

Kachemak Drive Path Committee



Thursday
July 7, 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 June 17, 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. Continuing Discussion on Trail Locations, Concepts, and Implementation
 1. Information submitted from Dave Brann Justification and Rational Arguments for Establishing a Kachemak Drive Bike Pedestrian Path Page 7
 - B. Finalize Recommendations to Parks & Recreation Advisory Commission for Submittal to City Council
- 10. NEW BUSINESS**
 - A. Survey Results from the Open House Page 11
 - B. Review and Discussion on the Homer Beach Policy as how it may affect the Proposed Path. Page 53
 - C. Share the Road: Discussion on How to Get Implemented and Proposed Signage Page 85
- 11. INFORMATIONAL MATERIALS**
- 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 AUGUST 4, 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.

Kachemak Drive Path Committee:

1. Meeting called to order at 5:34pm Friday June 17, 2011

Present: Bumpo Bremicker, Lynn Burton , Beth Cumming, Ingrid Harrald, Dave Brann

2. Approval of Agenda: moved by Ingrid Harrald, Dave Brann seconds, motion approved.

3. Approval of Minutes: moved by Dave Brann, second by Beth Cumming, passed unanimously.

4. No public comments

5. No Reconsiderations

6. Visitors – no Jocelyn – discussion on different methods to get her involved in conversation. Dave Brann will meet with Walt Wrede to talk about possibilities.

7. No staff reports

8. No Public Hearings

9. Pending Business –

Ingrid Harrald passed out draft survey forms and draft flyer. Discussion about open house outreach. Bumpo talked to Homer News. Ingrid sent email to Tribune.

Lynne Burt will contact KGTL and KBBI. Clerks Office will announce on City calendar. She will bring flyers to Smokey Bay Air and Homer Air.

Comments of flyer – Beth Cumming – replace “bike” with “non-motorized” on flyer. Comments on survey – switch to How often do you “bike or walk”. Also, In Plan 3, Use “power line easement” instead of right of ways. Spit Trail is over water and sewer. A trail over there would need an additional easement to be over there. Put address on survey so people have mail-in option.

Discussion on upcoming open house:

Format will be:

1. 5:30 pm Bumpo with 5 minute introduction (Dave Brann will point out on map)
2. 5:35 – 6:00pm – open house, people can visit and ask questions about individual plans.
3. 6:00pm – 7:00pm – formal presentations (10min each) followed by Q&A (10 minutes each with 3 minute time limit per community member

- make sure that community knows that none of these are exclusive.
- Bumpo will do overview speech, Dave will stand by map and give overview.

-Order of presentations:

1. Lynne and Beth – beach trail
2. Bumppo will do easement.
3. Dave Clemmons - will do bike shoulder extension
4. Joe – speed limit
5. Dave Brann will do national parks grant
6. Ingrid- take no action option

Lynne will put sign up sheet for help. We will need more people later on when we bring this plan to city council. It will be the only way things will happen.

10. New Business:

Next meeting July 7th and then August 4th and September 8th.

11. Comments from Audience:

Lindianne Sarno - Bike rider due to bad eyesight. Can't drive. Would like a safer bike ride on Kachemak Drive. It is unsafe with all the big trucks and boats. Would like a bike path that separates from road; education for drivers so they know that cyclists have right of way; Public education so people realize that safety is the number one value for this municipality. Maybe a PSA that could be run regularly on KBB. She has trailer on her bike, so has to ride in road. Ms. Sarno really supports lowering the speed limit as well. She has written a song about bike safety and could write PSA and be a speaker. Ms. Sarno can be reached at 235-2628.

12. Comments from commission:

Beth – Hopes meeting goes well.

Lynne – I'm excited! Will bring volunteer sign up sheet to meeting

Ingrid – Cautioned the members to come to the meeting with open mind just in case people don't like our suggestions.

Dave Brann - We need to present to the commission then have the commission to present for a CIP item. CIP list due in September.

Bumppo- Agreed with all comments and thinks open house will be great.

13. Adjournment at 7:05pm. Next meeting May July 7th at 5:30pm.

Notes submitted by Ingrid Harrald

Justification and Rational Arguments for Establishing a Kachemak Drive Bike / Pedestrian Path

Alaska Bicycle and Pedestrian Plan, adopted 1991, due for revision 2011

MISSION STATEMENT-ALASKA BIKE AND PEDESTRIAN PLAN

The mission of the Alaska Bicycle/ Pedestrian program is to provide a safe, well-designed, well-maintained, affordable, all-season, multimodal transportation system that affords users convenient access to neighborhoods, schools, recreation, commercial and industrial areas while protecting the integrity of communities and the environment to the extent practicable.

“It is the policy of the State of Alaska to promote the increased use and safety of bicycling and walking as year-round transportation choices by giving them full consideration in the planning, design, construction and maintenance of transportation facilities”.

“The Intermodal Surface transportation Efficiency Act of 1991 (ISTEA) requires each state to incorporate a long-term bicycle and pedestrian plan into its long range transportation plan.”

Goal 2 (under mission statement)

Provide a more bicycle and pedestrian friendly transportation network.

Objective F. Create a network of trails using corridors and greenways such as rivers, creeks, land and ocean shores, and utility easements, and barrier breaking structures (bridges, overpasses, tunnels, underpasses etc.

Engineering Good Designs

#3 Widen and Pave shoulders for use of bicyclists and pedestrians where appropriate; provide alternative routes where necessary.

“DOT & PF will work with state agencies and local governments to encourage walking and bicycling.”

HOMER NON-MOTORIZED TRANSPORTATION PLAN

Sec. 3.0, pg. 17

To complete and connect the communities pedestrian system, walkways (referred to as separated pathways in the bicycle transportation section of this report) should be added to the following locations: Kachemak Drive Pathway

Sec.3.3 pg. 31

The Federal Highway Administration official bicycle policy is to “accommodate current use and encourage increased use while enhancing safety.”

“Congress clearly intends for bicyclists and pedestrians to have safe, convenient access to the transportation system and sees every transportation improvement as an opportunity to enhance the safety and convenience of the two modes.”

The Alaska Department of Transportation Preconstruction Manual states, “Expect bicycle traffic along most roads and streets. Where bicycles are allowed, all new construction and reconstruction must provide for use by bicyclists and pedestrians.

While Homers existing roads should be maintained or upgraded to accommodate and encourage bicycle use, identification of key travel corridors and routes is important for the implementation of appropriate facility treatments.

Bicycle traffic can be accommodated in a number of different ways including bicycle lanes, wide outside lanes signed shared roadways, separated pathways and paved shoulders.

Bicycle Lane

Bicycle lanes are designated portions of paved roadways intended for bicycle traffic. In Homer this type of facility is appropriate for arterial and collector roads and in locations where bicycle traffic is significant. Bicycle lanes are one-way only and travel with the flow of traffic. Possible locations for bicycle lanes include the following routes:

Kachemak Drive (until a separated pathway is constructed)

Wide Outside Lane

A wide outside lane is not differentiated from the vehicle travel way with striping. It is a paved travel lane that is wide enough to comfortably accommodate both bicycle and vehicular traffic. A wide outside lane measures 14 feet...

Paved Shoulder

Paved shoulders are connected to and on the same level as vehicular travel lanes. They are useful for bicycle travel, emergency stopping, and extending roadway life by reducing edge deterioration. Paved shoulders should be a minimum of 4 feet wide.

Separated Pathway

A separated pathway, also called a shared or multi-use pathway, is a travel route that is separated from the roadway and supports a variety of non-motorized transportation uses. These routes are usually recreational and often located along rivers, canals, ocean fronts, utility right-of-ways...

To complete and connect the existing system, separated pathways should also be constructed in the following locations: Kachemak Drive Pathway

Signed shared Roadway

Signed bicycle routes inform riders of preferred travel ways in comparison to alternative routes. ...the signed route reminds drivers that they are sharing the road with bicyclists. ...it may be a common route for bicyclists through a high demand corridor, it may serve as a connecting segment between a shared use path and a bike lane...

Homers existing roadways are generally wide enough to accommodate this shared use.

In many cases significant safety improvements could be made to existing streets simply by stripping bicycle lanes or paving shoulders.

Policy and Institutional Framework

Sec. 4.0 Pg. 40,
Policy 1.2, Action 1:

For each construction season a list of scheduled road construction upgrade and repair projects will be prepared.

Implement a review procedure for these projects to identify opportunities for improving the non-motorized transportation infrastructure and incorporate these improvements into project plans.

Policy 1.5

The Homer Non-motorized Trail Plan shall be recognized as a guide for transportation development.

Policy 5.5

Establish a method to allow existing utility and drainage easements to be used as pedestrian easements. Develop a set of guidelines to be used in evaluating existing utility and drainage easements for their use as pedestrian easements.

“Creating safer bicycling conditions on Homer’s most traveled bicycle routes is a high priority. The routes include Kachemak Drive.”

“To further the continuity of this route, Kachemak Drive must become safer for non-motorized transportation.”

“A rehabilitation project for Kachemak Drive that includes a separated multi-use pathway has been identified as an essential need of the City’s Capital Improvement Program. Because of the right-of-way- acquisition requirements and the significant cost of the project, it is not scheduled for completion until 2009. An interim solution, such as striping a bicycle lane should be considered for safe bicycle travel along this route.

Capital Needs Sec. 6.0

Some projects such as lane striping are inexpensive and can be installed quickly with relatively simple equipment.

QUESTIONS	West Homer	Downtown Homer	East Homer	Kachemak Drive & Spit	Skyline/Diamond Ridge		COMMENTS
1 Please refer to the map and indicate the area of Homer where you live	2	6	4	2	1		
2 Refer to the map indicate the area of Homer where your most frequent destination is located (workplace, office, school.)		7	3	6			
	NEVER	INFREQUENTLY	OCCASIONALLY	REGULARLY	FREQUENTLY		would ride more if there were a trail and widened roads
3 How often do you ride a bicycle on Kachemak Drive		3	1	8	2		
4 How often do you drive a car on Kachemak Drive		1	4	6	4		
	Regular Exercise	commuting work or school	Routine Errands	Trips to Library, Museums, Spit, Parks, etc.	I do not Ride a Bike	Family Outings or touring	Other
5 If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in Other	6	6	6	3		3	Walking, Bay Club
6 If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".		7	9	2			Enjoyable Scenery & pathway to & from E. End Homer Homes; Trips to the Spit; Bay Club; check address

7

If you could re-allocate space on the road for the following user groups, circle the action you would take.

	CARS	CYCLISTS	OTHER VEHICLES	PEDESTRIANS
SAME ROAD	6		4	
MORE ROAD	1	11		11
LESS ROAD	5		5	

Question 8 on the Survey asked: Half Mile Trail from the base of the Spit to Airport Access Road. Comments and Concerns about this option. Do you support this Option? Why or Why Not?

Responses Received:

- Nice trail Start if it connects, also nice path to beach access
- Yes
- I like this idea-nice use of an under-used area
- yes. Clearly designating the trail; keeping campers from camping on it; Q - Would the dredges or fill bring it above the 24' tideline?
- Great idea
- Yes – scenic, public land, safe credible vision by involved people. Very dangerous area now – any option is an improvement.
- too expensive not practical for getting from A to B
- I like it can be a nice walkable/bikeable recreational route. Very appealing great easy walk close to spit parking a walkable access to gravel bar for birding.
- That would be a good start ameliorating one of the more dangerous stretches for pedestrians/cyclists But it just pushes the problem “down the road” so to speak.
- No this won't provide meaningful paths for bikes/pedestrians. It would be a “Trail to nowhere.”
- Support
- yes, this seems to be the most dangerous spot since cars frequently go around me on my bicycle in the middle of the hill where they cannot see what is coming the other direction.

Question 9 on the Survey asked: Narrowing the width of the Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this option? Do you support this Option? Why or Why Not?

Responses Received:

- Like this a lot, added safety for both ped/bikes and vehicles, ease of maintenance
- Bad Idea Lots of oversized truck traffic on road already sometimes seems close when you pass I believe vehicles will end up driving on part of path
- No, don't think the width of the road would support narrowing the width for vehicles
- No, the road is already narrow and especially in winter there would be no respect for pedestrians from auto
- Maybe, if you don't do the separate trail. Seems like it might make driving a bit more precarious seems like it would be more expensive.
- Cost of painting shoulder and maintaining such better put to widening it in places
- This seems fiscally the best option.
- I like this option best. Effective. Relatively low cost. Does not impact landowners increases access to road for broad range of cyclists and pedestrians I also like it because it seems possible.
- I think it can should be done easy to accomplish, relatively inexpensive. Yes, increases safety, connects existing bike paths.
- No. the current car culture in Homer is not bike savvy and there is little enforcement of right of way rules. I doubt most drivers would respect a repainting of lanes.
- No, this won't give any real additional space to bikes but rather squeeze cars/bikes within the existing space which is already insufficient.
- Narrow width of road add widened painted shoulders (I'd ride there)

- If there is actually enough room to do this safely then I would support it. I am skeptical that there is enough room with the current width of the road to make this feasible.

Question 10 on the Survey asked: Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

Responses Received:

- concerns with cost and wetlands
- think this would be best
- yes, because its needed
- I think this would be safer by far than getting a trail next to the road think wobbly children on bikes
- Yes! Would make it safer for all, Possibly easier to construct or put in than widening the road or shoulder
- would be lovely and should be done in places where it is not too complicated but I think combining it with #9 above would be feasible.
- I like this if at all possible is best option for all user groups
- I don't see K drive as all that scenic I consider it a connection. I use it to get from East End to Ocean drive/Spit.
- Best Option until power line easement could be utilized. Yes, makes good use of disturbed ground/property.
- If it connects the Spit & East End Rd I support it. Separated trails are safer and more pleasant – as long as they still are treated as roadways and plowed in winter.
- yes, while costly this would provide a real access for bikes/pedestrians and would make this area useful for non-motorized recreation.
- Any new road should have this (separated trail)
- yes, this would be the ideal situation and would encourage more user groups to use the trail.

Question 11 on the Survey asked: Decreasing the Speed Limit to 25 MPH during Summer months (defined as non-studded tire months) and Making it a Scenic Byway during this time. Comments or Concerns? Do you Support this Option? Why or Why Not?

Responses Received:

- decreased speed on kdrive should be encouraged regardless
- this is silly its not going to change driving habits and will be hugely unpopular
- I don't support this option because Kachemak Drive is a major thoroughfare
- I don't think motorists will respect this.
- Yes. It would help people be more aware of each other – walking, biking or driving and be safer.
- You can't police it adequately now-changing speed limit won't change anything
- Don't know. Too confusing perhaps.
- I like this too. Lower speeds = safer for all
- good option would be more scenic with 2-3 pocket parks/overlooks. Increases safety easy to implement.
- Nice idea, but again I haven't seen current speed limits on K Drive enforced so I don't think a decrease would change how fast drivers go.
- No, enforcement is still a problem and this won't provide any additional space for bikers.
- great idea.

- as long as the speed limit is enforced although you will still have cars that go around bicyclists/walkers in unsafe locations.

Question 12 on the Survey asked: Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

Responses Received:

- if we can make things better we should do it
- I believe we should do something to accommodate as much diverse use as possible
- No, something needs to be done
- No. it's dangerous
- No. Our population has grown more and more people use K-Bay Drive as a shortcut More tourists who are unfamiliar with the road drive is ___ B & B's out E. End Road to Spit this way.
- You better do something someone is going to get hurt.
- No. It is used so much for cycling already but potential for accidents is so high.
- I don't like this. It's dangerous now and will become increasingly so.
- not a viable option for me, something needs to be done. It would mean giving up and accepting no for an answer.
- No – sooner or later someone is going to be injured or killed.
- No, this area needs some improvements.
- take action widen the Bike path shoulder
- I do not support taking no action.

Question 13 on the Survey asked: What do you feel are the most pressing issues facing Kachemak Drive?

Responses Received:

- safety for multimodal users
- People fly lots of recreation no space
- Lowering speed limit at least in summer, Develop a shoulder and/or path for pedestrians and bikes; Better signal/signals for boatyard deep water crane/hoist.
- Speeding, Bike & Pedestrian Safety
- safety on airport hill
- safety
- safety – for all road users.
- speeding lack of bicycle/pedestrian path
- It is a dangerous road for cyclists and pedestrians with minimal enforcement of existing driving laws.
- No, space for bikes.
- Create a widened shoulder for bike path
- providing a safe road for all user groups (cars, walkers, bicycles, etc.)

