Kachemak Drive Path Committee

Thursday
August 4, 2011
Regular Meeting 5:30 p.m.

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

Prepared and Produced by the City Clerk's Office - 7/28/2011 - rk

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

AUGUST 4, 2011
THURSDAY AT 5:30 P.M.
COWLES COUNCIL CHAMBERS

MEETING NOTICE
REGULAR MEETING AGENDA

1. CALL TO ORDER

2. AGENDA APPROVAL

3. APPROVAL OF THE MINUTES
A. Minutes for the Regular Meeting on July 7, 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. Reconsideration of Recommendation submitted to Parks and Recreation Advisory Commission Page 11
1. Recommendation Submitted by Ingrid Harrald, Committee member

10. NEW BUSINESS
A. Discussion on the Next Steps of the Committee Page 13

11. INFORMATIONAL MATERIALS
A. Additional Surveys received since June 17, 2011 Page 15

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 SEPTEMBER 8, 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 MINUTES-JULY 7, 2011

Meeting called to order 5:40 p.m.
Members present: Beth Cummings, Dave Brann, Ingrid Harrald, Bumppo Bremicker

Agenda approved
Minutes approved

Public Comments:

A property owner from Kachemak Drive stated that Kachemak Drive was/is not a scenic drive, it is commercial road noting businesses such as the boat yard, Kar-a-Van trucking. Voiced opposition to the idea of lowering speed limit to 25 mph, lots of heavy equipment use the road she felt it would hinder the working people. Opposed to narrowing the travel lanes, difficult for trucks.

She did feel it would be valuable to redesign the intersection of the Spit Road and Kachemak Drive, sees it as very dangerous.

Voiced support for a bike path/trail from the end of FAA Road through airport property as an option.

Felt the area around the boat yard is very problematic.

A second property owner was against the use of the power-line easement due to the proximity to her house. A trail there would be within a few feet of the front of her house. She supports widening the road or shoulders.

Bumppo explained the committee was aware of that problem and that we had discussed it. No plan to put the trail in her front yard.

Pending Business:

Dave B. explained the data he selected from the Alaska Bike and Pedestrian Plan, the Federal Highway Administration bicycle policy, the Homer Transportation Plan and the Homer Non-Motorized Transportation and Trail Plan. He noted all three levels of government support improved bicycle transportation routes and the need for improved bicycle / pedestrian safety. This information can be used when seeking support for a path of some form along Kachemak Drive.

He also reported a phone conservation with Carey Meyers about the first half mile of trail along Mud Bay / Kachemak Drive. Carey said the preliminary trail could go below the 26 ft. elevation line but if the trail were ever to be improved to the level of the Spit Trail it would be required by the Corp of Engineers and others to be above the 26 ft. mark.

Under the heading of finalizing recommendations to the City Council there was discussion on the survey and the results. The committee was pleased with the amount of written comments provided. Ingrid felt it was very important to pay attention to the comments, noting the many were opposed to narrowing the travel lanes, many were opposed to lowering the speed limit to 25 mph. Beth noted personal contacts also opposed the 25 mph option.

Dave reviewed the suggestion of placing the Digital speed checker on Kachemak Drive once a week. He will make a request to the city police.

Ingrid mentioned that many of the survey comments related the lack of enforcement of existing speed limits and that people felt changing the speed limit wouldn't do any good.

Bumppo commented on the situation where there is no passing lanes anywhere along Kachemak Drive. This forces drivers to stay behind bicycle riders or to cross into the next lane (double yellow lines) to get around them. Generally there is not extra shoulder room for the bicycle riders to move further to the right. He felt it is a situation that needs to be dealt with.

Beth raised a question about the lack of consistency of speed limits along Kachemak Drive. Bumppo clarified that the black and white signs (35 mph) were the speed limit signs, the yellow and black signs (20 mph, 25 mph) were only advisory.

Discussion continued on what to present to the Advisory Commission to pass on to the City Council. Again, concern was expressed that narrowing the travel lanes would not improve safety and may create a more dangerous situation. It was noted that even with narrow lanes there are still exceptions for wide loads on roadways.

Beth presented proposed wording for a recommendation to pass on to the Advisory Commission which in turn could be passed on to the City Council. Discussion and tweaking of wording, clarifications, lots of discussion. It was moved by Dave and seconded by Ingrid to accept the final version. Passed.
**Ingrid has the wording of the motion and final version of the recommendation. She will provide it to Renee.

Beth presented proposed wording for a second recommendation related to the first half mile of trail from the end of the Spit Path to the Airport Beach Access Road. Much discussion ensued. It was felt the City Council would want specific details rather than a general statement. $5000 was suggested as the amount needed to complete(?) this portion of the trail. It was noted that quite a bit of work on clearing the trail had already been done and by using volunteers (with Council approval) the cost could be kept down. Beth suggested Dave be the project manager and the contact person with the city (Carey).

The need for funding was mentioned. Dave suggested use of HART funds. Concern expressed about the portion of the trail needing funding being in the DOT right-of-way and Hart funds not being eligible. It was felt by committee members that the trail wasn't a DOT project and would qualify for the funds. After much discussion and a few changes it was moved and seconded to accept the final version.
**Ingrid has the wording of the motion and final version of the recommendation. She will provide it to Renee.

New Business

Discussion on the need to compile the survey results, including those filed on-line and late surveys. Bumppo will summarize the information.

