it is impossible, just that it is expensive.

If you choose to pursue federal funding there it may be a long and

difficult journey getting this project to happen. This is because there are extremely limited funds for Trails and Recreational Access for Alaska (TRAAK). There has been about 5-7 million dollars available for the entire state for such projects so those projects that are lower cost compete better than those high cost projects. If you review the criteria for TRAAK programs (http://www.dot.state.ak.us/stwdplng/cip_stip/2012_2015_STIP/Assets/TRAAK_PEB_CRITERIA_2012.pdf) you will see that the project you describe will not score well, primarily due to costs associated with acquiring right-of-way and wetlands issues. TRAAK projects have to be built to certain standards, and what you have described would not conform to those standards. I encourage you to look at the completed TRAAK nominations at the recent Project Evaluation Board (PEB) for federally funded projects in the Statewide Transportation Improvements Program (STIP). This will give you some idea of what you are up against. We anticipate the next STIP nomination process in two years so if you would like to work on a nomination packet with me, I'd be happy to assist you.

If you choose to pursue state funds, in the form of a legislative appropriation, you may have more success. DOT would make the same recommendations, in regard to standards and safety concerns. It may be that the City of Homer or the Kenai Peninsula Borough will prioritize the project and contribute funds towards it.

If you want to request a narrowed travel lane, a reduced speed limit, paving the shoulders, or signage, I would recommend writing a letter to Robert Campbell, Regional Director of Central Region DOT(rob.campbell@alaska.gov). The letter would then get sent along to the appropriate review. I can certainly come to Homer in late April and discuss these issues further, if you would like. Please let me know what dates work best and we will see if we can't work something out.

Thank you

Joselyn Biloon
Area Planner AKDOT&PF
269-0508

-----Original Message-----

From: Molly Brann [<mailto:brann@alaska.net>]
Sent: Monday, March 21, 2011 10:29 AM
To: Biloon, Joselyn (DOT)
Cc: Post, David E (DOT)
Subject: Kachemak Drive Bike and Pedestrian Path, Homer

The Homer Parks and Recreation Advisory Commission and the Kachemak Drive Path Committee are working on a plan to develop a bike/pedestrian path along Kachemak Drive from the base of the spit to East End Road, 3.7 miles. The concept of this trail has been on the books since the late 80's but due to numerous constraints, wetlands, narrow or lack of right of way, private property etc., nothing has

happened. Many people would like to see a trail connecting the existing Spit bike/pedestrian path to the East End Road bike/pedestrian path so we are starting the process again.

Options being discussed and researched include a paved shoulder on both sides of Kachemak Drive. This might include narrowing the travel lane to 10.5 feet, repainting the fog line and paving the 18 in. -2 ft of dirt shoulder. This would not require widening the road. One option, following an example from Florida might include painting the shoulder a different color to clearly identify the path. The committee sees this as the least expensive option and one that might be accomplished in the shortest time frame. Another project we are looking at as an example is the Gold Hill Project in Fairbanks, in many ways it is similar to ours.

Another option being discussed is a combination of separated path and paved shoulder. This would be more expensive and take longer. It might solve some of the safety concerns and private property issues but also create other safety issues.

Any direction you could give us, other than saying it is not possible, would be greatly appreciated. What would be the process for requesting a narrowed travel lane, a reduced speed limit, paving the shoulders, signage?

Is there any chance either of you might come to Homer in the next month?

Thanks for your time,

Sincerely,

Dave Brann, Commission and Committee member