Question 14 on the Survey asked: How are the community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

Responses Received:

- Accommodate Multimodal Users

- There's a lot of people on that road - walking biking...dangerous
- Might need lower speed limits year round
- way more use these days
- Connection with East End Rd and Spit creates a much used route with cyclists.
- with rising cost of gas – we will all be compelled to be more economical with driving more Z& more people will be biking.
- Bicycle use increasing vehicle use increasing more development in general
- The community is not so much changing as growing. Homer has always been a town where residents could walk/ski/ride horses. Let's preserve that in the face of increasing vehicular traffic.
- Increase traffic reduces desire for residents to bike or walk on this road.
- Increase retired population tourists that are recreational and want to bike & hike.
- I don't know the history beyond three years so I can't speak to long term changes but the city should provide a safe travel options for multiple user groups

Question 15 on the Survey asked: What do you want Kachemak Drive to look like in the next 10 or 20 years?

Responses Received:

- calmer traffic and part of non-motorized way through town
- the same with fewer potholes and a bike/walk path
- It needs a fully functioning recreation area
- A paved trail for non-motorized use, after listening to proposals the widened shoulders sounds best.
- Ideally – painted shoulder lines for cycling AND a powerline trail.
- A scenic byway with a mix of business, industry, residential, accessed by improved road/bike/pedestrian path
- I hope it will not have more little monuments with crosses and flowers...ideally it would the same but with a separate plowed trail for non-drivers.
- Safe space for bikes & pedestrians
- scenic bike access
- Kachemak Drive should have a trail that connects the Spit trail to the East End Road trail.

Question 16 on the Survey asked: Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

Responses Received:

- LOWER SPEED BY WAY OF SIGNAGE AND ROAD DESIGN
 - building a asphalt bike path adjacent to & connected to one side of the road
 - Even if there is a separate trail adding painted lines, signage designating the trail Also some small bridges to span the space(ditch) between trail and road
- Question: Would it be possible to put culvert or other drainages in the ditches and put the paved path shoulder over them (e.g. on top)
- I struggle to believe that public works can't work with the idea in conjunction with sewer water lines.
 - #9 and #11
 - City Council CIP, weekly placement of digital speed cop, radio/newspaper educational spots, share the road signs, speed limit enforcement, other signs, pedestrians, bicycles, double fines

- In the meantime, please enforce existing traffic laws there and in downtown Homer! Surely the fees collected would pay for increased enforcement.
- what about a path through the critical habitat area (which already gets unauthorized traffic in the winter.)
- affordable reduce car to widened shoulder with pavement for bike/pedestrian
- for starters you could add the half mile trail from the spit to the airport access road and widen the shoulders on the remainder of the road.

Question 17 on the Survey asked: Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

Responses Received:

- Well designed non-motorized facilities almost always improve a community
- road repairs bumps & potholes building a paved path
- Possibly widen the road before some of the hairpin turns Put a blinking caution light at any place where the trail changes sides of the road.
- Efforts to cooperate and work with sewer/water lines and making at least some sections usable as trail.
- more signage and regulation
- Increased support of cyclists road use by Homer Police Department. They need to be re-trained/better informed re: Alaska Road Laws & actual cyclists safety issues.
- purchase trail easement(s) Purchase property for trailheads parking scenic overlooks encourage businesses/homeowners to clean up properties.
- Just do something. I won't bicycle there with my kids until some improvement is made.

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

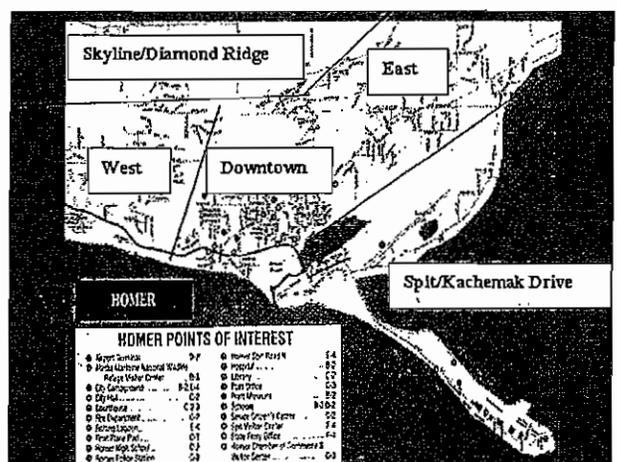


Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional) Address (Optional)
City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|
| <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input checked="" type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input checked="" type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

Nice trail start if it connects. Also nice path to beach access

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

Like this a lot, added safety for both ped/bike & vehicles, ease of maintenance

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

concerns of cost & wetlands

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

decreased speed on K-drive should be encouraged regardless

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

If we can make things better, we should do it

13. What do you feel are the most pressing issues facing Kachemak Drive?

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

calmer traffic & part of non-motor way through town

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

lower speed by way of signage & road design

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

well designed non-motorized facilities almost always improve a community

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

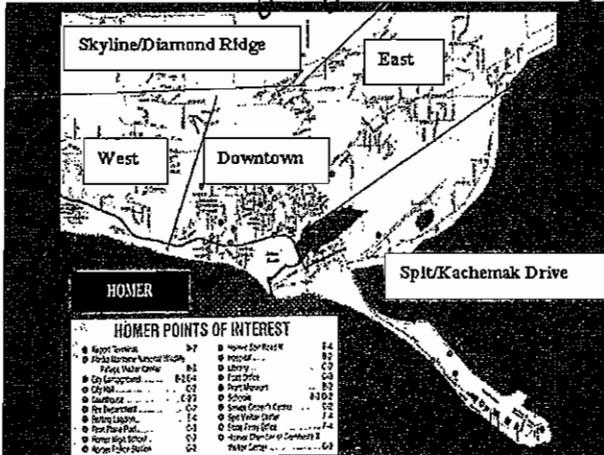


Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional) Address (Optional)
City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.

Other

Enjoyable scenery & pathway to & from East Homer home - 21 -
End

Love walking as well

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space |
| <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

13. What do you feel are the most pressing issues facing Kachemak Drive?

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

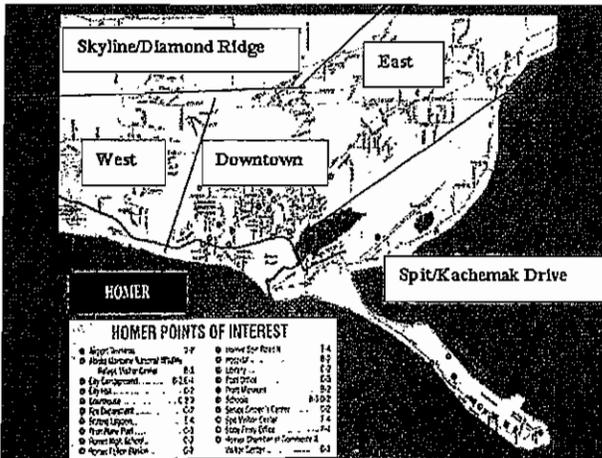


Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional) Address: (Optional)
City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|--------------------------------------------------|---------------------------------------|---------------------------------------|--------------------------------------------------|
| <input checked="" type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input checked="" type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input type="radio"/> More Road Space | <input type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

Bad idea. Lots of oversized truck traffic on road, already sometimes seems close when you pass. I believe vehicles will end up driving on part of the path.

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

I think this would be best

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

This is silly. It's not going to change driving habits & will be hugely unpopular

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

I believe that we should do something to accommodate as much diverse use as possible

13. What do you feel are the most pressing issues facing Kachemak Drive?

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

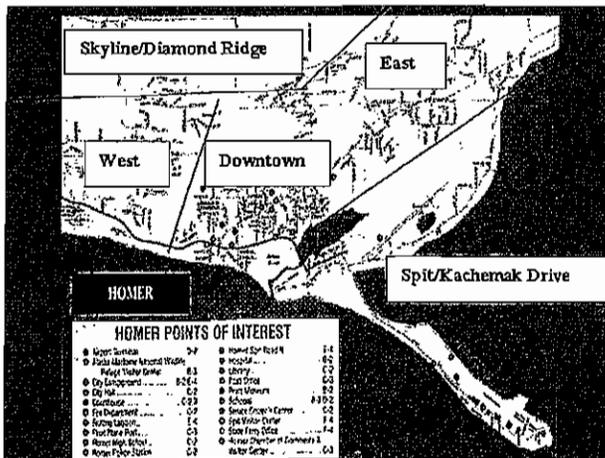


Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional) Address: (Optional)
City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|---------------------------------------|
| <input checked="" type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

yes

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

No, I don't think the width of the road would support narrowing the width for vehicles.

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

yes, because it's needed.

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

I don't support this option because Kachemak Drive is a major thoroughfare

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

No, something needs to be done

13. What do you feel are the most pressing issues facing Kachemak Drive?

Safety for multimodal users

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

Accomodate multimodal users.

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

The same with fewer pot holes and a bike/walk path

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

Building an asphalt bike path adjacent to + connected to one side of the road.

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

Road repairs (bumps + potholes).
Building a paved bike path.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

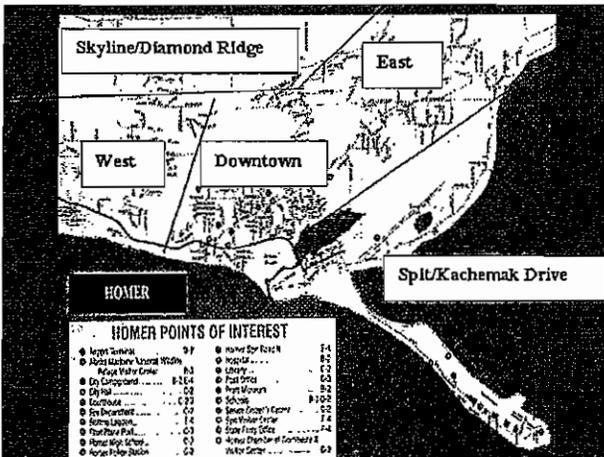


Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional) Carey Kostino Address (Optional) HIOGO TRAIL CT
City, State, Zip Homer AK 99655



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

CARS	PEDESTRIANS	CYCLISTS	OTHER VEHICLES
<input checked="" type="radio"/> Same Road Space	<input type="radio"/> Same Road Space	<input type="radio"/> Same Road Space	<input type="radio"/> Same Road Space
<input type="radio"/> More Road Space	<input checked="" type="radio"/> More Road Space	<input checked="" type="radio"/> More Road Space	<input type="radio"/> More Road Space
<input type="radio"/> Less Road Space	<input type="radio"/> Less Road Space	<input type="radio"/> Less Road Space	<input checked="" type="radio"/> Less Road Space

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option.

Do you support this Option? Why or Why Not?

I like this idea - nice use of an under-used area.

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

No - the road is already narrow and especially in winter there would be no respect for pedestrians from auto

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

Do you Support this Option? Why or Why Not?

I think this would be safer by far than getting a trail next to the road - think wobbly children on bikes.

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

Do you Support this Option? Why or Why Not?

I don't think motorists will respect this.

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

No. It's dangerous

13. What do you feel are the most pressing issues facing Kachemak Drive?

People fly - lots of recreation - no space.

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

There's a lot of people on that road - walking, biking... dangerous

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

It needs a fully functioning recreation area -

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH



PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY

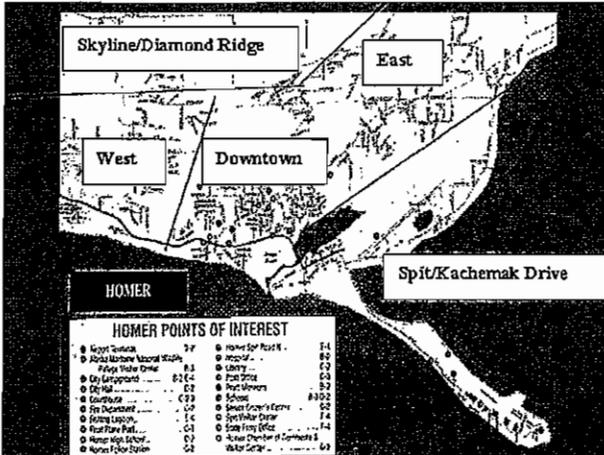
QUESTIONS BELOW

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Name (Optional) Address: (Optional)
City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week. *I would ride more if there were a trail or widened roads.*
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

CARS	PEDESTRIANS	CYCLISTS	OTHER VEHICLES ?
<input checked="" type="radio"/> Same Road Space	<input type="radio"/> Same Road Space	<input type="radio"/> Same Road Space	<input type="radio"/> Same Road Space
<input checked="" type="radio"/> More Road Space	<input checked="" type="radio"/> More Road Space	<input checked="" type="radio"/> More Road Space	<input type="radio"/> More Road Space
<input type="radio"/> Less Road Space	<input type="radio"/> Less Road Space	<input type="radio"/> Less Road Space	<input type="radio"/> Less Road Space

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option.

Do you support this Option? Why or Why Not?

Yes. Clearly designate the trail; keep campers from camping on it.

Q: Would the dredging in fall bring it above the 24' tideline?

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

Do you Support this Option? Why or Why Not?

Maybe, if you don't do the separate trail. Seems like it might make driving a bit more precarious. Seems like it would be more expensive.

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option?

Why or Why Not?

Yes! Would make it safer as all. Probably easier to construct in public than widening the road, in shoulder.

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

Yes. It would help people be more aware of each other - walking, biking or driving & be safer.

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

No. Our population has grown, more & more people use K-Bay Drive as a shortcut. More tourists (who are unfamiliar w/ the road) drive in on Bob's onto E. End Road to Spit this way.

13. What do you feel are the most pressing issues facing Kachemak Drive?

- Lowering Speed limit @ local in summer
- Develop a shoulder for pedestrians & bikes
- Better Signal Signals in Board Yard, Deep Water on one / HOV 2+

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

See Above. Might need the lower speed limit year round.

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

A paved trail for non-motorized use. Alter system to the proposal, the widened shoulder sounds best.

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

Even if there is a separate trail, adding painted lanes, signage designate the trail. Also some small bridges to span the space between trail & road.

Q: Would it be possible to put culverts or other drainage in the ditches?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

Possibly widen the road before some of the hairpin turns. Put a blinking caution light @ any place where the trail changes status of the road.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

30 and put the paved path/shoulder over them (veg on top)?

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

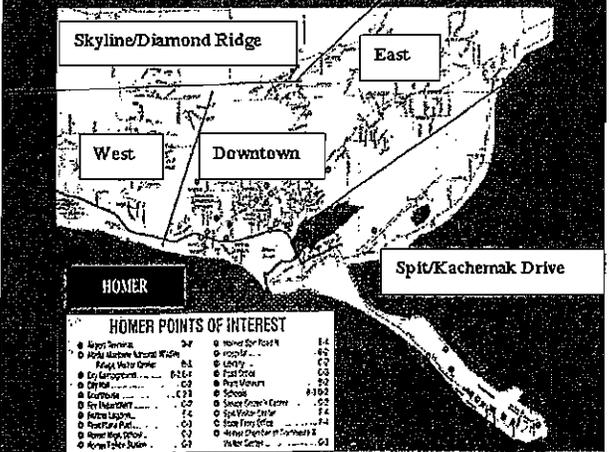
PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW



Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission
Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional) Address (Optional)
City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|
| <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input checked="" type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input checked="" type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

Great idea

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

You can't police it adequately now - changing speed limit won't change anything

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

You better do something, someone is going to get hurt

13. What do you feel are the most pressing issues facing Kachemak Drive?

Speeding
Bike and pedestrian safety

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

Way more use these days

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

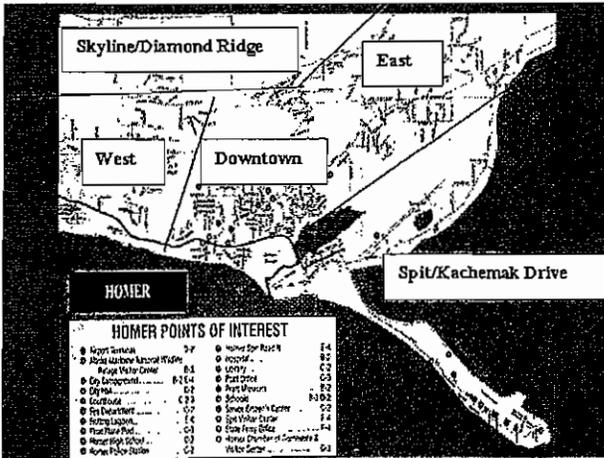


Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional) Address: (Optional)
City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|---------------------------------------|--------------------------------------------------|--------------------------------------------------|---------------------------------------|
| <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option.