Brief discussion on how the Beach Policy might apply or be utilized in the effort to create a path along Kachemak Drive. Existing easements could be utilized for rest stops and scenic overlooks, existing easements could be traded to land owners in exchange for trail easements.

Dave did an explanation of the Share The Road material. He noted that signs could be purchased for less than fifty dollars and a variety of fund raisers could be used to purchase them. Ingrid mentioned a grant program that might be used to purchase signs. Dave will look into the possibility of placing signs on existing sign posts along Kachemak Drive. He will check with Kevin Jones, Walt Wrede and others as required.

Discussion about public information spots in the newspapers and radio related to Rules of the Road for bicyclists, motorists and pedestrians.

Dave will check with police about possible funding for this.

Closing comments

3.5 million was approved by the legislature and administration for work on East End Road from mile 3.7-12.2. The Kachemak Dr. Committee and the bicycle club should keep aware of the developments and make sure non-motorized facilities are included in the planning.

Submitted by Dave Brann

Renee Krause

From: ingrid harrald <iharrald@hotmail.com>
Sent: Monday, July 11, 2011 6:40 AM
To: Renee Krause; bumpo
Subject: kdrive stuff

here is what we passed:

1. The Kachemak Drive Path Committee of the Homer Parks and Recreation Advisory Commission recommends that the Commisssion pass the following and send it on to the Homer City Council:

To support actions increasing the safety for motorized and non-motorized users along Kachemak Drive in any or all of the following ways:

-alteration of the existing Kachemak Drive and shoulder
-a separated pate paralleling Kachemak Drive using utility easments
- lowering of speed limits and increasing of signage

In this plan, the Parks and Recreation Advisory Commission will work in cooperation with the city of Homer in the planning and implementation phases.

2.The Kachemak Drive Path Committee of the Homer Parks and Recreation Advisory Commission recommends that the Commisssion pass the following and send it on to the Homer City Council for their July 21 meeting the following, which relates to the Mud Bay segment going from the base of the Spit to airport beach access road:

Authorization to support volunteer participation working with appointed city advisors to establish the first portion of the Kachemak Drive corridor, which in the near future would exist as a Level Two pedestrian trail paralleling Kachemak Drive starting from the base of the Spit Bicycle Trail proceeding along Kachemak Drive at the toe of the road bank and then changing to the toe of the bluff and going approximately 1/2 mile and ending at the airport beach access road.

Description of segment as proposed:
A Level Two pedestrian trail consisting of three kinds of construction activity. The first segment going 300 feet from the end of the Spit Bicycle pate to the beginning of the trees will be composed of an eight inch base of Homer Harbor dredged material. The trail will proceed at the toe of the bluff above the 26 foot tide line (except where impractical). The remainder of the trail will require cutting tree branches to approximately eight foot height and removal of downed trees. Where the toe of the bluff meets the top of the beach, there would be branch cutting and removal of logs and other debris. This plan would need DOT permission within the road right-of-way, approval from the Corps of Engineers and approximately $5,000 for completion.

thanks renee!

Office of the City Clerk

Jo Johnson, CMC, City Clerk

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

491 E. Pioneer Avenue
Homer, Alaska 99603-7624
(907) 235-3130

(907) 235-8121
Extension: 2227
Extension: 2224

Fax: (907) 235-3143
Email: clerk@ci.homer.ak.us

MEMORANDUM

TO: KACHEMAK DRIVE PATH COMMITTEE

FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

DATE: JULY 28, 2011

RE: WHAT IS NEXT FOR THE COMMITTEE

During the last Parks and Recreation Advisory Commission meeting Ms. Cumming pulled the recommendation to the commission that related to the trail from the base of the Spit to the Airport Beach Access Road.

It is recommended for this committee to reassess and review the remaining goals it originally established to address and list those in a priority order. This exercise will aid in accomplishing all the goals outlined by the Committee last year when it first was created.

Recommendation
Review and Reassess the goals established by the committee. Determine what the committee should focus on next.

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.

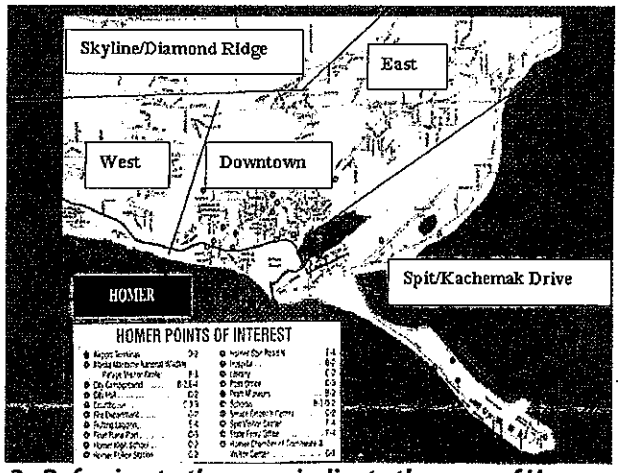
Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory Commission

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

Name (Optional) Lon Zitzmann

Address: (Optional) 579 Hidden Way

City, State, Zip Homer, AK



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: Loop - bike ride to East End Road

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
○ Same Road Space	○ Same Road Space	○ Same Road Space	○ Same Road Space
○ More Road Space	● More Road Space	● More Road Space	○ More Road Space
● Less Road Space	○ Less Road Space	○ Less Road Space	● 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?

Support +

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?

strongly support
safer for all

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?

