

Minutes for Kachemak Drive Path Committee, Thursday, October 6, 2011

Bumppo Bremicker, chair, Beth Cummings, Dave Clemens, Lynn Burt, Dave Brann, Lindianne Sarno recording

Bumppo called the meeting to order, 5:30 p.m..

Motion to approve agenda by Dave Brann, seconded by Lynn Burt.

Agenda approved.

Beth Cummings moved to approve minutes, seconded by Dave Brann.
Minutes from last meeting approved.

No public comments.

Visitor: Regina Mauras, Finance Director, City of Homer. Regarding HART policy, spoke with Walt Wrede, for better clarification. Walt reiterated that any trails built need to be adjacent to city roads, city property. State road wouldn't be considered. Suggests that path committee come up with exactly what you want, run it through the attorney's office and see if it meets the policy. This is what we intend, is it within what City intended? Funds are available for non-motorized trails. \$110,000/year available for trails. Actually: \$226,222 at end of 2010. \$305,000 will be available at end of 2012. Trail does not have to be along the road, then it's considered diverse, and can be within meaning of HART. Sidewalk has to be along city road, trail not necessarily along city road.

ADA compliance necessary. Dave Clemens suggests we get full wording of Resolution 7-82 because this is referenced by ADA requirement.

Once you get full approval resolution, then ask council if we can access these funds for this trail. Get an Ordinance for however many dollars you think it will be. Can request loan from city from City funds. Look through project section of budget, funds can come from different sources. HART, general fund.

Bumppo: say it costs \$1,000,000, that would be ten years of HART funds, could city access loan using HART funds to pay it off? Regina: there are precedents.

Dave Brann: Once city approves use of those funds, how do you access just the amount you need. Regina: Look at project, e.g. \$5,000. Ask for whole amount. Once it's been approved you have three year window to complete project. Spend it as you use it.

Dave Brann: If this committee were in charge of building this trail. Go to SBS to get materials, they bill city? Regina: Through contractor, we would get bill from contractor, with costs of labor and materials. If you were building, it would go through the city.

Regina: Will get copy of Resolution. (Delivers copies of Resolution 7-82)

Beth: Over water utility easement, one segment or phase from East End road, second segment from base of Spit going as far as Artic Tern Road, third section in between there. Three phases. Regina: Put that in a resolution to get blessing of council. Ordinance would be once we have a dollar amount.

Pending Business:

Dave Brann: Met with HEA and got response: no problem with use of HEA right of way for bike path. Beth questions Dave on water sewer line plan, some electric lines seem to be underground. Discussion: Dave says wouldn't want us to raise with so much fill that maintenance would be difficult under lines.

Dave Clemens: In Anchorage, trails run over easements. Dig up if needed, then patch again. Beth: get letter from Anchorage? Dave Clemens will get a letter from Anchorage. Gas, water, sewer, electric, easements are the best way to go for bike paths.

Dave Brann: Right of ways are reserved for utilities. Bumpo: State right of way? Dave: It varies, 30 to 50 feet. When road was rebuilt, state didn't have money to have consistent right of way. Beth: State claims land along Kachemak Drive that goes across ditches to be able to cut willow. Prescriptive right of way. Dave: advantage not having path on DOT right of way.

Discussion of possible funds source. HART program. Page 15 of packet: Bumpo: we meet most of these criteria. Need to discuss property owner participation.

Beth: Reiber Trail is not wheelchair accessible. ADA applies?

Bumpo: could be done at Kachemak Drive.

Dave Clemens: Re staying off DOT: city council may try to push this off on state, keep in mind. Bumpo: City has been saying for ten years let state build it. I don't see this ever being number one on CIP list. Maybe we can get some partial funding from the State. Dave Brann: State DOT resists building bike trails. This will cost way less than most people imagine. Much can be done by volunteers. I'm concerned about permission from landowners. Once we decide where line on map is, potential costs known, we can possibly look for other sources. But start with HART funds. Bumpo: Use ten years of HART funds: \$1.3 million available. Matching funds from state. Grants. If you have pool of money to start, it attracts other money. City Council is concerned about money. Come up with solid plan.

Beth: I talked to four council members. One said, go for it. Second person said, you need to simplify, direct and be more specific in purposes. Two other people said, I don't want any unforeseen commitments financially for the city. (But I didn't mention HART funds.) We don't even know if there are trails that have higher priorities. Trail between Senior Citizens and Pioneer possible.

Bumppo: I testified at City Council and brought up HART funds. I made it clear that the HART trail funds are a separate fund and have to be used for trails. This won't take any money from road building funds. I made that clear.

Beth: Regarding Reiber Trail. It was not related to roads. It connected a road and another road. Purely connecting two roads and paid for by HART trail funds.