Do you support this Option? Why or Why Not?

Yes - Scenic, public land, safe
Credible vision by involved people.
Very dangerous area now - any
option is an improvement.

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

Cost of painting shoulder ~~and~~
(and maintaining such) better
put to widening it in places.

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways.

Comments or Concerns? Do you Support this Option?

Why or Why Not?

Would be lovely and
Should be done in places
where it is not too complicated
but I think combining it with 9
above would be feasible

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns?

Do you Support this Option? Why or Why Not?

Don't know.
Too confusing perhaps.

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

No. It is used so much for
cycling already - but potential
for accidents is so high.

13. What do you feel are the most pressing issues facing Kachemak Drive?

Safety on the airport hill

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

Connection with East End Rd
& Spit creates a much used
route with cyclists.

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

lines
Ideally, painted shoulder ^{lines} for cycling
AND a paved trail

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

I struggle to believe that public
works can work with the idea
in conjunction with sewer/water
lines.

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

Efforts to co-operate and work with
sewer/water lines, making at least
some sections usable as trail.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER,
KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E.
PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW



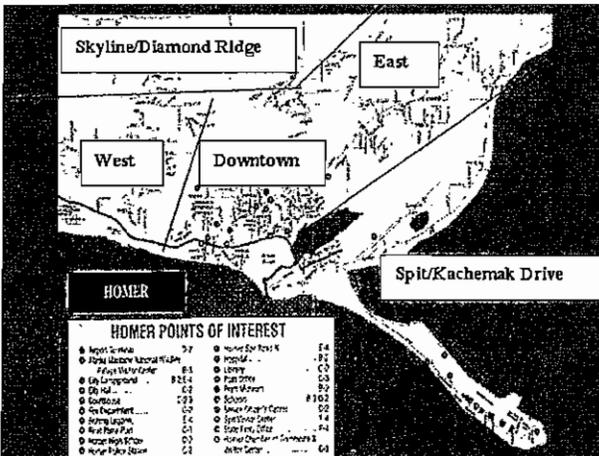
Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional) Address: (Optional)

City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|
| <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input checked="" type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input checked="" type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

THIS SEEMS FISCALLY THE BEST OPTION.

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

I LIKE THIS IF AT ALL POSSIBLE, IS BEST OPTION FOR ALL USER GROUPS

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

13. What do you feel are the most pressing issues facing Kachemak Drive?

SAFETY

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

MORE SIGNAGE AND REGULATION

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

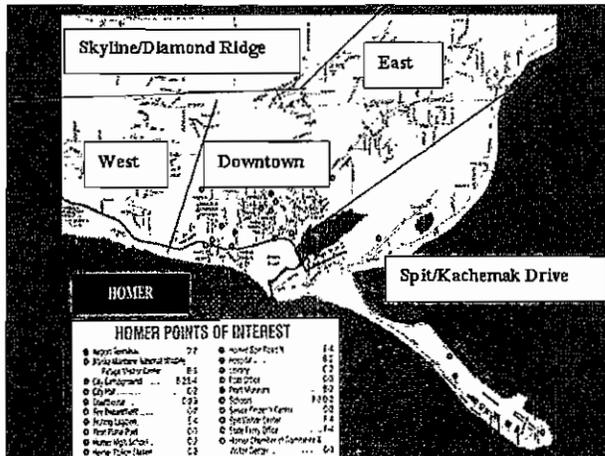


Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional) Address: (Optional)
City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|
| <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input checked="" type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input checked="" type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

Too expensive.
Not practical for getting
From A to B.

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

I like this option best.
Effective. Relatively low cost.
Does not impact landowners.
Increases access to road for
broad range of cyclists & pedestrians.
I also like it because it seems
possible!

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

I don't see K-Drive as all that
"scenic" I consider it a
connector. I use it to get from
East End to Ocean Drive/Spit.

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

I like this, too.
Lower speeds = safer for all.

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

I don't like this.
It's dangerous now and will
become increasingly so

13. What do you feel are the most pressing issues facing Kachemak Drive?

Safety - for ALL ROAD users.

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

with rising cost of gas - we will all
be compelled to be more economical
with driving. More & more people will be
biking.

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

#9 & #11

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

Increase support of cyclist road use
by Homer Police Department. They need
to be re-trained/better informed re:
Alaska Road Laws & actual cyclist safety
issues.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

JUN 28 2011 AM 10:44

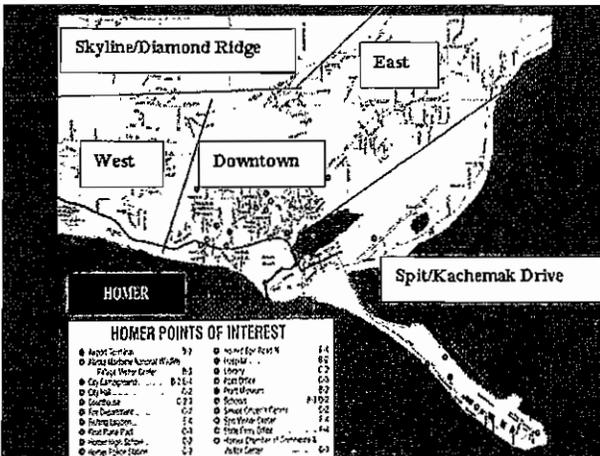


Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional) Address: (Optional)
City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months $\frac{1}{2}$
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|
| <input checked="" type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input checked="" type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option.

Do you support this Option? Why or Why Not?

That would be a good start, ameliorating one of the more dangerous stretches for pedestrians/cyclists. But it just pushes the problem "down the road," so to speak.

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways.

Comments or Concerns? Do you Support this Option?

Why or Why Not?

If it connects the Spit + East End Rd, I support it. Separated trails are safer and more pleasant — as long as they still are treated as roadways and plowed in the winter.

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

No — sooner or later, someone is going to be injured or killed.

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

The community is not so much changing as growing. Homer has always been a town where residents could walk/ski/ride horses. Let's preserve that in the face of increasing vehicular traffic.

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

In the meantime, please enforce existing traffic laws here + in downtown Homer! Surely the fees collected would pay for increased enforcement.

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

No — The current car culture in Homer is not bike-savvy, and there is little enforcement of right-of-way rules. I doubt most drivers would respect a repainting of lanes.

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns?

Do you Support this Option? Why or Why Not?

Nice idea, but again I haven't seen current speed limits on K. Drive enforced, so I don't think a decrease would change how fast drivers go.

13. What do you feel are the most pressing issues facing Kachemak Drive?

It's a dangerous road for cyclists + pedestrians, with minimal enforcement of existing driving laws.

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

I hope it will not have more little monuments with crosses and flowers... ideally it would look the same but with a separate, plowed trail for non-drivers.

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

Just do something. I won't bicycle there with my kids until some improvement is made.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH



PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

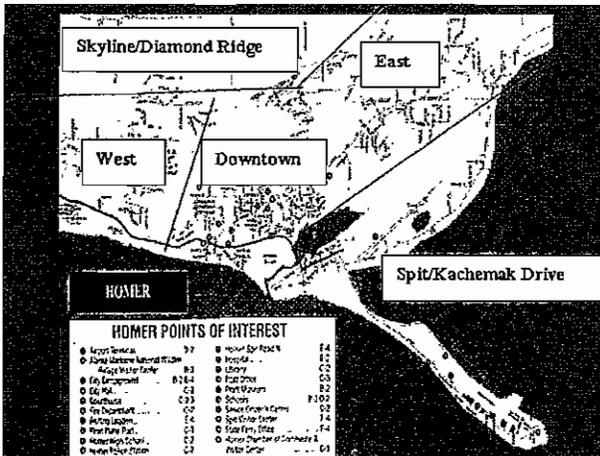
Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Name (Optional) Thomas McDonough

Address: (Optional) 555 Waddell St.

City, State, Zip Homer Ak 99603



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|
| <input checked="" type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input checked="" type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option.

Do you support this Option? Why or Why Not?

No, This won't provide meaningful paths for bikes/pedestrians. It would be a "trail to nowhere".

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

No, This won't give any real additional space to bikes but rather squeeze cars/bikes within the existing space which is already insufficient.

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways.

Comments or Concerns? Do you Support this Option? Why or Why Not?

Yes, while costly, this would provide a real access for bikes/pedestrians and would make this area useful for non motorized recreation.

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns?

Do you Support this Option? Why or Why Not?

No, enforcement is still a problem, and this won't provide any additional space for bikers.

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

No, This area needs some improvements.

13. What do you feel are the most pressing issues facing Kachemak Drive?

No space for bikes

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

Increase traffic reduces desire for residents to bike or walk on this road.

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

Safe space for bikes + pedestrians

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

What about a path through the critical habitat area (which already gets unauthorized traffic in the winter)

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

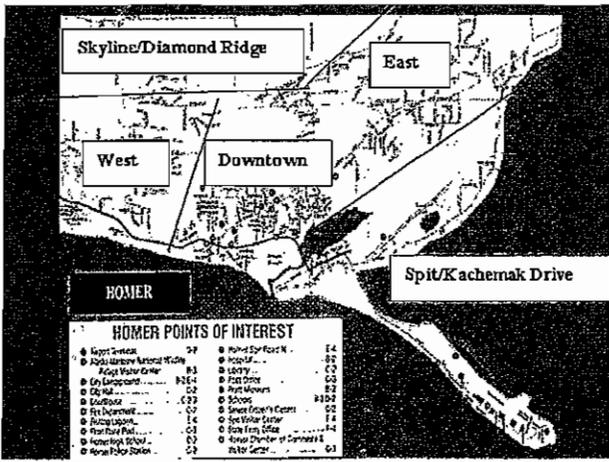
RECEIVED
JUN 27 2011



Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Kachemak Drive Pedestrian Bike Path
City Committee of the Parks and Recreation Advisory
Finance Department Commission
Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Name (Optional) Address: (Optional)
City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|--------------------------------------------------|--------------------------------------------------|--------------------------------------------------|---------------------------------------|
| <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input checked="" type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

Support

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

Narrow Width of Road add widened painted shoulder (I'd ride either)

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

Any new road should have this

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

Great idea.

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

Take Action
Widened the Bike Path shoulder

13. What do you feel are the most pressing issues facing Kachemak Drive?

- Create a widened shoulder for Bike Path

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

Increase retired population
Township that are recreational
& want to bike & hike.

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

- Scenic Bike access

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

Alford etc
reduce car to widened shoulder w/ paint for bike/pedestrian

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

```

<?xml version="1.0" encoding="UTF-8"?>
<form1>
  <TextField3/>
  <TextField4>Homer, AK 99603</TextField4>
  <Answer>Downtown Homer</Answer>
  <Answer/>
  <Answer>Kachemak Drive and Spit</Answer>
  <Answer/>
  <Answer/>
  <Answer/>
  <Answer>Frequently, several times a week or every day</Answer>
  <Answer>Regularly, once or twice a week</Answer>
  <Answer>Commuting - Work or School</Answer>
  <Answer>Commuting to Work or School</Answer>
  <TextField1/>
  <TextField1/>
  <TextField2>Ryan Briscoe</TextField2>
  <Question11>Yes, as long as the speed limit is enforced. Although, you will still have cars that go
    around bicyclists/walkers in unsafe locations.</Question11>
  <Question10>Yes, this would be the ideal situation and would encourage more user groups to use
    the trail.</Question10>
  <Question5>If there is actually enough room to do this safely, then I would support it. I am
    skeptical that there is enough room with the current width of the road to make this
    feasible.</Question5>
  <Question3>Yes, this seems to be the most dangerous spot since cars frequently go around me on
    my bicycle in the middle of the hill where they cannot see what is coming the other
    direction.</Question3>
  <Question1>Kachemak drive should have a trail that connects the Spit trail to the East End Road
    trail. </Question1>
  <Question2>I don't know the history beyond three years, so I can't speak to long term changes,
    but the city should provide safe travel options for multiple user groups.</Question2>
  <Question13>Providing a safe road for all user groups (cars, walkers, bicycles,
    etc.).</Question13>
  <Question6>I do not support taking no action.</Question6>
  <RadioButtonList/>
  <RadioButtonList>1</RadioButtonList>
  <RadioButtonList/>
  <RadioButtonList>1</RadioButtonList>
  <RadioButtonList/>
  <RadioButtonList/>
  <RadioButtonList/>
  <RadioButtonList>1</RadioButtonList>
  <RadioButtonList/>
  <RadioButtonList>1</RadioButtonList>
  <RadioButtonList/>
  <RadioButtonList/>
  <Question1>For starters, you could add the half mile trail from the spit to the airport access road
    and widen the shoulders on the remainder of the road. </Question1>

```

<Question1>Ultimately, it would be best to have a trail connecting the spit to East End Road.</Question1>

</form1>

Renee Krause

From: Ryan & Erin Briscoe <rebriscoe602@hotmail.com>
Sent: Thursday, June 30, 2011 10:38 AM
To: Renee Krause
Subject: Kachemak Drive Path survey
Attachments: survey.kdpc_.06.21.11_0.xml

Hello,

I filled out the survey online and clicked on submit via email. It said to save file and attach to an email, so I did that. It saved it as an .xml file instead of a .pdf file. Hopefully, you can read the .xml file and see my comments.

Thanks,
Ryan

Dear Homer Community Member,

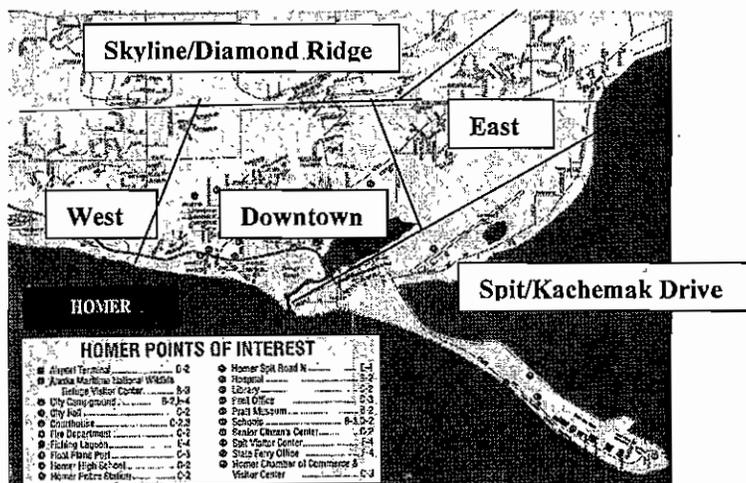
Thank you for attending the Kachemak Drive Proposed Bike Path Open House.

Background: Earlier this year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented tonight are ideas created and supported by the subcommittee, but not put forth as concrete plans. Your input and opinions will help us formulate further actions, if any, that should occur along this issue.

Please help our efforts by completing the survey form below.

1. Please refer to the map below and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge



Please refer to the map and indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

How often to do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently: maybe every few months
- Occasionally: about once or twice a month
- Regularly: once or twice a week
- Frequently: several times a week to every day

If you ride a bike, which of the following describes why you use it on Kachemak Drive. Check all those that apply.

- Regular exercise or workout
- Commuting to work or school
- Routine errands
- Trips to the library, museums, parks, and similar places
- Family outings or touring
- Other (please indicate)
- I do not ride a bike

How often do you drive a car on Kachemak Drive?

- Never
- Infrequently: maybe every few months
- Occasionally: about once or twice a month
- Regularly: once or twice a week
- Frequently: several times a week to every day

If you drive a car, which of the following describes why you use it on Kachemak Drive. Check all those that apply.

- Commuting to work or school
- Routine errands
- Trips to the library, museums, parks, and similar places
- Other (please indicate)

If you could re-allocate space on the road for the following user groups, circle the action you would take:

Space For	Less Road Space	Same Road Space	More Road Space
Cars	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrians	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Cyclists	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Buses	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

The following page refers to the ideas presented at the Kachemak Drive Open House:

1. Half Mile Trail from base of the spit to the airport access road.

Do you have any comments or concerns about this option?

I LIKE IT CAN BE A NICE WALKABLE/BIKEABLE
RECREATIONAL ROUTE.

Do you support this option? Why or why not?

YES, VERY APPEALING GREAT EASY WALK CLOSE TO SPIT
PARKING, A WALKABLE ACCESS TO GRAVEL BAR - FOR BIRDING

2. Narrowing width of road on Kachemak Drive and adding widened painted shoulder for bike lane.

Do you have any comments or concerns about this option?