Support ✓
Safer for all

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

no

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

safety +
preserving scenic
by way drive option

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

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.

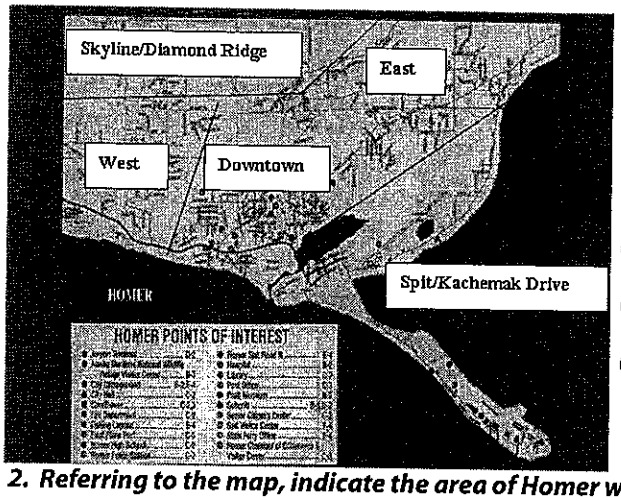
Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory Commission

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

Name (Optional) Andy Haas

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 or walk along 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 or walk, which of the following describes why you use 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
○ Same Road Space	○ Same Road Space	○ Same Road Space	○ Same Road Space
○ More Road Space	◉ More Road Space	◉ More Road Space	○ More Road Space
○ Less Road Space	○ Less Road Space	○ Less Road Space	○ 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/Walking 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?

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?

The ability to safely ride a bike or run on the road. Additionally, it should NOT be commercialized

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.

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Submit by Email Print Form

Renee Krause

From: Hayley Norris <hayleybird412@gmail.com>
Sent: Wednesday, July 06, 2011 11:16 AM
To: Renee Krause
Subject: Kachemak Drive Survey
Attachments: Survey Kachemak Drive 07.06.11.xml

attached.