Lynn: Reiber Trail: Is it through private property? Dave Brann: Within piece of property that was donated to city by a homesteader.

Bumppo: At some point we should make recommendation to city. If offroad trail is our intention, we should move to do that and get this buttoned down.

Dave: Any other encumbrances on HART funds? Bumppo: none that I know of. Regina said this is what's left after encumbrances, at end of 2012.

C. Discussion and Recommendations on Defining Purpose and Goals of this Committee

Beth: Mission statement should stick to one path paralleling Kachemak Drive for safety of non-motorized traffic. Dave Clemens: We have five or six different notions. Beth: would like to get back to having a separated path, separated from K Drive, emphasizing safety of bicyclists and pedestrians. Include reference to need for smooth flow of traffic. Would like to give one choice to go to Parks and Rec and City Council.

Bumppo: change available funding, contingent on "available HART trail funds" and give specific numbers. On page 25, new resolution: path paralleling K Drive.

Dave C: goal of this committee: trail separated from road generally, or will this committee also obtain easements? Is goal to get blessing or is it to get specifics?

Bumppo: Blessing of City Council has been accomplished. Our goal is to make this happen. The more specifics, the better their reaction will be.

Dave: Line it out, this is what we want to do. We should plan out the trail that we want, that makes sense, is workable, is a good trail. Then look at funding. Design a good piece of infrastructure, then go for it.

Bumppo: I agree. Put in clear funding sources. In resolution: this is our plan, here is how to pay for it.

Beth: Would like to provide exact wording for new resolution. Old resolution on page 25. Concept and construction of a non motorized pathway to increase safety for motorized and non motorized users along Kachemak Drive located within city limits. And to encourage the smooth flow of traffic for both commercial and noncommercial users along Kachemak Drive.

Line 7, "these safety and traffic flow concerns, construct separated non-motorized path"
Line 15 leave out "and"

Take out line 16 through 20.

Put in a whereas: before line 22, be it resolved City of Homer Alaska supports concept and construction of a separated non-motorized pathway along Kachemak Drive.

Add: WHEREAS lanes are mainly only 12 feet wide with little shoulder space between road and ditch and mainly prescriptive right of ways,

WHEREAS, this project is dependent on funding, HART funds are available for this project.

Line 29, be it further resolved that the city of Homer, etc ... as well as supports action to encourage smooth flow of commercial and non-commercial traffic,

Line 31 omit

Keep line 32, a separated path paralleling Kachemak Drive utility easements

Bumppo: discussion?

Dave Brann: smooth traffic flow for commercial vehicles. I don't think we have to worry about traffic on road. Separated path is our job, creating smooth traffic flow is not in our purview.

Bumppo: Wider reasons for this path, it doesn't hurt to have them in there.

Dave Clemens: This is a significant change. We're concentrating on a path. This is good. Moving forward. A gravel based trail will not remove all cyclists from the road. Cyclists will say, "gravel path? I'm on the road." Would still like to see wider shoulders and signs on the road because bikers will be on the road. Relieving traffic flow: there will be bikers on the road.

Bumppo: Lindianne looked on internet about surfacing trails. City has amount charged to homeowners. Paving costs half as much as gravel base. Asking Kevin: cost of paving and subsurface?

Kevin Walker, retired state highway engineer. I worked in Nome and Kotzebue where it cost hundreds of dollars a yard to get materials. I know state had a program to pave everything black because maintenance coat is lower. Once it's paved, don't have to grade. Have to tear up once it falls apart. City charges less for paving than for gravel?

Bumppo: page 16, number 6 seems to say gravel costs more than paving.

Kevin: passed two people riding on east end road tonight. Several types of bicyclists. Several kinds of roads. Can ride a bike 30 mph on compacted highly crushed gravel. Pavement great as long as it's maintained. Gravel starts at 30/foot and then the paving goes on it. Crushed high quality gravel surface. Base is expensive.

Dave C: City council meeting, idea of bikes off the road? Bikes have a legal right to road. Bikes won't disappear. Public needs to know it's OK for bikes to ride on Kachemak Drive. Get bikes off the road is wrong message to send. It's not the law.

Beth: whereas all of the north side of K drive is commercial and routinely used by commercial sized vehicles, add that whereas to resolution. Do you feel there should be mutual courtesy for bicyclists to ride down middle of lane? Saw two bicyclists with dog on rope with dog wandering all over. If

Dave C: I'm in middle of lane, don't pass me. It's not safe. Trucks go slowly, I couldn't pass truck. If cars stack up behind me I pull over and let them pass. I try not to slow cars for more than 12 seconds on West Hill Road.