I THINK IT CAN/SHOULD BE DONE, EASY TO
ACCOMPLISH, RELATIVELY INEXPENSIVE

Do you support this option? Why or why not?

YES INCREASES SAFETY, CONNECTS EXISTING
BIKE PATHS.

3. Creating a separated recreational trail following current water and sewer right of ways.

Do you have any comments or concerns about this option?

BEST OPTION UNTIL POWER LINE REARRANGEMENT COULD
BE UTILIZED.

Do you support this option? Why or why not?

YES, MAKES GOOD USE OF DISTURBED GROUND/
PROPERTY

4. Decreasing speed to 25 mph during summer months (defined as non-studded tire months) and making it a "scenic byway" during this time.

Do you have any comments or concerns about this option?

A GOOD OPTION - WOULD BE MORE SCENIC WITH
2-3 POCKET PARKS/QUEERHOOKS

Do you support this option? Why or why not?

YES, INCREASES SAFETY, EASY TO IMPLEMENT

5. Take no action on Kachamak Drive.

Do you have any comments or concerns about this option?

NOT A VIABLE OPTION FOR ME, SOMETHING NEEDS TO BE DONE.

Do you support this option? Why or why not?

NO, IT MEANS GIVING UP, ACCEPTING NO FOR AN ANSWER

In addition, we would appreciate your thoughts on the following questions:

What do you feel are the most pressing issues facing Kachamak Drive?

SPEEDING, LACK OF BICYCLE/PEDESTRIAN PATH

How are the community and the uses of Kachamak Drive changing?

BICYCLE USE INCREASING, VEHICLE USE INCREASING, MORE DEVELOPMENT IN GENERAL

How should we respond to these changes?

SLOW VEHICLE TRAFFIC, PROVIDE SAFE OPTIONS FOR BICYCLES + PEDESTRIANS

What do you want Kachamak Drive to look like 10 and 20 years into the future?

A SCENIC BYWAY WITH A MIX OF BUSINESS, INDUSTRY, RESIDENTIAL - ACCESSED BY IMPROVED ROAD/BICYCLE/PEDESTRIAN PATH

4. Please identify any actions on Kachamak Drive that seem easy, affordable and effective.

WEEKLY PLACEMENT OF DIGITAL SPEED CAP, RADIO/NEWSPAPER EDUCATIONAL SPOTS, SHARE THE ROAD SIGNS, SPEED LIMIT ENFORCEMENT, OTHER SIGNS, PEDESTRIAN'S BICYCLES DOUBLE FINE

5. Please identify any actions on Kachamak Drive that you feel we need to take even though they seem hard, but worth it. These actions may be difficult to achieve or may require a significant investment.

PURCHASE TRAIL EASEMENT(S), PURCHASE PROPERTIES FOR TRAILHEADS, PARKING, SCENIC OVERLOOKS, ENCOURAGE BUSINESSES/HOMEBOWNERS TO CLEAN UP PROPERTIES.

7/10/11
JIC

City of Homer

Beach Policy

2007



Table of contents

1. Purpose and Intent
2. Definitions
3. General Policy Recommendations
4. Specific Area Recommendations
5. Beach Policy History

Beach Area Map

Section Line Easement Diagram

State Attorney General Opinion

Appendix A: Beach Access Notes

Appendix B: Mainland public access points to Kachemak Bay

1. Purpose and Intent

This document is an update to the Beach Policy Task Force Final Recommendations, adopted June 25th 2001. Since 2001, the City of Homer has annexed more land and beaches, and implemented parts of the original plan. The purpose of this document is to update the Beach Policy and make recommendations for future actions. The intent of the Beach Policy is to keep Homer's beaches safe and enjoyable for all users, and preserve natural environment.

Goals

Education

Educate beach users by providing signage and beach information at convenient locations.

Prevention

Limit conflicts between motorized users and pedestrians by encouraging courtesy and common sense.

Protect sensitive beach habitat and wildlife from inappropriate use of beaches – i.e. keep motorized vehicles out of lagoon areas.

Enforcement

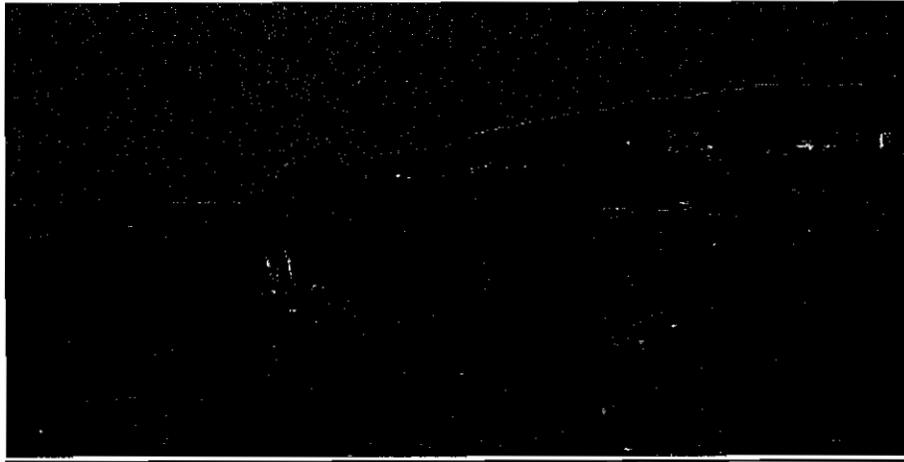
Ensure adequate staffing on holiday weekends.

2. Definitions

a. Berm means a natural, linear mound or series of mounds of sand or gravel, or both, generally paralleling the water, at or landward of, the line of ordinary high tide.

b. Storm berm means a berm formed by the upper reach of storm wave surges or the highest tides. Storm berms generally include an accumulation of seaweed, driftwood, and other water-borne materials. A beach may have more than one storm berm.

Example: Grassy areas of Mariner Lagoon and Beluga Slough where highest tides and storm deposit logs and driftwood. Tall grasses grow there most of the time, and only at the highest tides and largest storms are logs thrown up on the beach.



3. General Recommendations for all Homer Beaches

1. Identify and improve beach access points. Heavy impacts are created by a large number of people accessing the beach at a small number of places. By finding, improving and publishing all public beach access points, we will diffuse the impacts and provide a more enjoyable experience to all.

A. Improve Access via: Crittenden Dr., Ocean Dr., Spit, Kachemak Dr.

B. Provide signage at all public access points.

1. Specifically, signage shall be maintained at Bishop's beach park, Ocean Drive Loop, the parking areas on the east side of the Homer Spit, on the Airport Beach Road, and Kachemak Drive.

C. Appendix A documents other public access points and the pros and cons of their development. The appendix should be expanded to include Homer Spit public access points, particularly on the east side of the spit.

2. Signage should be positive and informative.

A. Sign examples for the Mud Flats, Berms & Driftwood

1) Help build our beach berms and protect our critical habitat areas.

2) Please do not drive on or remove any material from the storm berms. The grasses growing here provide habitat and are an important part of berm stabilization. Driftwood plays an important role in building and protecting our berms.

3) The Mud Flats are fragile and important habitat for wildlife. They are hazardous and off-limits to vehicles and foot traffic.

4) Encouraging courtesy to other users.

B. Examples for private property:

1) Please be aware that private property extends 100' or more toward the water from the high tide line.

3. Ask for City Attorney opinion on location of seaward property lines. Although many people believe property lines stop at a water boundary, it has become apparent this is not the case in Kachemak Bay. Normal property lines next to the ocean are established at mean high tide, and slow erosion does change boundaries. The 1964 earthquake caused the sinking of the Spit and Homer area. The sea flowed over the lowered land. This sudden change is called avulsion and legally does not change land boundaries. (See attached opinion by State Attorney General)

4. Encourage better enforcement of applicable existing state and local laws. Examples of applicable laws include: HCC 19.08 Campgrounds, HCC 19.16 Vehicles on Homer Spit Beach, HCC 18.28.200 Waste or injury to land, and Alaska State Traffic Regulations regarding: DWI, Reckless Driving, Negligent Driving, Basic Speed, and Littering.

A) More evening enforcement in City campgrounds, and encourage/post quiet hours.

B) More enforcement of city driving laws on city beaches.

5. Develop and distribute brochures with a coordinated public relations campaign. It is important to enlist the public in the campaign to keep our beaches enjoyable for all, to limit the human damage to fragile areas and to minimize friction between user groups. We need everyone's help.

A. Prior to major holiday weekends, advertise beach rules and etiquette in the local newspapers. Consider a public service announcement on local radio stations. Budget at least \$500 annually for this advertising.

B. Budget at least \$500 a year for sign replacement.

C. Provide beach maps and brochures on beach etiquette at city campground facilities.

6. Perform an annual assessment of beach health and developing impacts.

A. City staff & Parks and Recreation Commission representatives prepare an assessment with reports to City Manager, City Council, & City Commissions. The report should be prepared in a timely manner so that items requiring maintenance or ongoing funding may be considered

during the budget process. Include an assessment of the condition of the storm berm at Mariner Park, specifically including pedestrian impacts.

B. Add each annual assessment to the original BPTF report with updated photos to create a continuous record.

7. Driftwood from berm areas should not be removed. Testimony by scientists emphasized the importance of the natural berm building process to protect the spit, lagoon and slough. The berms also provide important wildlife habitat. It was found that driftwood plays an important role in building and stabilizing berms. Thus, it is hoped that providing an alternate source of campfire wood for campers serves the important function of protecting the berms. Driftwood was also described as an important esthetic enhancement to the beach and a material resource.

A. Direct City Administration to investigate providing firewood to beach users or allowing firewood concessions in city campgrounds.

8. Find ways of supporting beach cleanup.

A. Support the efforts of spring clean up day to include Homer beaches. The City should actively continue to support the efforts of volunteers by providing trash bags for the event and dumpsters or trash removal at locations such as Bishop's Beach.

B. Support the efforts of the Center for Alaskan Coastal Studies for their annual CoastWalk and beach trash removal. Support may be in the form of providing trash bags, dumpster service at beach parks, and city funding for newspaper advertising for CoastWalk educational and beach clean up activities.

9. Increase Parking on the Spit

A. We need more parking and areas for people to access the beach. These parking areas distribute the impact of beach users, provide safe off-highway parking for vehicles.

B. Situate the parking close to Spit Road for aesthetic purposes.

C. Better parking further down the spit will allow pedestrians to enjoy to the beach where vehicles are not present.

4. Recommendations by Area (Following the beach line, East to West)

1. Area 1 - Miller's Landing to Airport Access Road.

A. Miller's Landing. Create a public viewing spot in the Beach Access Road Right of Way off of Kachemak Drive, by posting a sign stating the location of the public access. In the future, as use warrants, create a small parking area, and use boulders to discourage trespassing on adjacent properties.

B. Airport Access Road Signage (with diagram of berm-slope-flats).

- No camping
- Please keep vehicles between the storm berm and the mud flats.
- All of the areas above high tide (and much below) are private property and there are no designated camping areas. Voluntary limits to the areas used by vehicles will help protect sensitive areas.

2. Area 2 - Airport Beach Access Road to North End of Berm outside of Louie's Lagoon and Louie's Lagoon.

A. Due to expert testimony, it was agreed by the BPTF that limiting vehicle use in this area was necessary to protect the fragile habitats from Mud Bay to Louie's Lagoon.

B. Signage - identifying access and informing the public as to where vehicles are prohibited.

C. Vehicles should be prohibited in this entire area - outside of access driveways and parking.

D. Conservation zoning is suggested for all public lands in this area. Much of Area 2 already has a conservation easement.

E. Designate the platform area as a park and initiate cleanup of surface debris in Louie's Lagoon. A layer of dredge spoils to cover debris and more grass around the platform is also recommended. Investigate potential as a bird viewing platform.

F. Long term goal: Reconfigure the section line easement. The current section line easement goes across the mud flat in the bird sanctuary. A reconfiguration would provide better access to the beach, and protection for the sanctuary. As designated on attached map.

G. Preserve subsistence fishing access for vehicles, and public access to that part of the Spit. This has traditionally included an access across the northern portion of the English Bay property

I. Budget for rock placement at the Airport Beach Access to discourage travel to the west into Mud Bay. Contract the work out.

3. Area 3 - From Louie's Lagoon - South to end of Homer Spit and then North to City Campground across from Fishing Hole

A. Long range goal: Removal of beached barge on English Bay Corporation property.

B. Encourage the elimination of unsightly waste on properties near the beach by working with owners. Several highly visible properties have allowed the accumulation of waste and

industrial junk. The City has also allowed this to occur on City land, and should lead the way in the cleanup effort.

4. Area 4 - From City Fishing Hole Campground to the Outlet of Mariner Park Lagoon

A. At campground building across from the Fishing Hole, make beach use maps available, as well as information and signage that is interpretive about the berm building process, encourages courtesy to pedestrians, and states where vehicles are permitted.

B. Install signage at a controlled exit from the City Fishing Hole campground to the beach to direct vehicles to the base of the spit, and away from the no recreational vehicle area.

C. Define limits to Mariner Park campground by utilizing logs, rocks or other means to restrain vehicles from entering the lagoon. Similar to Parks & Recreation Advisory Commission Draft Master Plan for Mariner park campground, which extends a revetment to protect berms, grasses and tidal mud, with no additional incursion into the lagoon.

D. Create a cost estimate for placing boulders at Mariner Park to better define the park and places where motorized vehicles are prohibited. Include the project in the annual budget in the near future, and contract the work out.

E. Budget for a new kiosk at Mariner Park. Include a large interpretive map with beach access and user information. Include the project in the annual budget and contract the work out.

5. Area 5 - Mariner Park Lagoon including the storm berm

A. Install and maintain signage stating vehicles are prohibited in the Lagoon and above the high-tide line near the berm. This is a fragile berm.

B. Signage should also indicate the high potential of vehicles getting stuck in this area.

C. Finish transfer of ownership of parcels to City of Homer. Two large parcels in Mariner Park Lagoon were obtained by the City from DNR, but the transfer paperwork was not completed.

D. Enact Conservation Zoning and continue work on the conservation easement. Zoning changes may begin at any time. The land ownership transfer must be complete prior to the conservation easement completion.

6. Area 6 - Mariner Park Lagoon outlet (below the berm) to Beluga Slough outlet.

A. Provide signage discouraging motor vehicle usage and encouraging courtesy to pedestrians. Vehicle prohibition is not necessary, but use of vehicles in this area often leads to driving or parking on the storm berm.

B. Improve and identify with signage the Ocean Drive Loop beach and Beluga Slough access.

7. Area 7 - Beluga Slough Outlet to Bishops Beach Park access. This is a heavily used area, and has the greatest potential for conflicts between user groups. We do not wish to prohibit vehicle use, but would rather encourage a separation to enhance user experiences.

A. Support Fish & Wildlife efforts to protect berm and promote rye grass and driftwood buildup.

B. Support Fish & Wildlife work to develop a plan to maintain the ecological integrity of their educational reserve, including possible conservation zoning.

C. Increase parking at Bishop's Beach Park.

D. Signage at Bishop's Beach access:

1. "Pedestrian Zone, please limit vehicle use East to outlet of Beluga Slough."

2. "Unauthorized vehicles are prohibited on the storm berm and in the Beluga Slough area."

8. Area 8 - West from Bishops Beach Park Access to City Limits

A. Construct a kiosk with interpretive signage (Visitor information, berms, driftwood, private property, compass rose), encourages courtesy to pedestrians, and that vehicles are permitted to the west towards Anchor Point.

B. Provide and maintain signage requesting;

- Please do not remove driftwood from storm berms and private property

C. Develop Charles Way as a footpath for better pedestrian flow. Do not develop for vehicle access as the bluff is eroding and it is not worth the expense to the public to build a road that will have near future erosion problems. Improve erosion control and access at Crittenden Drive and at Main Street.

D. Improve access at Main Street. Construct a stairwell to the beach. Use the right of way at the end of Main Street for an erosion control project, using seeding, native grasses and other low impact techniques. Develop a stairway so people may access the beach without treading on the eroding bluff face.