<?xml version="1.0" encoding="UTF-8"?>
<form1>
<TextField3>41347 McLay Road</TextField3>
<TextField4>Homer, AK 99603</TextField4>
<Answer>East Homer</Answer>
<Answer/>
<Answer/>
<Answer/>
<Answer>Downtown Homer</Answer>
<Answer/>
<Answer>Occasionally, about once or twice a month</Answer>
<Answer>Occasionally, about once or twice a month</Answer>
<Answer>Routine Errands</Answer>
<Answer>Routine Errands</Answer>
<TextField1>and 'Trips to the Spit.'</TextField1>
<TextField1>and 'Trips to the Spit.'</TextField1>
<TextField2/>
<Question11>I think 25 mph is too low of a speed limit. I'd support 30 mph.</Question11>
<Question10>I do support this trail, but only after the narrower lane/shoulder option. This trail would accommodate pedestrians, older and younger, but not cyclists. I think cyclists must be accommodated for because the mode of travel is so beneficial to our environment and society. So, I only support this option if it is included with a plan to put in shoulders along Kachemak Drive for cyclists.</Question10>
<Question5>This is my favorite option and I whole-heartedly support it. There are so many benefits that could be realized with the implementation of this option. For one, the speed that drivers drive will be less with the narrower lanes. This makes things safer first off. Next, cyclists and pedestrians would have a designated spot to walk and ride if a shoulder is painted. This improves safety and encourages residents to get out and walk/ride that beautiful road. Also, this option seems that monetarily it would be relatively cheap compared to a separated bike path. The only thing not good about this option is that some kids and older people might not feels safe on a shoulder alone and this is why a separated path should still be considered as a long-term goal. This option could be a shorter-term goal.</Question5>
<Question3>I do support this option because it would be the beginning or end of a full-length Kachemak Drive pedestrian path. Also, locals and tourists could more easily enjoy the beautiful views and wildlife in the area. That stretch of Kachemak Drive is one of the most dangerous spots for walking and cycling on the road; therefore, a trail could make that safer for pedestrians at least.</Question3>
<Question1>I'd like to see bike lanes and a seperated path for other pedestrians. This will mean there is a loop of trails: the Spit, East End Road and Kachemak Drive. Maybe even some camp grounds and other nature, bird viewing trails.</Question1>
<Question2/>
<Question13>It is unsafe to walk or cycle along Kachemak Drive and it is an important road in our town.</Question13>
<Question6>I do not support this option. Kachemak Drive is an important road in our community and it needs to be safer. Kachemak Drive being safer makes this a better community.</Question6>
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    <RadioButtonList>1</RadioButtonList>
    <Question1/>
    <Question1/>
</form1>
```

Renee Krause

From: chase warren <likes_to_roam@yahoo.com>
Sent: Wednesday, July 06, 2011 11:56 AM
To: Renee Krause
Subject: path survey
Attachments: survey.kdpc_.06.21.11.xml

Excellent idea to put this online!

<?xml version="1.0" encoding="UTF-8"?>
<form1>
<TextField3>41347 mclay rd</TextField3>
<TextField4>kachemak city, ak, 99603</TextField4>
<Answer>East Homer</Answer>
<Answer/>
<Answer/>
<Answer/>
<Answer>Downtown Homer</Answer>
<Answer/>
<Answer>Occasionally, about once or twice a month</Answer>
<Answer>Regularly, once or twice a week</Answer>
<Answer>Routine Errands</Answer>
<Answer/>
<TextField1/>
<TextField1/>
<TextField2>Chase Warren</TextField2>
<Question11>How about 30? Or, and I know the committee has little to do with this but, what if we actually enforced the speed limit? Make it a double fine zone. 25 is kinda pushy, considering nobody wants to go 35.</Question11>
<Question10>Good luck. If the cost, right of way issues, dealing with the airport, dealing with the bog, cooperation with HEA, and the time it would take to deal with all those things were not issues, then yes I am for it. Create a shoulder first, then tie yourselves up with this project for the next 10 years. </Question10>
<Question5>I am in full support of this option. Although it is not an ideal solution, as it does not safely open up the shoulder to children/families, or persons with special needs. However, the cost/effectiveness of this option for out way the others. A consistent shoulder width is not necessary to immediately alleviate the dangers of riding on the current uneven and rock/sand riddled shoulders. No fill is needed, which dramatically reduces the cost of creating a shoulder. In addition, I would propose more signs, both speed limit and be aware of pedestrian/cyclists signs.</Question5>
<Question3>The trail would promote tourism, the shore bird festival would benefit greatly. Perhaps increased traffic would cut down on blatant littering. Also the trail seems to cut right through areas currently being used as squatter camps, the remnants of these camps are evident by the bags of trash and weather logged materials scattered along the bluff. I'd rather see people appreciating the area, not abusing it. The downside of this option is that it really doesn't address the inherent safety hazards of riding and/or walking on K drive, and could distract from the real objective of the committee. </Question3>
<Question1>Ideally, a separated ADA approved path connecting E end road to the spit, with alternate nature trails headed north and through the bog that could be used as ski trails in the winter</Question1>