Lynn: Everybody is responsible for safety of all. Good citizen.

B: I wait until it's safe to pass cyclists on K Drive.

B: Comment: Not all commercial on North side of Kachemak Drive; it's zoned rural residential where I live. Want to continue this? Hammer out resolution now?

Lynn: great to hear what Beth had to say. Would be good if we had Ingrid here. Vote to wait on that.

Dave B: wait. We need to be able to answer city councils questions. We don't have the line drawn. Will it all be on water and sewer line easements? We talked about work party concentrating maps and where we want the trail to go, so we have clear picture

Bumpo: Table this discussion. We're starting to get it. We need to get more specific. Thank you, Kevin, for your input.

Kevin: Plans, specifications and estimate. Take care of easements. Huge job. I'd be happy to work with you guys and try to put the line on the map. From here to here, this kind of construction, each section of trail has typical section. Might have three or fifteen types of sections. We need a sketch, a readable document, assume can go across airport leasing, cross south to north side at some place, I volunteer to help get it started. Pencil and paper sketch will result.

B: Work session, you'd be valuable.

K Can work with Dave or whoever, here's where we have to go through trees, make it so when we come to work session we're not starting from scratch.

Bumppo: schedule this: we're now on new business. Leave time for preliminary work.

Dave C: Have connectivity plan all the way from spit to East End,

Kevin: From Artic Tern Road to East End Road it's all laid out. Good to go.

Beth: 35 property owners from Artic Tern to water sewer line. Have started calling. Listened to him for half an hour on Eminent domain. Anne Whelan wildly enthusiastic. No one else was happy. Planning commission voted to put it on the STIP list. Dave: STIP list does not mean right of way. State Transportation Improvement Plan.

Dave: Getting back to worksession, plan work session, get it on paper first. Until we draw lines on paper here, then we are spinning our wheels.

Kevin: I will download data from boro, doing each 100 feet on paper. Need project plans from sewer. Will be a stack of paperwork. Will line out the entire path.

B: Our next scheduled meeting is: Monday November 7th. Kevin will attend. 5:30 in here. That will be the worksession. Two items: Resolution and the segmented plan.

Parks and Rec Commission meets on 20th of October.

Beth: wants to talk about Mud Bay Trail. Simplest part of whole trail, from base of spit to Artic Tern Lane. Five segments. Want to mention segment B. No shoulder. Have faith in Dave Brann being able to do this: Enormous quantities of fill. Two terraced trails, one for eastbound and one for westbound. Only difficult part in whole trail.

Bumppo: Table this discussion til next time.

Comments of committee:

Dave C: good that we can get refocused. Move forward! I'll be leaving committee due to time constraints.

Dave B: envision committee as ongoing, changes in members. Some kind of trail from one end to the other. I like the idea of stuff on the roadway, won't happen in short term until road is rebuilt. We can make real progress if we look at maps and landowners. Put the line on the ground. Drafting letter to landowners. Many do support the trail. Find out who doesn't support the trail. Options range from do nothing to donating easement. Selling easement. Making conservation easement. Tax incentives. Find out their individual concerns. If can't cross, go around. Slow, frustrating but we're getting there.

Lynn: B: I agree, trail will happen. Thanks for Mud Bay trail. Beth and I marked high tide with new stakes. 23.1 tide is second highest this year. Dave has mowed and its wonderful.

Beth: I e-mailed thank you to you Dave. Glad Dave brought up possibility of perk for people who agree. Checking with land trust to see if they have ideas. Nature conservancy. Will call them. See if they have an idea that didn't occur to us. We're ready to be more specific.

Bumppo: Lindianne and I drafted a letter to landowners. Not that many owners. Maybe 100. Get together with Dave Brann and compare notes.

Beth: Can I keep calling people?

Bumppo: That's fine.

Keep plugging away.

Thank you all.

Bumppo adjourns about 8:30 p.m.

Kachemak Drive Path Committee
491 E. Pioneer Avenue
Homer, Alaska

October 6, 2011

To: Property Owners Along Kachemak Drive

The Kachemak Drive Path Committee is working to build a pedestrian and bicycle path along Kachemak Drive. The City of Homer plans to build the bike and pedestrian path along the utility (water and sewer) easement or under HEA power lines. Both forms of easement cross private property such as yours. Therefore the City of Homer would need your permission to build the portion of the path where the easement crosses your land.

Alaskan state law provides that where established trails cross private land, property owners are not liable for any injuries that occur on their lands on those trails.

Do you give permission for the Kachemak Drive bicycle/pedestrian path to cross your property?

Yes.

No. I have further concerns. Concerns: _____

Signed,

Name _____ Date _____

Address _____