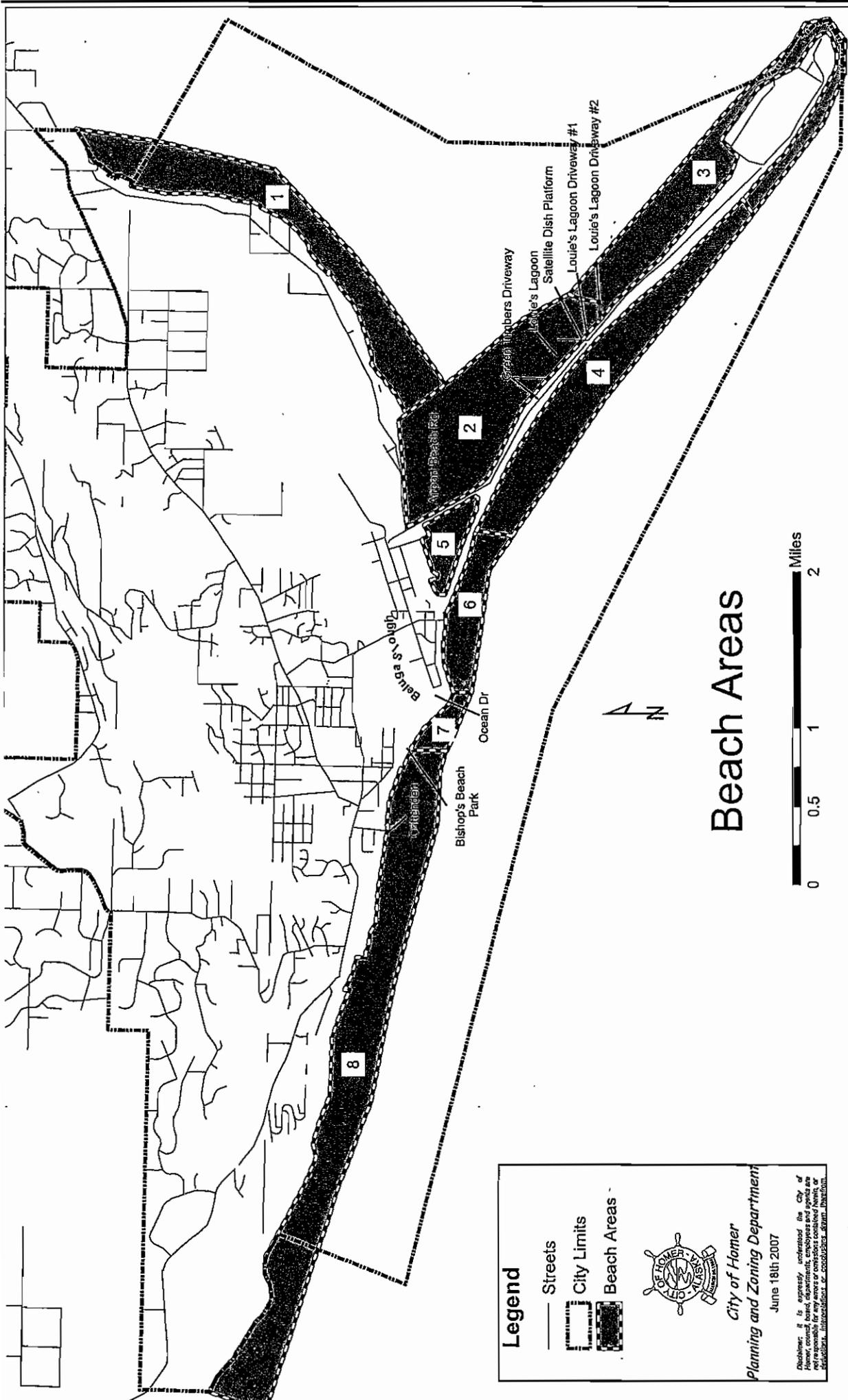
E. Correct the drainage ditch from Crittenden Drive so that the water is not eroding neighboring private property. Extending the culvert system down to the beach may be a solution. Work with adjacent landowners to secure public access easements to the beach, using a route that is sustainable.

F. Work with property owners and interested volunteers to remove the junk cars from the beach near the bottom of West Hill.

5. History

The original Beach Policy Task Force was established in 2000 and completed the beach policy in 2001. The City adopted it on June 25, 2001. In 2003, Ordinance 03-27, the city was awarded a \$75,000 Coastal Impact Assessment grant to fund beach access restriction improvements, regulatory signage, a GIS coastal erosion and beach habitat information mapping project and funds for the 2004 United States Geological Survey sediment transport study camera operation.

The Task Force made further recommendations in 2005, in Memorandum 2005-78, and concluded their work. In 2007, the City Council added advising on public beaches to the duties of Parks and Recreation Advisory Commission (Ordinance 2007-01(A)). The Commission formed a Beach Committee to update the Beach Policy, which resulted in this document.



Beach Areas



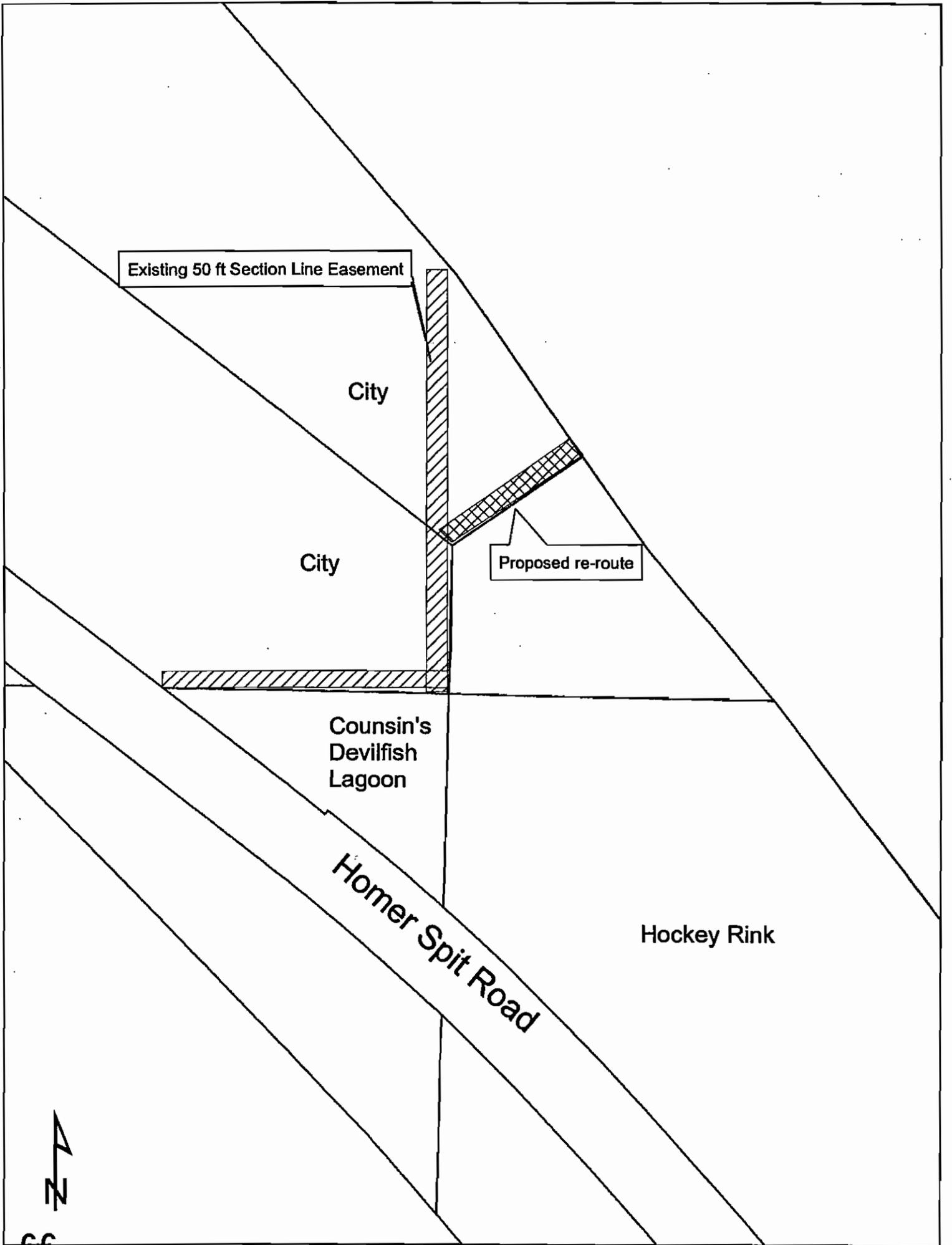
Legend

- Streets
- City Limits
- Beach Areas



City of Homer
 Planning and Zoning Department
 June 18th 2007

Disclaimer: It is expressly understood that the City of Homer, council, board, departments, employees and agents are not responsible for any errors or omissions contained herein, or for actions, inactions, or consequences therefrom.



Existing 50 ft Section Line Easement

City

City

Proposed re-route

Counsin's
Devilfish
Lagoon

Homer Spit Road

Hockey Rink



TOWNSHIP RANGE
MERIDIAN
SEC SECTION

612 Meander Line

BIRD
SANCTUARY

Lot 6-B
Louie's Lagoon

EASEMENT
PROPOSED

ABANDON THIS
SECTION OF
EASEMENT

Section Line Easement

Lot 1
Louie's

Lot 6-A
Louie's Lagoon

STAR
OFFR

Note: Section line controls
location of R/W Jcg.

N 88°50'20" W
5.023

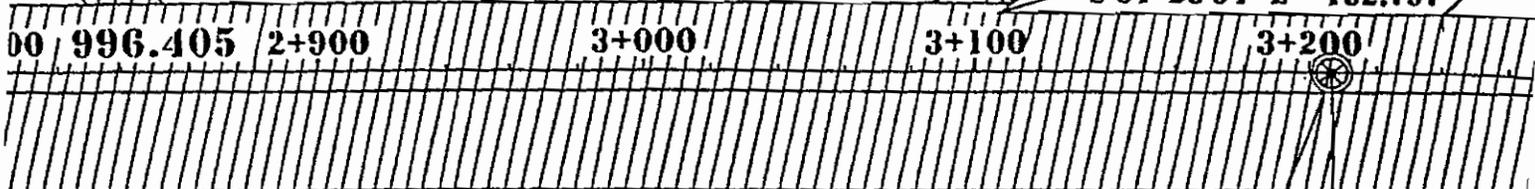
Section Line Easement

S 88°50'20" E

STAR
OFFR

Entry Date 4/2/23
Govt. Lot

S 51°28'54" E 132.797



Govt. Lot 1

STAR
OFFR

P.C. STA. 3+208

ine

STATE OF ALASKA

WILLIAM A. EGAN, GOVERNOR

DEPARTMENT OF LAW

OFFICE OF THE ATTORNEY GENERAL / BOX 2170 - JUNEAU

1964 Opinions of the
Attorney General No. 6

September 14, 1964

File

RECORDED

SEP 22 1964

The Honorable Phil R. Holdsworth
Commissioner
Department of Natural Resources
Juneau, Alaska

Re: Effect of Earthquake on Tideland Boundaries

Dear Commissioner Holdsworth:

You have requested our opinion on the ownership of shoreline property enlarged or reduced, gradually or suddenly, by the earthquake of March 27, 1964, and its after-effects.

Accretion is the increase of riparian land through the gradual deposit of various materials which create dry land out of that formerly covered by water.^{1/} Erosion is the gradual washing away of land bordering on a body of water by the action of that water.^{2/} Reliction is the uncovering, whether gradual or sudden, of land by the withdrawal of waters previously covering it.^{3/} Avulsion is a sudden and perceptible addition or loss to land by the action of water or otherwise.^{4/}

- St. Louis, I. M. and S. R. Co. v. Ramsey, 53 Ark. 314, 13 S.W. 931, 933 (1890)
- Oklahoma v. Texas, 268 U.S. 252, 45 S.Ct. 497, 69 L.ed. 937, 943 (1925)
- Jefferis v. East Omaha Land Co., 134 U.S. 178, 10 S.Ct. 518, 33 L.ed. 872, 875-6 (1890)
- Nebraska v. Iowa, 143 U.S. 359, 12 S.Ct. 396, 36 L.ed. 186, 187 (1892); Barakis v. American Cyanamid Co., 161 F.Supp. 25, 29 (1958)

The Honorable Phil R. Holdsworth
Juneau, Alaska

September 14, 1964

-2-

The means by which the change in shoreline occurs has significant legal consequences. If the location of the boundary of a tract of land at the mean high tide line is gradually and imperceptibly changed by accretion, erosion, or prolonged reliction, the margin of a tract at mean high tide, as so changed, remains the boundary. "Where . . . a boundary bank is changed by these processes, [accretion and erosion] the boundary, whether public or private, follows the change."^{5/} Lands eroded from a tract which, as a result, are below mean high tide are thereby revested in the State.^{6/}

On the contrary, if a tract undergoes sudden or violent change by reliction or avulsion, its boundaries remain the same, and no change in ownership occurs.

"When land bordering a body of water is increased by accretion, . . . the new land thus formed belongs to the owner of the upland to which it attaches. . . . [Where] land [is] . . . lost by erosion, [it] returns to the ownership of the State. This is not the rule where the loss of the land occurs by avulsion, . . . the effect or extent of which is perceptible while it is in progress. In such cases, the boundaries do not change."^{7/}

In land precipitously lowered by the earthquake, the upland owner would have title out to the old high-water mark, regardless of the fact that the tract may now be partially submerged; if the owner previously owned the tidelands, he would still own the land out to his old low-water mark boundary. The character of the body of water as tidal, non-tidal, navigable or non-navigable is immaterial as respects the application of

^{5/} Oklahoma v. Texas, 268 U.S. 252, 45 S.Ct. 497, 69 L.ed. 937, 943 (1925)

^{6/} AS 44.03.020

^{7/} Arkansas v. Tennessee, 246 U.S. 158, 38 S.Ct. 301, 62 L.ed. 638, 647 (1918); In re City of Buffalo, 206 N.Y. 319, 99 N.E. 850, 852 (1912)

September 14, 1964

-3-

The Honorable Phil R. Holdsworth
Juneau, Alaska

the rules relating to sudden reliction and avulsion. The rules governing changes of boundaries of tidelands and uplands are equally applicable to the State and to private persons.^{8/}

When land shifts occur by earthquake-generated avulsion, then, the element of suddenness creates a situation where no change occurs in the limits of State boundaries or private tracts; the old State and private boundaries, submerged or otherwise, survive.^{9/}

Briefly, then, these are the answers to your specific questions:

(a) Boundaries follow accretion and erosion because the change is gradual; boundaries do not change where land displacement occurs suddenly, as through avulsion or some kinds of reliction.

(b) State ownership of tidelands is measured by the old boundaries where sudden earthquake displacement has occurred.^{10/}

(c) Yes, the boundaries of tidelands set by pre-earthquake survey are fixed. See (a) and (b).

(d) Where old tideland boundaries were surveyed and known, they must be followed. Presumably, unsurveyed tideland

8/ Waynor v. Diboff, 9 Alaska 230, 232 (1937). See also footnote 5, supra.

9/ Louisiana v. Mississippi, 282 U.S. 458, 465, 51 S.Ct. 197 (1931)

10/ However, boundaries may be changed by State action and Congressional assent. Then, of course, the new mean high tide mark could be used to ascertain the extent of tidelands ownership. U. S. v. Louisiana, 363 U.S. 1, 8-9 (1960). c.f.: 43 U.S.C.A. 1311. Ownership of submerged lands.

September 14, 1964

-4-

The Honorable Phil R. Holdsworth
Nauyas, Alaska

boundaries may now be surveyed and specified according to presently existing land contours, as there are no previously established boundaries to recognize.

We trust this information will be of help to you.