<Question2>Every year since I have lived here I have seen more cyclists and higher gas prices. If you want people to be able to afford to live here, something that has always been an issue, the city design should be able to accommodate alternative modes of transportation. </Question2>
<Question13>considerations made by the state/city/drivers who speed/drivers who pass a pedestrian or cyclists with another car coming in the other lane at the same time also, the condition or lack of shoulder. the lack of considerations by others could be alleviated by a sufficient shoulder</Question13>

<Question6>This would be absolutely negligent, which is my current opinion of the situation. K dr. has become a major through route for those working/ travelling to the spit or ocean drive. For everyone's safety there needs to be a shoulder. If nothing is done now, when there is the opportunity, any accidents in the future would reflect quite clearly that the state and the city has not been concerned enough about the safety of persons to do anything. </Question6>
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<Question1>pave out to the edge of the dirt, re-stripe the road, narrow the lanes if at all possible, put up signs, enforce the current speed limit. any or all of these I feel would dramatically improve the situation as is</Question1>
<Question1>Your dealing with a situation that places people within 12-24" of being struck by a moving vehicle. I feel that no matter how difficult or significant the investment that the city has made some major oversights in letting this go on for so long and must do something before someone is hurt. I'm all for the narrow lanes and re-paving option!</Question1>
</form1>

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.

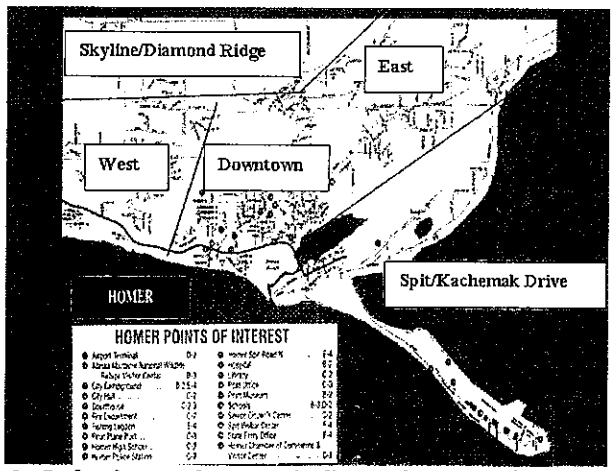
Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory Commission

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

Name (Optional) Martin Renner

Address: (Optional) 388 E. Bayview Ave.

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 or walk along 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 or walk, which of the following describes why you use 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
○ Same Road Space	○ Same Road Space	○ Same Road Space	◉ Same Road Space
○ More Road Space	◉ More Road Space	◉ More Road Space	○ More Road Space
◉ Less Road Space	○ Less Road Space	○ Less Road Space	○ 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 can't find where Airport Access Road is.

A better connection to FAA road would be good, esp. the crossing from the W-side of Ocean Drive (heading out the spit) onto the spit trail (E-side) could be improved. A round-a-bout would be a really good idea here.

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

Yes, I'd support this option. This is an economical and effective solution. By keeping bicyclists on the road, they are easier for motorists to see, making it safer for everybody.

When going for this option, it is important to implement it on both sides. Cycling in the opposite direction from car traffic is very dangerous because bikes are not expected to come from this direction and their speed is generally underestimated.

As with any of the other solutions, snow plowing and dirt can be

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?

Motorists tend to like this option because it gets bikes off "their" road, and inexperienced bikers like it because it gives them a (false!) sense of security.

Unfortunately, this is actually a bad idea in terms of bike safety. Drivers cannot see or do not notice bicycles that far off the road. Riding this kind of trail is often less safe than riding on the road

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?

Good idea.

Why limit this to summer months? Driving conditions don't get better during the winter.

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

There's a need to improve Kachemak Drive. That said, I would not have given it the highest priority. Main Street, of all places, is an embarrasment for our town. Please go there, get out of the car, and take a walk. Now imagine pushing a baby stroller through the dirt. Now imagine doing this in winter with a foot of snow. It's downright scary.

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

Intersection with Spit Rd is dangerous.

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?

Maintain the rural/wilderness character of Kachemak Drive. Widening this drive would be a sad mistake. This is a great scenic drive through wetlands, past baby moose, with views of the bluff and the the bay, and all that right next to town.

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

A speed limit along with a narrower road for cars would be a great start. One without the other would be dangerous.

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.

Round-a-bout at the base of the spit, intersection Kachemak Drive and Spit Rd. Not that big of an investment, really. Pay-off in smoother traffic and considerable fuel savings compared to the current stop-signs. This would also improve safety for motorists, cyclists and pedestrians.

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>41640 Gladys Ct</TextField3>
<TextField4>Homer</TextField4>
<Answer>East Homer</Answer>
<Answer/>
<Answer>Kachemak Drive and Spit</Answer>
<Answer/>
<Answer/>
<Answer/>
<Answer>Never</Answer>
<Answer>Regularly, once or twice a week</Answer>
<Answer> Other </Answer>
<Answer>Trips to the Library, Museums, Spit, Parks, etc.</Answer>
<TextField1>To access the spit.</TextField1>
<TextField1/>
<TextField2>Duane Howe</TextField2>
<Question11>That would be too confusing to motorists to have changing speed limits. They already drive 50 mph in the 25 zone. </Question11>