Yours very truly,


WARREN C. COLVER
ATTORNEY GENERAL

WCC/rgg

cc: William A. Egan
Governor

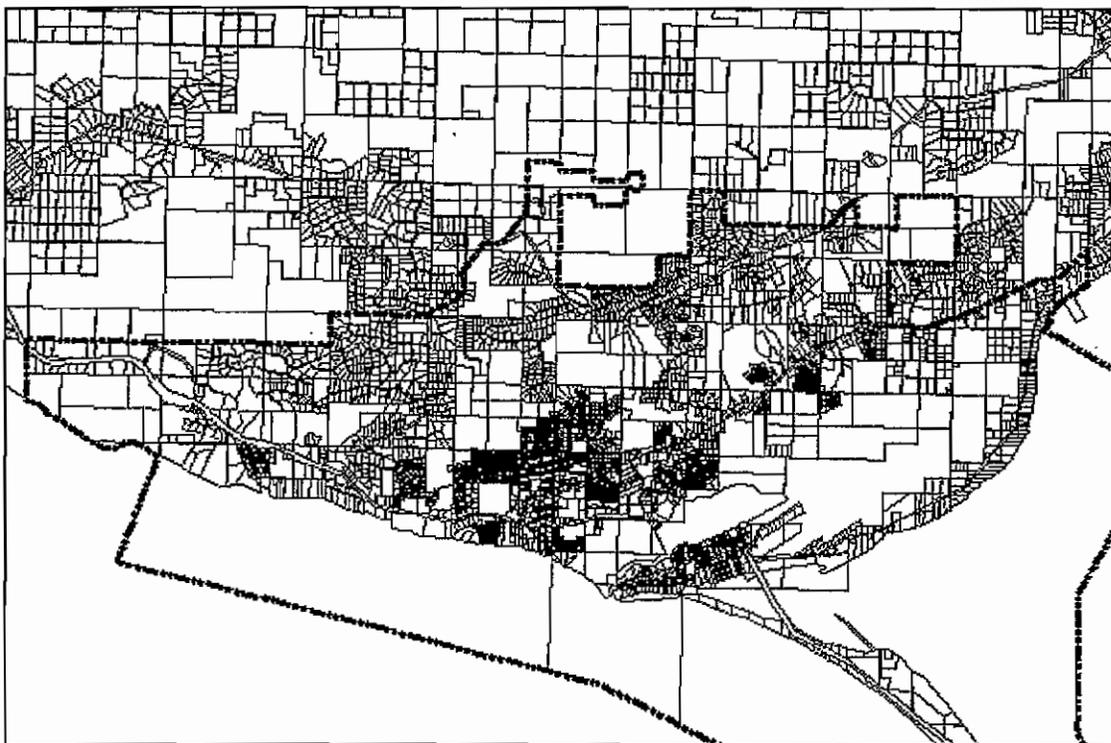
Floyd L. Guertin, Commissioner
Department of Administration

Appendix A: Beach Access Notes

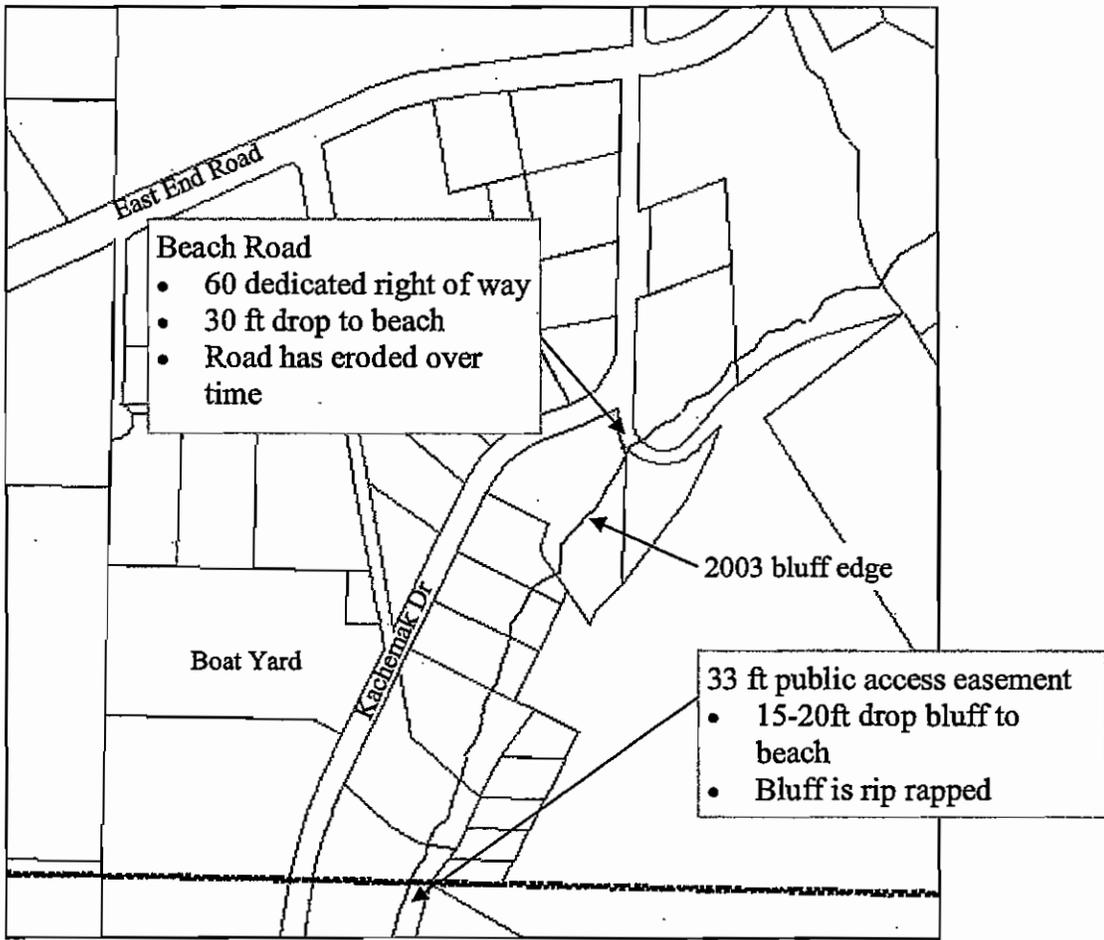
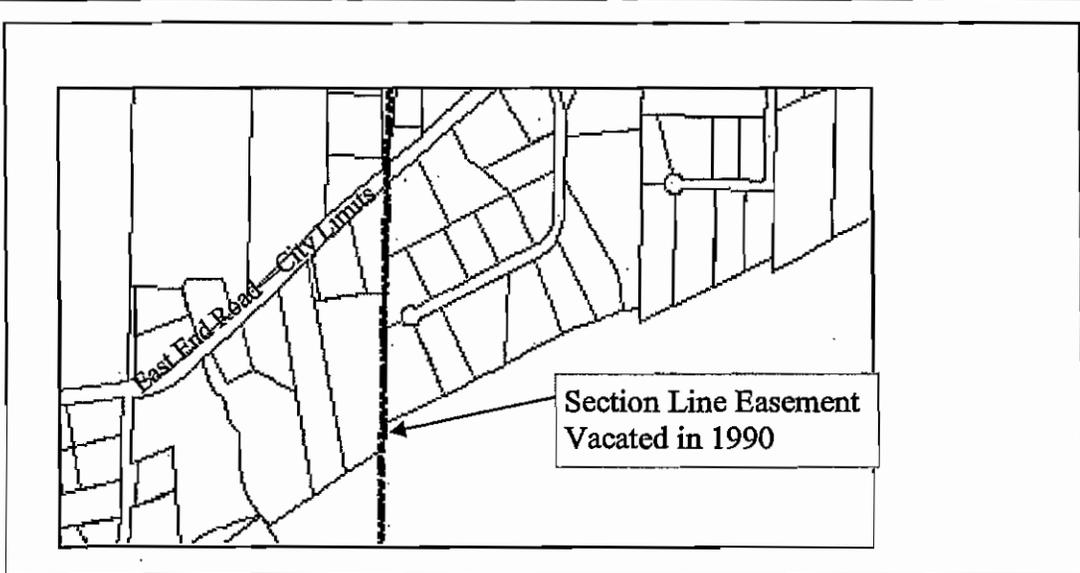
Public access points

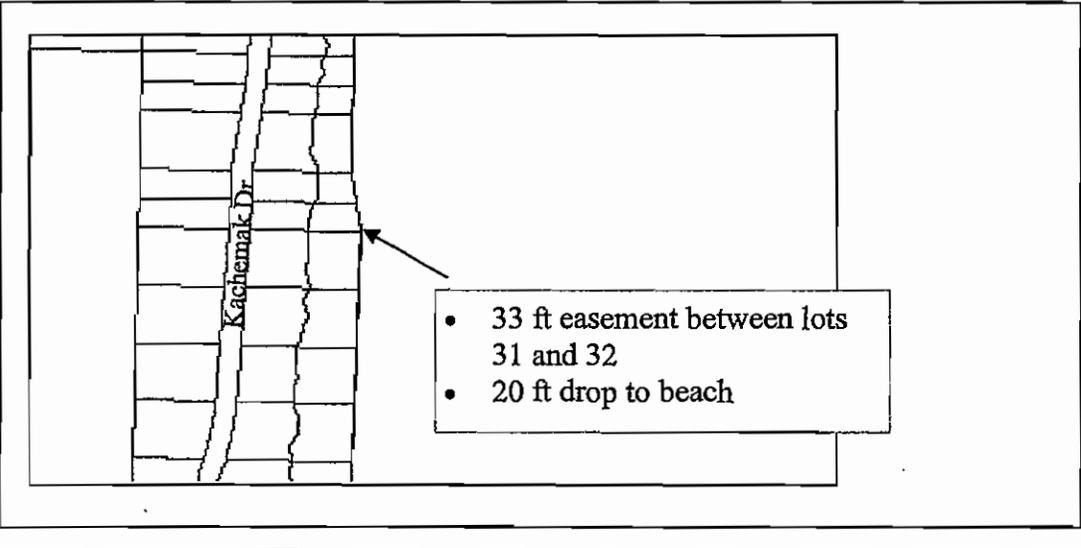
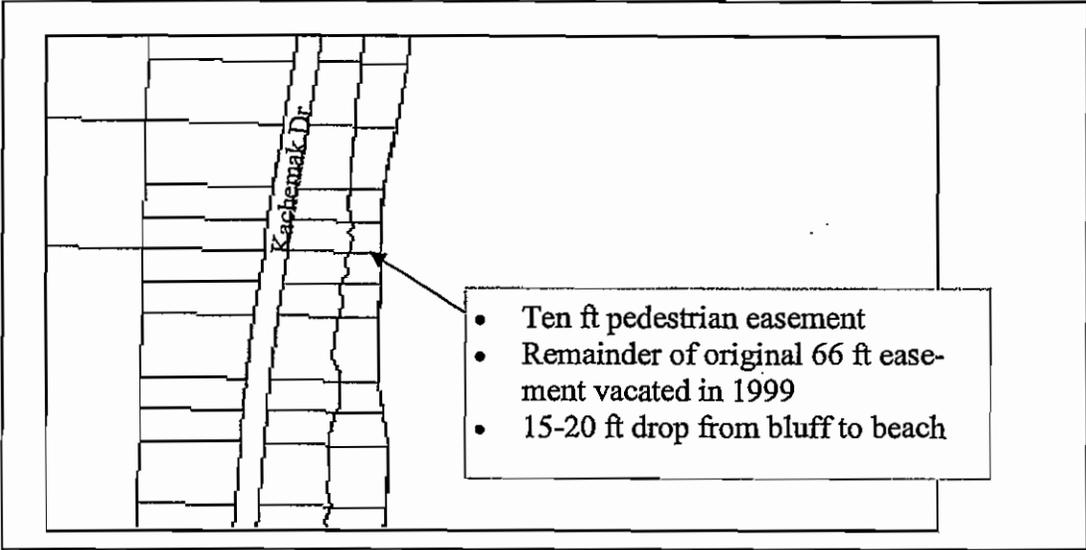
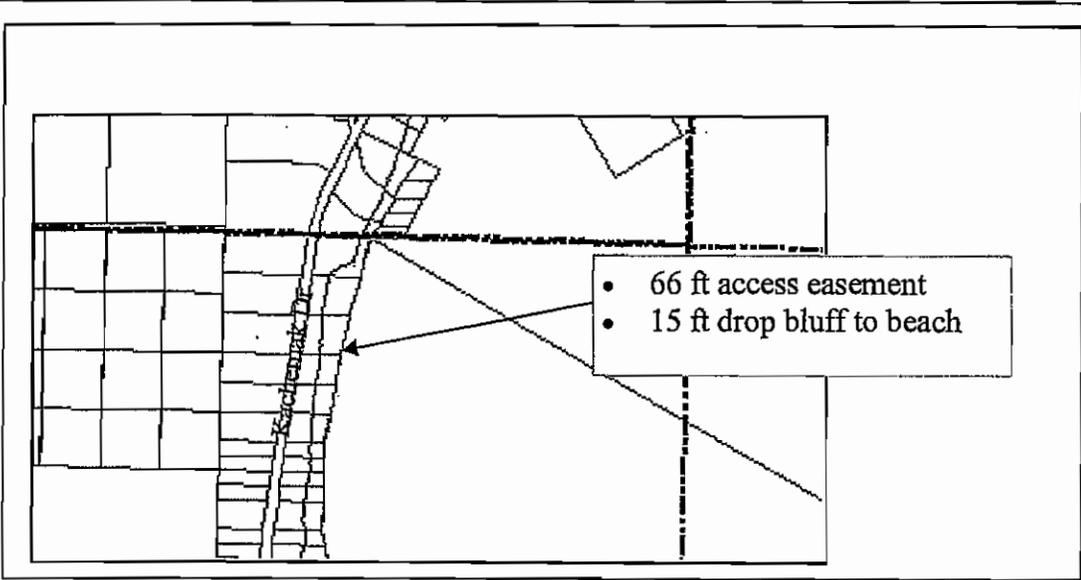
	Pros	Cons	Comments
Miller's Landing beach Road	Nice picnic spot Difficult trek down to the beach	No defined parking area	
Airport Access Road			
Spit			
Mariner Park	Large parking area for campers and day users	Occasionally motor vehicles drive around in the lagoon. There are user conflicts between pedestrians, vehicles and horses	Need more enforcement here Need more education here/kiosk
Lake Street			
Oscar Munson/Bell			Neighborhood Access Point
Bishop's beach	Flat beach access, public parking	High user conflicts	
Main Street	Section line easement access	Highly erosive, very steep trail	
Crittenden	Right of way access	Actual trail is on private property	Landowner allows neighborhood use of his trail to the beach.