<Question10>That could work if the easements are far enough from the road to allow several feet of separation from the roadway. I walk frequently on the spit and along East Road, and I can tell you I would not feel safe with any less space than there is along those paths, and there is several feet most of the time. I have known two people who were killed trying to walk or ride a bike too close to traffic. I would not risk doing it myself.</Question10>
<Question5>That would not allow enough space to walk or ride a bike safely. </Question5>
<Question3>No. It would not be of much use just to go that far. </Question3>
<Question1>Pretty much like it is now.</Question1>
<Question2>That road is primarily to access the homes along it, and it should stay that way. There is little place for businesses along it because it is mostly wetland which should not be disturbed or filled in.</Question2>
<Question13>Surface water drainage and domestic water supply.</Question13>
<Question6>Since there is already a path on East End Road we may not need another one to go essentially to the same place. Extending the present one farther east would make more practical sense to me.</Question6>
<RadioButtonList/>
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<RadioButtonList>1</RadioButtonList>
<RadioButtonList/>
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<RadioButtonList>1</RadioButtonList>
<RadioButtonList/>
<RadioButtonList>1</RadioButtonList>
<RadioButtonList/>
<RadioButtonList/>
<Question1>Improve the drainage and rezone the commercial portion to conservation. There should be no development in the wetlands. This would add to the recreational value of a path, but the cost would be questionable. I have seen groups of bikers that ride out via one route and

return via the other route, so this might be an excuse to improve Kachemak Drive to accommodate that sort of recreation. </Question1>

<Question1>Little investment should be made here because most of that land will eventually be eroded away along with the houses on it. There is no way to prevent it as we are learning in other parts of town.</Question1>

</form1>

JUL 01 2011 PM01:53

<?xml version="1.0" encoding="UTF-8"?>
<form1>
<TextField3/>
<TextField4/>
<Answer>East Homer</Answer>
<Answer/>
<Answer/>
<Answer/>
<Answer>Downtown Homer</Answer>
<Answer/>
<Answer>Infrequently; maybe every few months</Answer>
<Answer>Frequently, several times a week or every day</Answer>
<Answer> Other </Answer>
<Answer>Other</Answer>
<TextField1>exercise and to go birding</TextField1>
<TextField1>to go to the spit or businesses that are closer that way for me</TextField1>
<TextField2>Lani Raymond</TextField2>
<Question11>I definitely think you need to acknowledge that there is lots of bike and pedestrian traffic in winter also!! Not so much as summer, but still quite a bit. AND, it is a more dangerous situation because of ice on the road. This road is often quite icy and with the curves and limited visibility, can be challenging for drivers. Please also note that if you reduce the speed limit but don't enforce it, the situation will still be very dangerous.</Question11>
<Question10>This might be another good idea. Possibly safer but more costly.</Question10>
<Question5>I think there should be a narrowing of the road and make a walking/biking lane on ONE SIDE ONLY. The speed limit should be reduced and enforced. The speed limit should also be lower in winter because there is still lots of use (biking and walking) even in winter and with icy roads, the lower limit would still be needed. I think also some sort of "watch for pedestrians and bikers along this road" caution signs should be in place at each end.</Question5>
<Question3>It's a good idea. I walked it last week and there were several people camping down there. Concern about it being a possible homeless area? Also how maintained in winter? </Question3>
<Question1>Not built up with lots of commercial stuff. It is beautiful as it is now. Hopefully there won't be too much more erosion. If it had a bike/walking path somewhere along it to use safely, it would be a fantastic asset. Plus being able to go from town out East End Rd, down Kachemak Dr then back into town as a circle (or triangle).</Question1>
<Question2>More use of Kachemak Drive for driving and walking and biking. More people wanting to use bikes and walk for various reasons--save gas, exercise, etc.</Question2>
<Question13>Safe travel for: bicyclists, walkers and vehicles. I want to say somewhere that your Question #3 might be going to give you a false sense of amount of use this road gets for walking and biking. AS IT IS NOW, I and many others I know avoid using Kachemak Drive. But if it were safe, there would be way, way more use!!!!</Question13>
<Question6>Obviously something needs to be done!!</Question6>
<RadioButtonList>1</RadioButtonList>
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<RadioButtonList>1</RadioButtonList>
<Question1>Figure out what is most affordable and weigh the safety. I also think that you need to do something SOON!! Not just have an elaborate plan for 5 years down the road (pardon the pun there). Reducing the speed limit for vehicles is easy and cheap. People may complain but taking a little bit more time is not the end of the world. (But would have to be enforced.) </Question1>
<Question1>Ideally there would be a bike path along the whole way but that might not be possible due to cost, land owners not wanting to cooperate, and the fact it is wetland part of the way. If enough people think about it and help plan, there will be a way found to accomplish this.</Question1>
</form1>

Renee Krause

From: Adam Bauer <abauer@bauerhaus.ws>
Sent: Friday, July 01, 2011 6:13 PM
To: Renee Krause
Subject: Kachemak Drive survey
Attachments: survey.kdpc.pdf

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY QUESTIONS BELOW

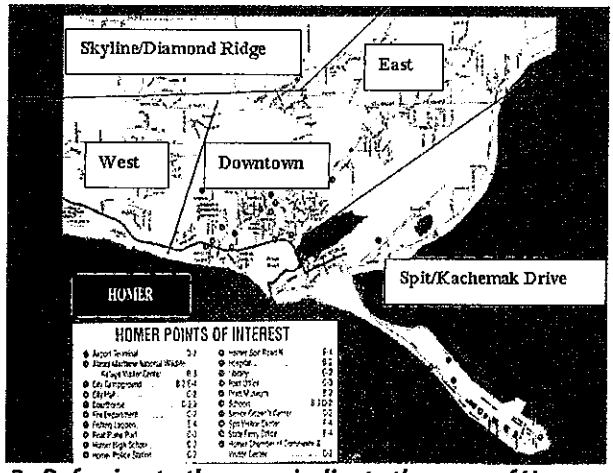
Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory Commission

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 or walk along 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
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- ○ 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 or walk, which of the following describes why you use 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
(•) Same Road Space	( ) Same Road Space	( ) Same Road Space	(•) Same Road Space
( ) More Road Space	(•) More Road Space	(•) More Road Space	( ) More Road Space
( ) Less Road Space	( ) Less Road Space	( ) Less Road Space	( ) 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/Walking 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?

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?

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?

The area will most likely lose more coastline to erosion there will most likely be fewer residents. I doubt there will be any more businesses. The road will become an important transportation link diverting traffic from East Road to Ocean Drive both of

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

<?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/>
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<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,

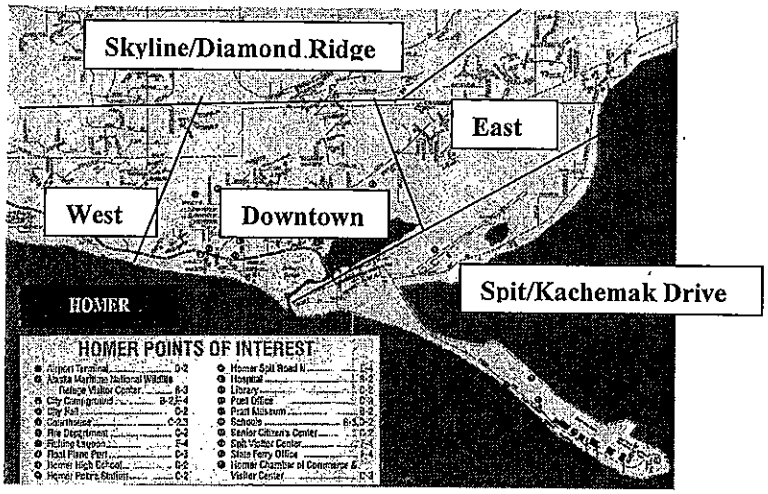
Thank you for attending the Kachemak Drive Proposed Bike Path Open House.

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 to 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	✓	○	○
Pedestrians	○	○	✓
Cyclists	○	○	✓
Buses	✓	○	○

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 EASEMENT 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/OVERLOOKS

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 Kachemak Drive?
SPEEDING, LACK OF BICYCLE/PEDESTRIAN PATH

How are the community and the uses of Kachemak 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 Kachemak 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 / BIKE PEDESTRIAN PATH

4. Please identify any actions on Kachemak Drive that seem easy, affordable and effective.
WEEKLY PLACEMENT OF DIGITAL SPEED COP, RADIO/NEWSPAPER EDUCATIONAL SPOTS, SHARE THE ROAD SIGNS SPEED LIMIT ENFORCEMENT, OTHER SIGNS, PEDESTRIANS, BICYCLES. DOUBLE FINE

5. Please identify any actions on Kachemak 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 PROPERTY FOR TRAILHEADS, PARKING, SCENIC OVERLOOKS
ENCOURAGE BUSINESSES / HOMEOWNERS TO CLEAN UP PROPERTIES.

<?xml version="1.0" encoding="UTF-8"?>
<form1>
<TextField3>PO Box 2355 </TextField3>
<TextField4>Homer, AK 99603</TextField4>
<Answer>Downtown Homer</Answer>
<Answer/>
<Answer/>
<Answer/>
<Answer>Downtown Homer</Answer>
<Answer/>
<Answer>Never</Answer>
<Answer>Occasionally, about once or twice a month</Answer>
<Answer/>
<Answer>Routine Errands</Answer>
<TextField1/>
<TextField1/>
<TextField2>Ryjil Christianson</TextField2>
<Question11>No, if anything the speed limit should be lowered during the winter time when it's icy. I think the current speed limit is fine. I do think this would be a wonderful spot to make a Scenic Byway though. A trail or walking/bike lane should also be added. </Question11>
<Question10>On Kachemak Drive? I think this would be wonderful. Kachemak Drive is a lovely stretch of road to walk or bike. Unfortunately, there is no room right now for walkers and bikers to safely travel. </Question10>
<Question5>What road are you talking about? The base of the Spit or Kachemak Drive? Kachemak Drive is already a narrow road. I would be strongly in favor of adding a bike/ pedestrian lane. But not if it means narrowing the roadway. The road at the base of the Spit may be wide enough to accommodate the a bike/walking lane. </Question5>
<Question3>Extending this trail would be wonderful. Right now there is a narrow point between the Airport Access Road and the beginning of the Spit trail. I often feel uncomfortable walking or cycling this stretch. </Question3>
<Question1>I would like to see turn out spots along to road for trucks towing boats. In the winter these areas could also be used as parking for people skating on the lake. </Question1>
<Question2>When the road was paved the traffic speed seemed to increase drastically. This made it even more terrifying to walk or bike along the road in some respects. More people have discovered the lake as a great skating area in the winter. It is difficult to park though. More homes are being built along the roadway. </Question2>
<Question13>Safety of walkers and bikers! This is a very scary roadway to travel if you are not in a car. </Question13>
<Question6>NO Something should be done on Kachemak Drive. I have never felt safe walking or biking on that road. </Question6>
<RadioButtonList/>
<RadioButtonList>1</RadioButtonList>
<RadioButtonList/>
<RadioButtonList>1</RadioButtonList>
<RadioButtonList/>
<RadioButtonList/>
<RadioButtonList/>
<RadioButtonList>1</RadioButtonList>
<RadioButtonList/>

<RadioButtonList/>
<RadioButtonList/>
<RadioButtonList/>
<Question1>We could lower the speed limit until we build a seprate walking/ biking lane. I would not be thrilled by this but it would be an affordable change. </Question1>
<Question1>put in a walking/ biking lane that is set back from the main roadway and make the road a scenic byway (like the done along East End Road)</Question1>
>