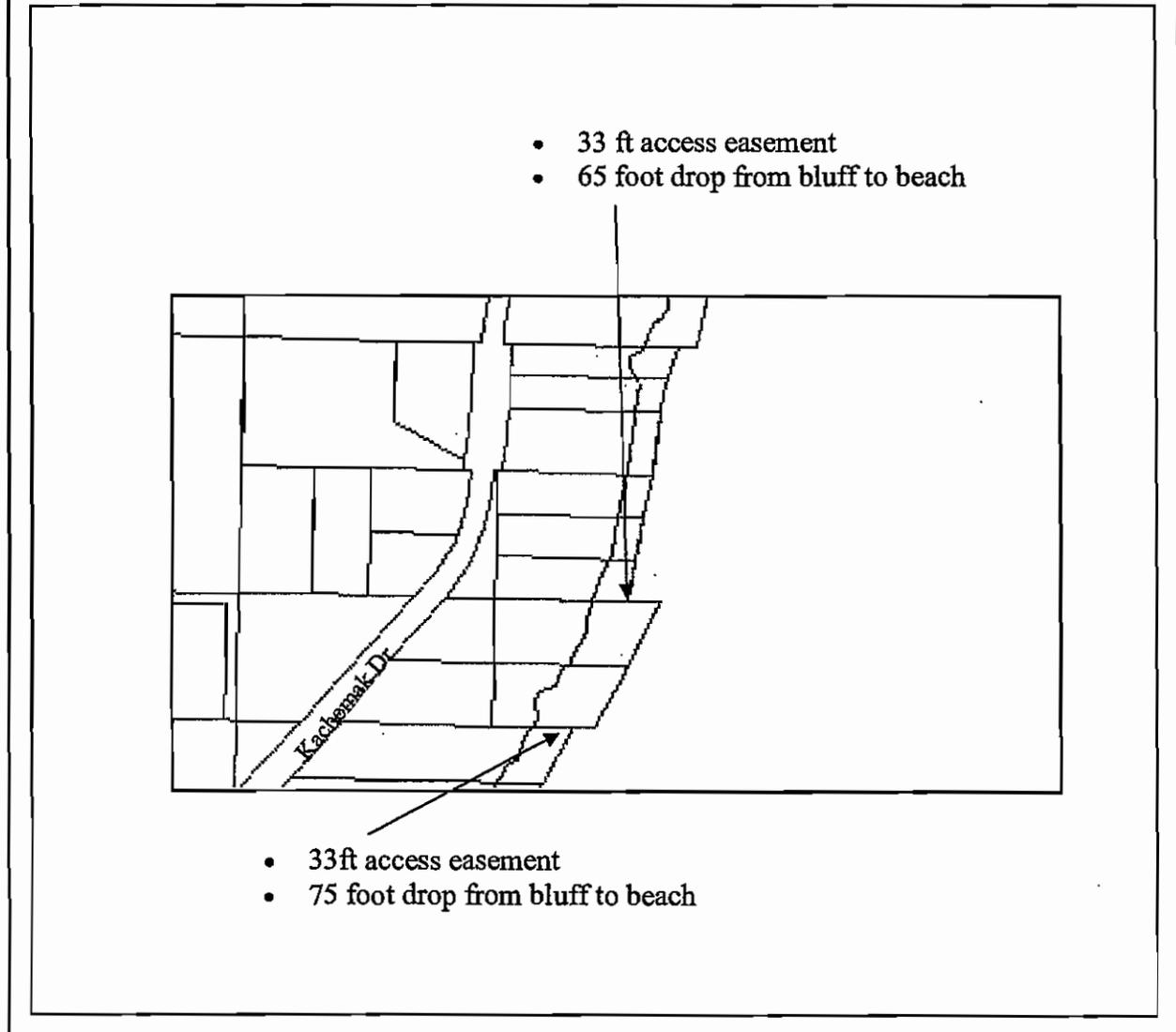
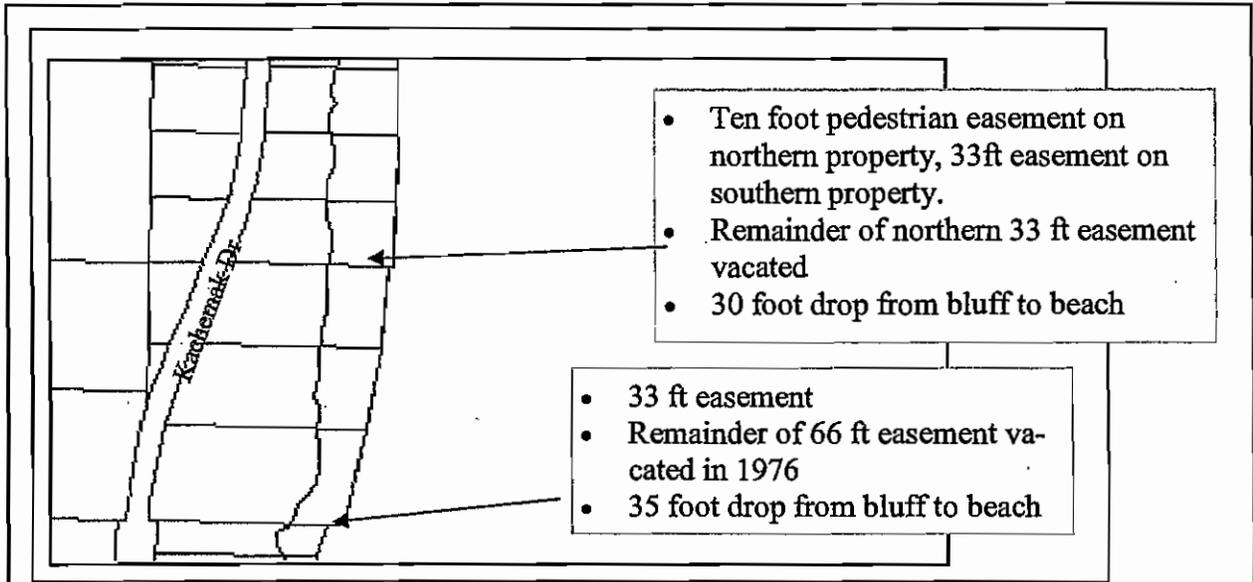
Beach Policy Appendix: B
Mainland Public Access Points to Kachemak Bay
Spring 2007

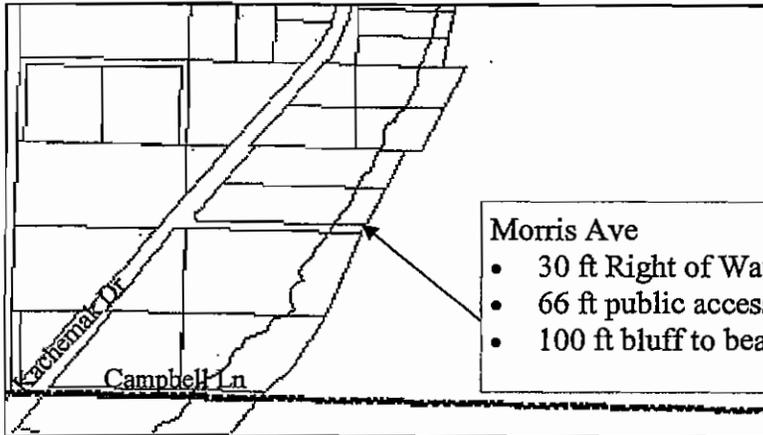


Prepared by the City of Homer Planning and Zoning Office.
Erosion data from KBRR 2004 coastal erosion study. Easement
data from plat research, and from 1982 Homer and Vicinity
orthographic map by Walker and Associates.

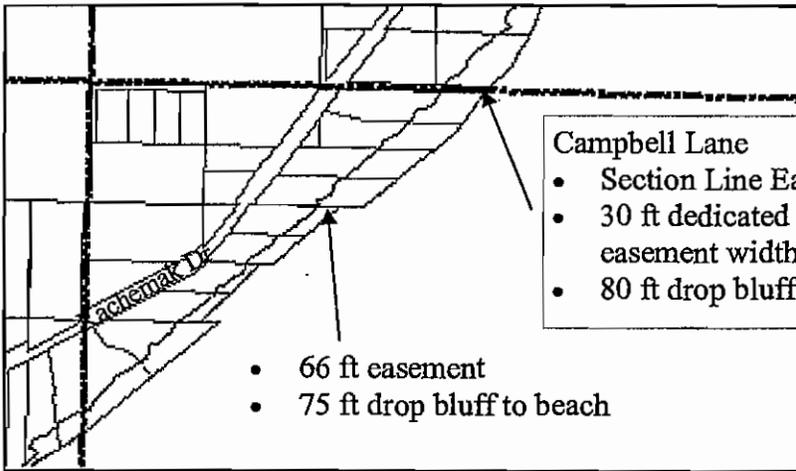






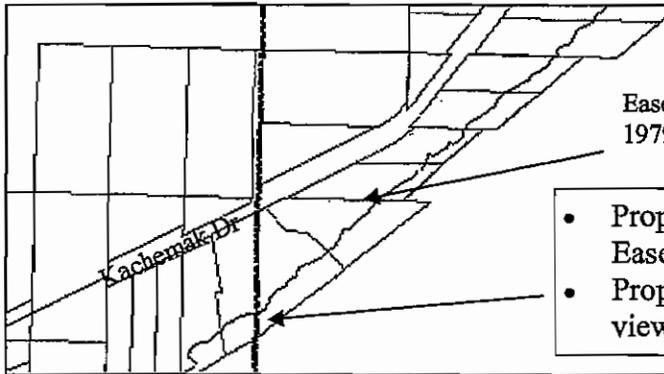


- Morris Ave**
- 30 ft Right of Way
 - 66 ft public access
 - 100 ft bluff to beach drop



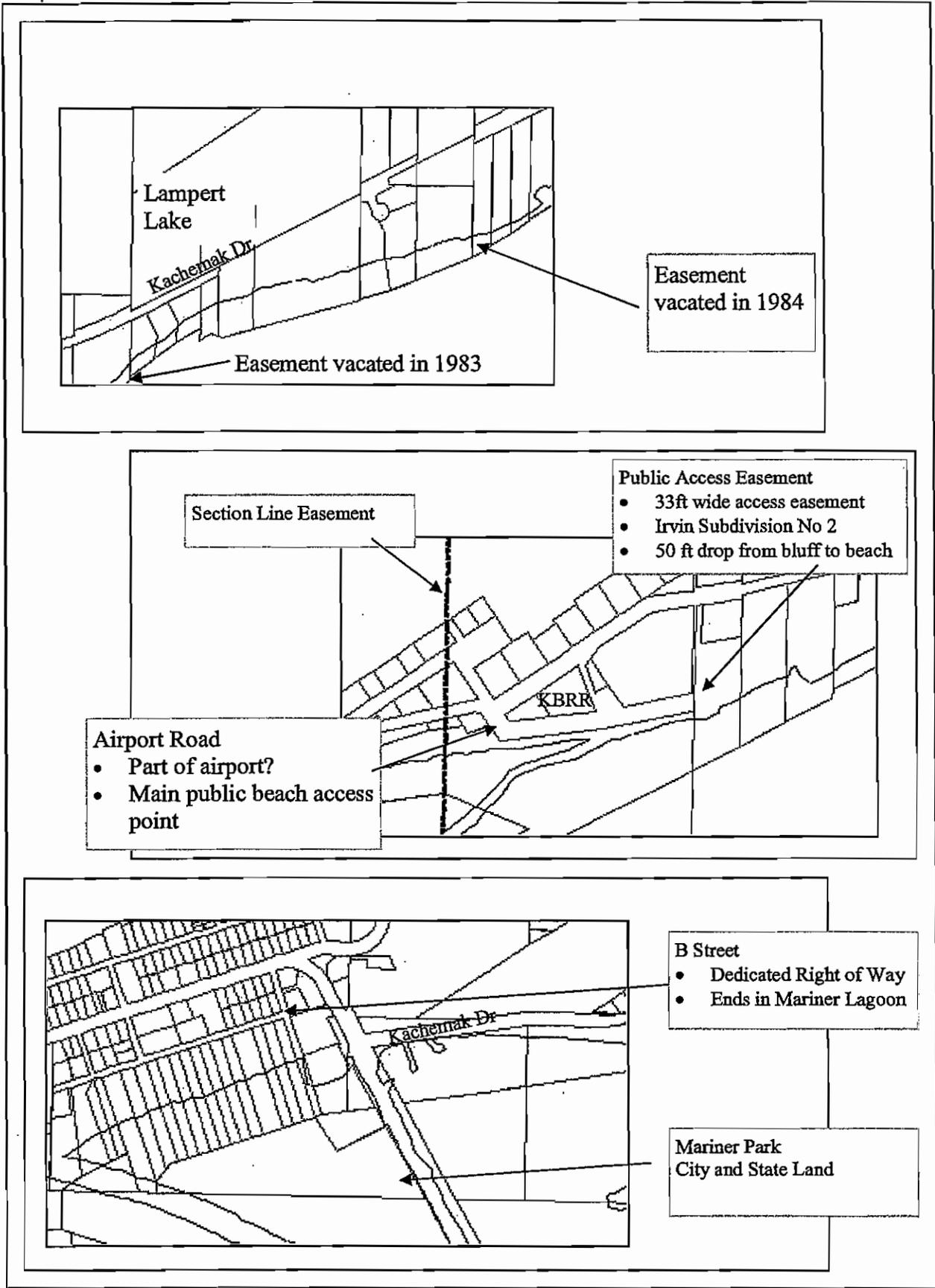
- Campbell Lane**
- Section Line Easement
 - 30 ft dedicated Right of Way, 66 ft total easement width
 - 80 ft drop bluff to beach

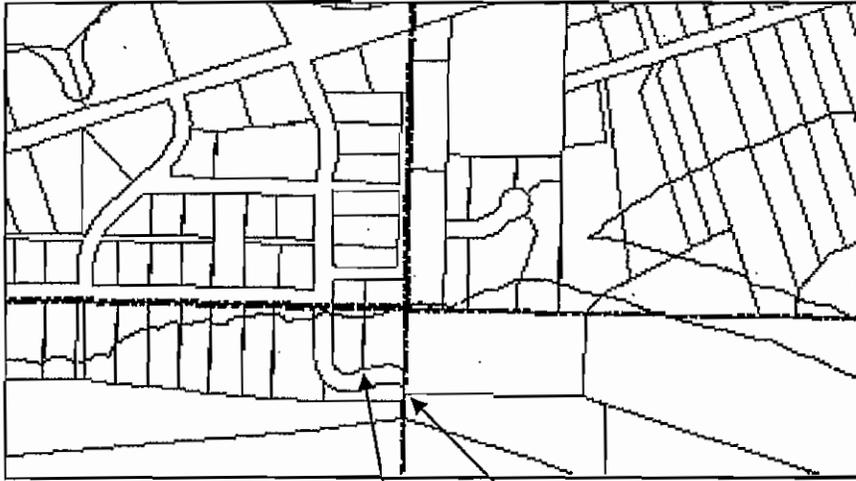
- 66 ft easement
- 75 ft drop bluff to beach



Easement vacated in 1979

- Proposed Section Line Easement Vacation 2007.
- Proposed public access viewpoint.





Lake Street

- Dedicated 60 ft Right of Way
- Sea wall cross the Right of Way

Section Line Easement

- 66 ft wide
- 30 ft drop from bluff to beach

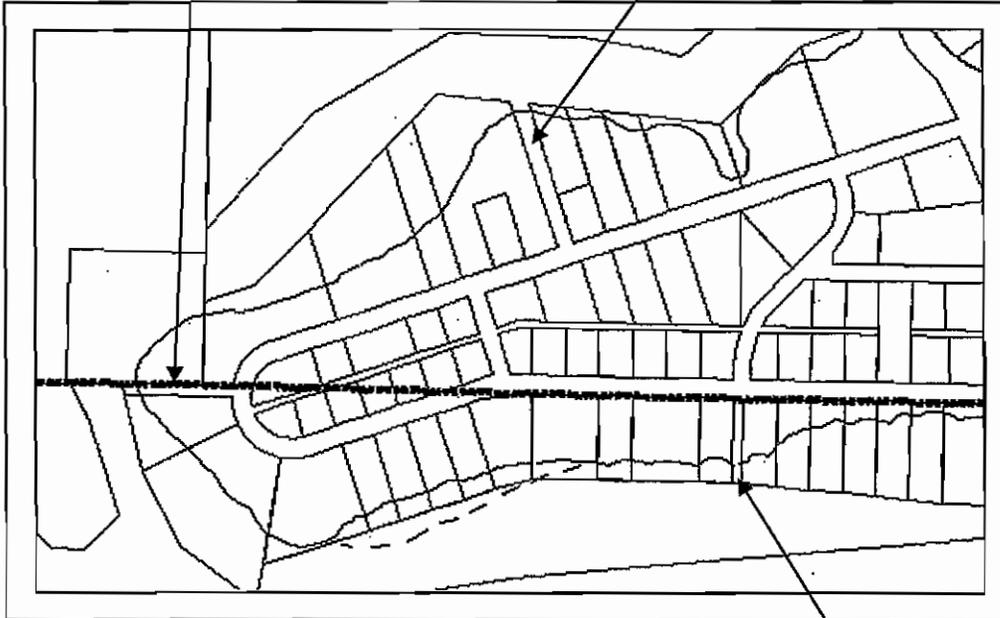
Oscar Munson Subdivision

Victoria Place

- 50 foot Right of Way
- Not constructed

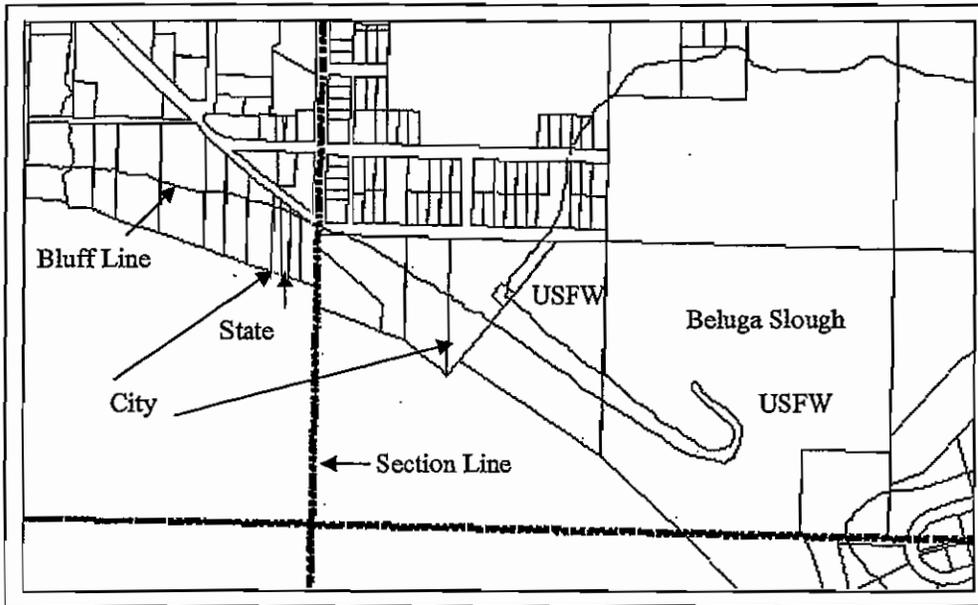
Section Line Easement/Right of Way

- 30 ft Right of Way, 33 ft section line
- Exact width of possible public access not know, but probably about 60 ft