```
<?xml version="1.0" encoding="UTF-8"?>
<form1>
    <TextField3/>
    <TextField4>Homer, Alaska 99603</TextField4>
    <Answer>Downtown Homer</Answer>
    <Answer/>
    <Answer/>
    <Answer/>
    <Answer>Downtown Homer</Answer>
    <Answer/>
    <Answer>Never</Answer>
    <Answer>Infrequently; maybe every few months</Answer>
    <Answer/>
    <Answer>Other</Answer>
    <TextField1/>
    <TextField1>Occasionally to get from East End Road to the Spit or vice versa, or to Ocean
        Drive</TextField1>
    <TextField2>Anne Marie Holen</TextField2>
    <Question11>I would love to see traffic slow down but I don't think this is a realistic option.
        Narrowing the lanes would help (with visual cues). Scenic Byway status requires an
        application to Alaska DOT. I have never heard of a seasonal Byway designation. I doubt such
        a short section would be granted Scenic Byway designation. (I know something about this
        topic.)</Question11>
    <Question10>Clearly the best option in terms of non-motorized user experience. Undoubtedly
        more expensive. However, I think we need to quit thinking of non-motorized transportation
        infrastructure as "optional." For years, handicapped access to buildings was thought of as
        "optional" until enough pressure was put on public officials to make it mandatory. It should be
        the same with non-motorized transportation, for many reasons.</Question10>
    <Question5>Not as good/safe/pleasant as a separated trail, but better than current
        situation.</Question5>
    <Question3>I support all trail development in the Homer area, including this
        proposal.</Question3>
    <Question1>It should have a separated bike/walking/running trail along the entire
        length.</Question1>
    <Question2>not sure</Question2>
    <Question13>not sure</Question13>
    <Question6>I am glad that the Parks and Rec Commission has not let this issue (biking/pedestrian
        pathway) die. It would be a shame if that happened.</Question6>
    <RadioButtonList>1</RadioButtonList>
    <RadioButtonList/>
    <RadioButtonList/>
    <RadioButtonList>1</RadioButtonList>
    <RadioButtonList/>
    <RadioButtonList/>
    <RadioButtonList/>
    <RadioButtonList>1</RadioButtonList>
    <RadioButtonList/>
    <RadioButtonList/>
    <RadioButtonList/>
```

<RadioButtonList>1</RadioButtonList>

<Question1>Narrowing the lanes and creating bike/walking shoulders of a different color (this is important) would be easy and affordable but not as effective as a separated pathway.</Question1>

<Question1>Kachemak Drive is a State road, not a City road. The City needs to advocate strongly for improvements via the STIP (Statewide Transportation Improvement Plan) process.</Question1>

</form1>

JUL 19 2011 AM08:58 KC

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY QUESTIONS BELOW

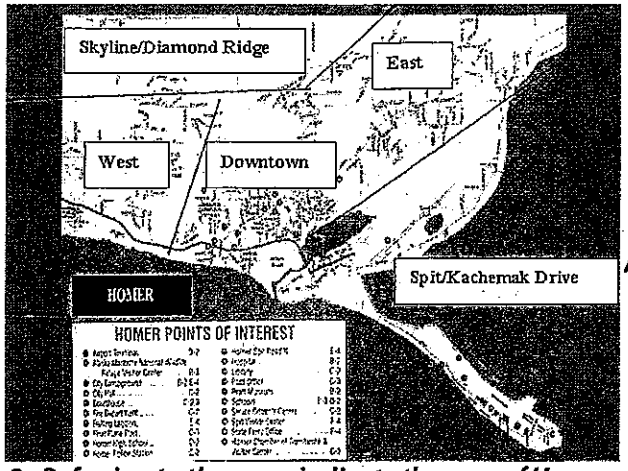
Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory Commission

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 Homer, AK 99603



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

- ( ) West Homer
- ( ) Downtown Homer
- (X) 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 (X) 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
- (X) 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?

- (X) 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
- (X) Commuting - Work or School
- ( ) Routine Errands
- (X) 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
(✓) Same Road Space	( ) Same Road Space	( ) Same Road Space	(✓) Same Road Space
( ) More Road Space	(✓) More Road Space	(✓) More Road Space	( ) More Road Space
( ) Less Road Space	( ) Less Road Space	( ) Less Road Space	( ) 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?

This doesnt make sence... Why would anyone just want to bike to the airport.

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?

Yes, concern is road is small the beginning

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?

Possibly depending on how far.

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! Will just create more traffic.

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

No - the shoulder needs to be paved at least!

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

No Bike lane, or at least No paved shoulder

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

Bike commuters are more common - also tourist bike trips create hazard in summer - need safe path for the loop

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

Much the same but w/ bike path.

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

Paving shoulders

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

JUL 19 2012 09:54

CITY OF HOMER ALASKA

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

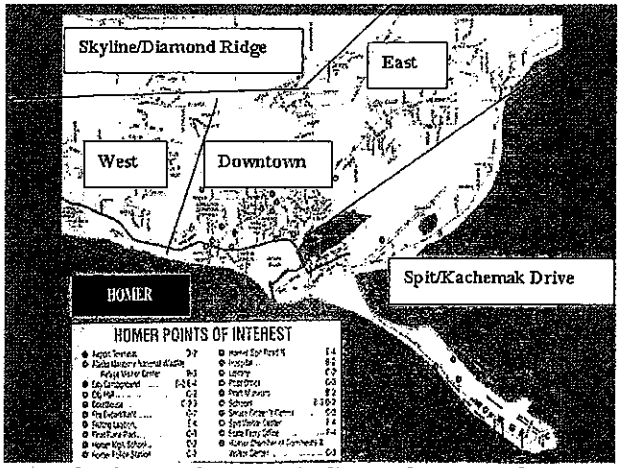
Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

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) Tom + Sandy Early

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

running several times per week

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

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- ○ 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

go to boat harbor, athletic club, Starvin Marvins, beach

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
○ Same Road Space	○ Same Road Space	○ Same Road Space	○ Same Road Space
○ More Road Space	● More Road Space	● More Road Space	○ More Road Space
● Less Road Space	○ Less Road Space	○ Less Road Space	○ 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?

would be nice as continuation of spit bike trail- Homer needs to add bike paths whenever possible

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?

The road is not very wide now- but this would be better than nothing

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- 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?

No- drivers don't usually observe the speed limit now- but would be better than nothing also

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

Nope- needs something

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

more use- needs to be upgraded

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

More bikers, runners- they need safer accomodations

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

Wider, with room for everyone

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.

Bike/pedestrian path

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PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

JUL 19 2011 AM08:54

CITY OF HOMER ALASKA

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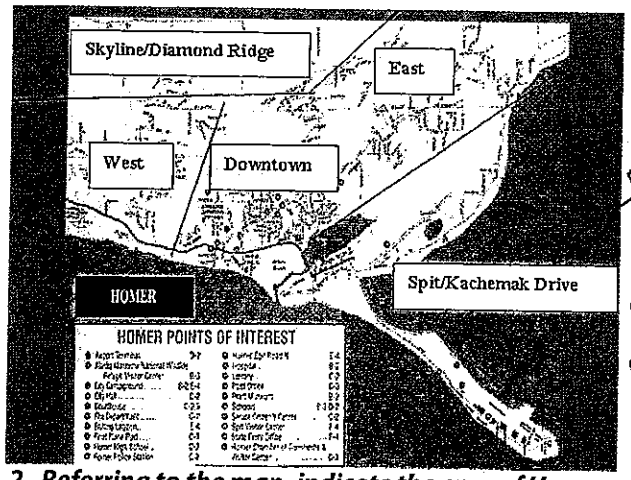
Kachemak Drive Pedestrian Bike Patl
A Committee of the Parks and Recreation Advisor
Commissio

Cowles Council Chambers City Hal
491 E. Pioneer Avenu
Homer, Alask
www.cityofhomer-ak.con

Name (Optional) Bruce Bezon

Address: (Optional) 304 W. Pioneer

City, State, Zip 99603



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

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

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

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
Same Road Space	Same Road Space	Same Road Space	Same Road Space
More Road Space	✗ More Road Space	✗ More Road Space	More Road Space
Less Road Space	Less Road Space	Less Road Space	Less Road Space

. 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?

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?

Yeah right!

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?

a bike path

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

more cyclists, & also more car traffic w/ little space. Bad mix!

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.

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