Parson Lane

- 30 ft Right of Way
- About a 30 ft drop from street level to the beach
- Seawall runs along the bluff



Ohlson Lane Property

- 15-20 ft drop from street level to the beach
- City of Homer owns one lot; the state owns another

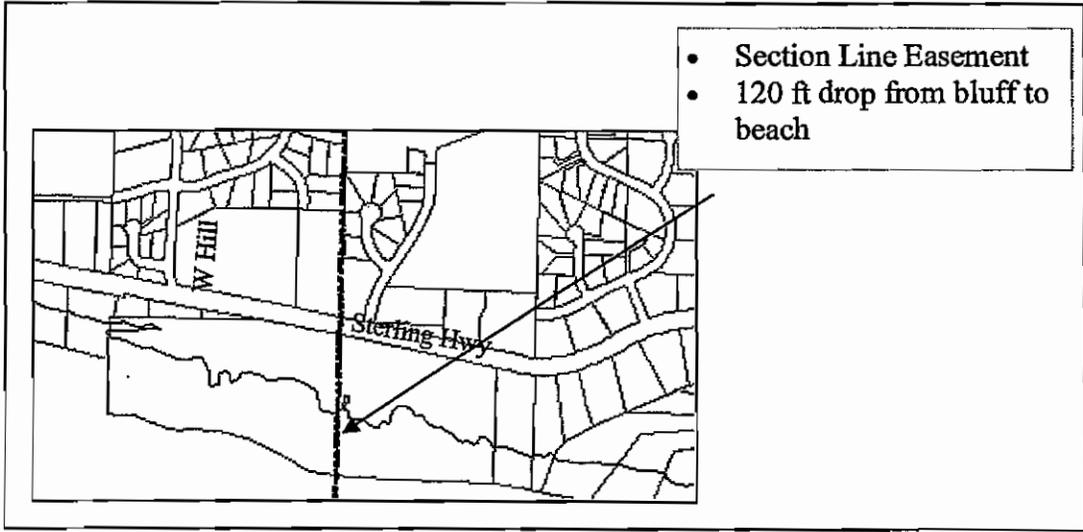
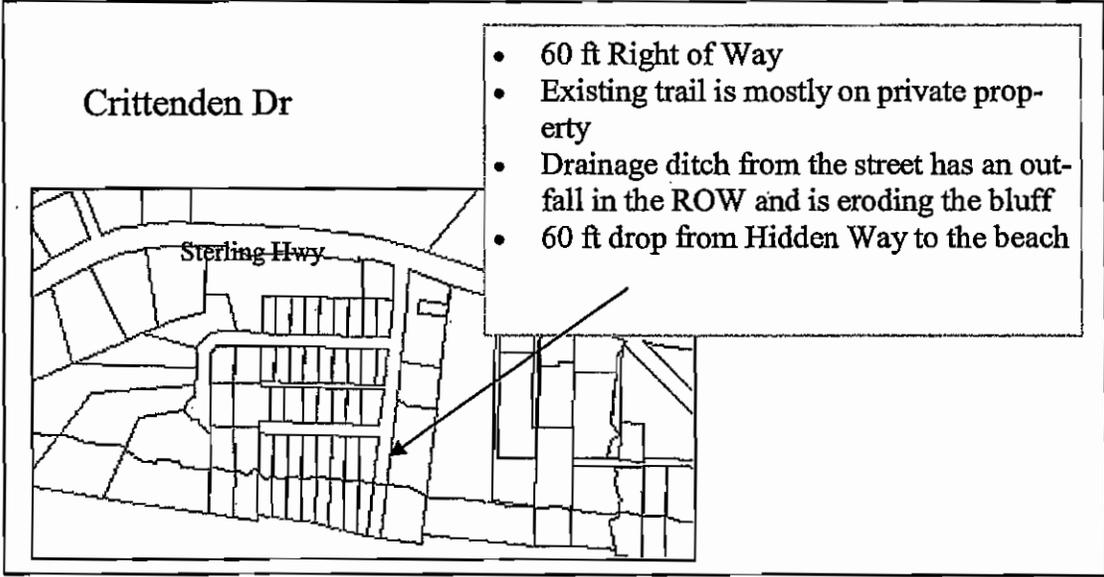
Section Line Easement

- Main Street is on a section line easement
- 15-20 ft drop from street level to the beach

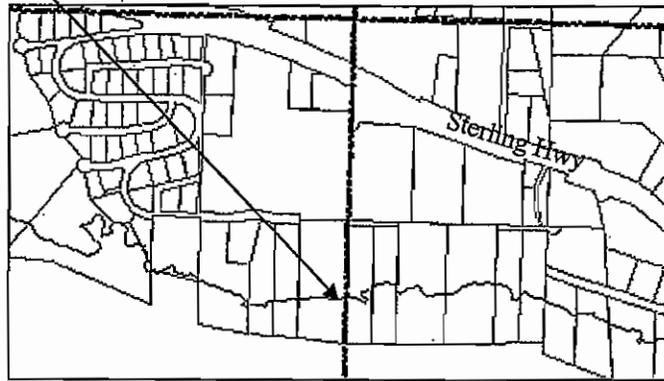
Bishops Beach

- One of the few easy access point to the beach

This is an area of moderate long term erosion, averaging about 2 and a half feet per year.



- Section Line Easement
- 230 ft+ drop from bluff to beach

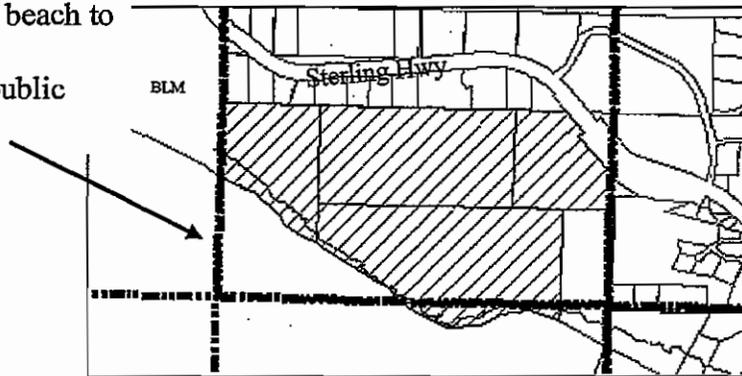


Leber Street

- 30 Right of Way Leber St
- Section Line Easement
- 25 foot drop from upland to beach.



- Section Line Easement, north-south along city limit boundary
- 60 foot bluff from beach to upland plateau
- EVOS and other public lands shown



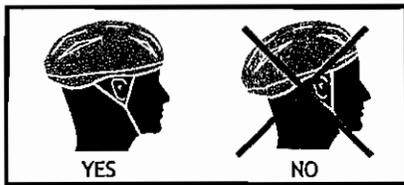
SHARE THE ROAD

RULES FOR BICYCLISTS

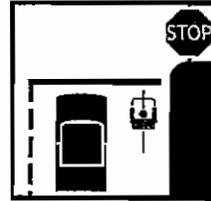
Driving on the roads requires care and courtesy whether you are driving a car or a bicycle. As road users, bicyclists must be predictable and obey all traffic laws by riding in a responsible manner. Bicyclists fare best when they act and are treated as drivers of vehicles. Do your part by being a good ambassador for bicycling. Below are a few bicycle driving rules for your review.



Maintain and Regularly Inspect Your Equipment If you are not skilled at bike mechanics, take your bike to a shop at least yearly for tune and inspection.

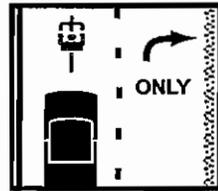


Wear a Helmet Correctly Everyone should wear a helmet to prevent head injury. Your helmet should be level and snug.



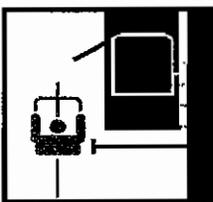
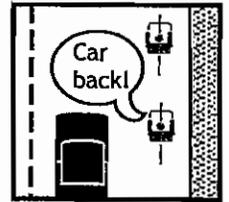
Be Prepared Always carry a spare tube, pump, tire levers and clothing appropriate for the predicted weather. Watch your speed, especially when visibility is limited.

Ride with Traffic Don't ride against traffic—its illegal and dangerous. If you approach an intersection with a right turn lane and intend to continue straight, ride in the through lane.



Obey All Traffic Laws and Be Predictable Obey stop signs, traffic lights, and other traffic controls. Bicyclists fare best when they act and are treated as drivers of vehicles.

Ride Single File in Traffic You may ride double file legally, but avoid it if it causes a traffic backup. Courtesy often avoids accidents.



Watch for Potential Hazards Scan the road 100 feet ahead for hazards — drains, potholes, tracks, or debris. Allow time to maneuver around these hazards and negotiate with traffic. Look for drivers in parked cars and avoid riding into open car doors by giving yourself at least 3 feet.

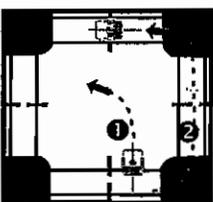


Warn Others When Approaching Bicyclists should warn pedestrians and other bicyclists before passing. Ring your bell or give a friendly greeting. Allow plenty of space when passing.

Signal All Turns Look back before you make a lane change or turn. Signal before you turn. A good mirror helps, but always double check by looking.



Be Visible Day and Night Bicycle reflectors are not sufficient for safety. Headlights and a rear reflector are required when riding at night. Flashing tail lights and reflective clothing are highly recommended. A second red tail light is a good safety addition and backup. Wear bright hi-visibility clothing even during the day. A distracted driver has a better chance of seeing you if you stand out.



Making Left Hand Turns You may turn left by moving into the left turn lane. OR Cross like a pedestrian by using the cross walks.

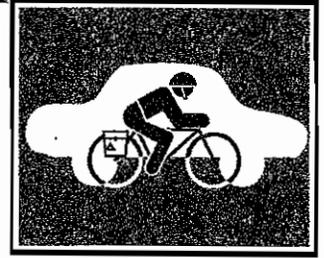
Provided by Washington Department of Licensing and Bicycle Alliance of Washington.



SHARE THE ROAD

RULES FOR MOTORISTS

Using Washington's roads requires care and courtesy whether you are driving a car or riding a bicycle. Washington law requires every driver to respect the rights of others to be on the road. You can do your part by being a safe and courteous driver every time you get behind the wheel. Share The Road.



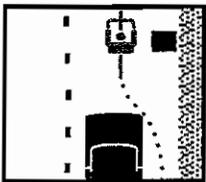
Bicyclists and motorists in Washington have exactly the same rights and responsibilities. As a motorist, you should drive carefully around bicyclists. In some areas, bicycling is very popular and you may encounter groups of bicyclists. It is legal for bicyclists in Washington to ride two-abreast [RCW 46.61.770]. However, bicyclists must

show courtesy and not impede other road users. Some of the roads that are popular with bicyclists have curves, blind corners and uphills: be aware that you might suddenly come across a single rider or a group of bicyclists on scenic roads and drive accordingly. Here are some tips to more safely share the road with bicyclists:



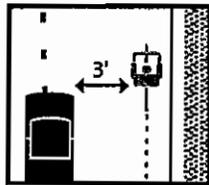
Reduce your speed when passing bicyclists, especially if the roadway is narrow.

Don't blast your horn when approaching bicyclists – you could startle them and cause an accident.



Give bicyclists adequate space to maneuver around such hazards as lowered drain grates, potholes, debris and glass. These might not be a problem for a motor vehicle but are potentially dangerous to bicyclists.

Pass with at least 3 feet to spare. Ample space between your vehicle and the bicyclist you are passing creates a zone for the bicyclist that's safe from the effects of a passing car.



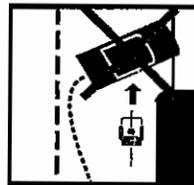
Provide extra passing room to bicyclists during rain and other bad weather.

Wait to pass if you are uncertain about road or weather conditions.



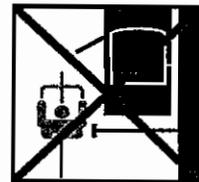
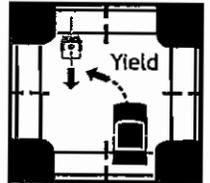
Do not pass bicyclists if oncoming traffic is near. Wait as you would with any slow-moving vehicle. It's required by state law [RCW 46.61.125 (1)(d)].

Check before you move back into your lane. Some bicyclists may be traveling at 25-30mph. Make sure you provide adequate distance between you and the bicyclists before merging back into your travel lane.



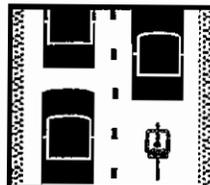
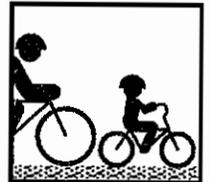
Don't make a right-turn in front of bicyclists. Assume bicyclists are traveling straight ahead at intersections unless they have signaled otherwise. If you are making a right-turn, do so only when it is safe to do so. Remember, bicyclists may be traveling faster than you realize.

Yield on left turns to oncoming bicyclists. Bicyclists may be traveling faster than you realize. Yield to bike riders as you would any other vehicle.



Look before you open a car door. Bicyclists are often hit by unthinking motorists and passengers who open their car doors without looking carefully. Be sure you check for bicyclists before you open your door.

Allow for the inexperience of children on bicycles. Extra care is needed when near kids on bikes. Make sure you anticipate the unexpected turn or swerve.



NOTE: On roads that are too narrow to permit a bicycle and a car to safely share a lane, bicyclists are permitted to "take the travel lane" which means riding in the center of the travel lane.

Provided by Washington Department of Licensing and Bicycle Alliance of Washington.





Shop CafePress

Search CafePress

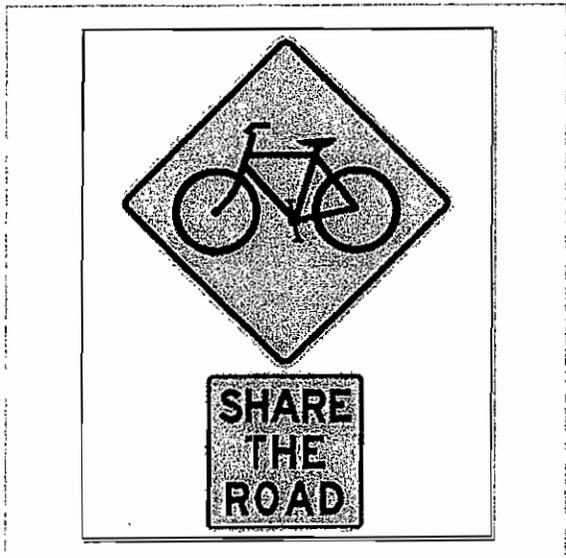
Search

Sign In | Your Account | Help | Currency:

USD

Cart

Share the Road Cycling Shirts and Bike Stuff [back to shop](#)



Size: 19.5" x 13.079793"

[View Larger](#)



Front

Share the Road Bike Sign Small Poster

\$15.99

1. Qty:

Add to Cart

AVAILABILITY: In Stock.
Product Number: 030-10732202

[Share](#) |

Other items by [Share the Road Cycling Shirts and Bike Stuff](#):



[Bike Sign Share the Road Mug](#)

[Bike Sign Share the Road Mug \(Large\)](#)

[Bike Sign Share the Road T-Shirt](#)

Perfect for dressing up any wall, or instantly creating a theme for a room. Images look great on this high-quality poster, printed on heavyweight 7 mil semi-gloss paper using superior dye inks. Image size 16" X 20". Treat yourself or give as a gift.

Find more unique one-of-a-kind products at [CafePress.com](#):

[bicycle posters & art](#) | [bike posters & art](#) | [bikers posters & art](#) | [bikes posters & art](#) | [biking posters & art](#)

International Sites: [Australia](#) [Germany](#) [Canada](#) [United Kingdom](#) [United States & Worldwide](#)



All Content Copyright © 1999-2010 [CafePress.com](#) | [Tags](#) | [Products](#) | [Site Map](#).
All rights reserved. Use of this web site constitutes acceptance of the [Terms of Service](#),
[Privacy Policy](#) | [Intellectual Property Policy](#) | [Content Disclaimer](#)

