

Kachemak Drive Path Committee



Wednesday
May 11, 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 April 21, 2011 Page 5

4. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

5. RECONSIDERATION

6. VISITORS

- A. Jocelyn Bilon, Alaska Department of Transportation

7. STAFF & COUNCIL/COMMITTEE REPORTS/COMMISSION REPORTS

8. PUBLIC HEARING(S)

9. PENDING BUSINESS

- A. Request to discuss reassessing the goals of the Committee.
Carried Over from April meeting.
- B. Path Location Discussion
- C. Funding Options

10. NEW BUSINESS

- A. "Neighborhood Watch" Concept for City Parks
Request for Discussion by Commissioner Brann
- B. Memorandum on June Meetings Scheduled at April 21, 2011 Meeting Page 7

11. INFORMATIONAL MATERIALS

- A. Laydown presented at the April 21, 2011 Meeting entitled Kachemak Drive Path Committee – Shoulders Page 11
- B. Aerial Maps of Kachemak Drive distributed at the March 18, 2011 Meeting Page 13
- C. Email received May 4, 2011 from Deb Lowney Re: Proposed Trail Page 19
- D. Email received May 4, 2011 from Kevin Walker Re: Proposed Trail Base of Spit to Airport Page 21
- E. Letter from Jennifer Bailey to Beth Cumming dated May 3, 2011 Re: DOT/PF Airport Land Page 23
- F. Email from Beth Cumming dated May 5, 2011 explanation and rebuttal to correspondence received from Ms. Jennifer Bailey with the State of Alaska DOT/PF. Page 25
- G. Email received May 4, 2011 from Kevin Walker Re: Kachemak Drive Road Width and Path/Trail Recommendations Page 27
- H. Email received May 4, 2011 from Jane Wiebe Re: Proposed Trail Page 31

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 MAY 26, 2011 AT 6:15 P.M. (UNLESS CHANGED) All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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Kachemak Drive Path Committee
Minutes for Thursday, April 21,2011

Meeting called to order 5:35

Present: Dave Clemens, Dave Brann. Ingrid HARRALD, Bumpo Bremicker, Lynn Burton, Beth Cumming, Joe Litchfield

Approval of the agenda:

Discussion of goal statement added

Beth and Dave report on efforts to establish 26 ft. tide line and to flag draft version of first part of trail

Kevin Walker added to visitor list

Agenda approved

Minutes approved

Visitors: Kevin Walker and Dave Clemens provided a handout of information related to the width of existing road and shoulders. (A copy to be included with the minutes) Kevin thinks paving 3-6 in. would be a help. He said some of the shoulder sections were very narrow, other areas had plenty of room. He felt there were lots of things that could be done to make a paved shoulder bike lane feasible.

Lots of general discussion about his comments followed, especially how much he thought was already wide enough for additional paving and how much would have to be added to in order to pave a wider lane.

It was agreed that the next meeting was scheduled for May 11 at 5:53. Dave said he would invite Joslyn Biloon from AKDOT. Information in the packet included correspondence between Dave and Ms. Biloon as well as Jennifer Witt from DOT. Dave presented a handout of correspondence in chronological order which made it easier to follow. Dave apologized for not having the packet in not lined out more clearly.

Pending Business:

It was noted that just because some progress was being made on the pedestrian path from the Spit Trail to the airport beach access road that the committee is still working on both options, the widened/paved shoulders and the beginning section. More discussion followed relate to the National Parks Service Rivers, Trails and Conservation Assistance Program. Dave related his discussions at the Trail Rondy with Lisa Holzapfel, Program Manager. She encouraged the committee to apply for assistance, two years of technical assistance at no cost to the city.

Ingrid proposed a resolution that we apply to the National Parks /service Rivers, Trails and Conservation Assistance Program for their help. Agreed unanimous. The resolution will go to the Homer Parks and Recreation Advisory Commission for their approval and then to the city council or city manager if necessary. It was noted that no money was involved in applying for the program.

There was a discussion on funding options. Dave B. suggested it was too early to consider funding as the Committee still didn't know exactly what we might be looking

at for trail options. It was noted there is money in the HART Funds if we needed to request a small amount to fund surveying or some other item in order to keep moving forward. Dave noted that he learned at the Trail Ronly that some funds are disappearing but that other funds will be come available. The Rivers, Trails and Conservation Assistance Program will help identify those funds.

For clarity, it was noted that the portion of the trail actively being worked on is the portion from the spit to the airport beach access road.

**Beth felt our initial goal statement had changed slightly and offered additional wording that included aesthetically pleasing and environmentally friendly. The exact wording including the changes follows:

A motion was made and seconded to approve the suggested changes. Unanimous approval.

Beth and Dave B. gave a combined report on "The Beginning" portion of the trail, i.e., from the Spit Trail to the Airport access road. Beth and Lynn have established the 22.4 ft tide line and staked it - observed the highest in a series of high tides, followed the high water mark. Beth had previously done this at 2:30 a.m. Garry Betly working for Seabright Surveying and Dave B. established the 26 ft. level using surveying equipment. That level is marked with survey stakes and a spike in the ground with flagging on it. Dave reported he flagged a proposed route with green flagging. He noted this was just a proposed route and the final alignment would likely move up or down slope in places. Carey Meyers wants to see and or walk it before permission is given to brush out a sight line and perhaps to cut out deadfall crossing the proposed route. Beth will follow up on this. Beth reported Jeff Middleton wasn't able to give a fill amount estimate without knowing the 26 ft mark at his first visit. Now that the 26 ft mark is established Beth will contact him again.

The Next ½ Mile: Lynn suggests that the next section, from the Airport Beach Access Road to the Bay Club and nearby boat yard follow the already cleared sewer line easement. The trail would cross the NERRS property and Airport Leasing property. Beth has contacted Airport Leasing and made an appointment to walk it with their representative. Maybe in mid-summer, might cost \$150.00.

New Business: Discussion on utilizing the recycled plastic trail materials from the Beluga Slough Trail renovation project. It was noted that it was being removed because it didn't work as intended. Some felt it was worth a try in some portions of the trail if we could get it.

As per a discussion Dave had with the City Manager it was suggested the Committee send a resolution to the City Council seeking support for the on-going development of the Kachemak Drive Path. In a statement to the council at Commission Report time, it should be noted the proposed path is included in the Homer Non-Motorized Trails Plan and has been on the City of Homer's Capital Improvement List for a number of years. It would be separated in some areas utilizing existing easements, i.e. sewer, water and powerline while also realizing easements don't allow for trails, property owners would have to give their permission. The trail is proposed to be a compacted gravel or dirt

trail, not paved. A second proposal is to narrow existing travel lanes by six inches and pave an additional 6-18 inches outside the fog line in order to make a paved bike lane of approx. 2-3 ft.

There was a request presented to organize work party to brush out the proposed trail once Carey Meyer has given his approval. It as agreed that this could be a fun project.

Meeting Dates:

Kachemak Dr. Path Comm. Mtg. May 11 at 5:30

Parks and Recreation Commission Mtg. May19 at 5:30

*Requested, Kachemak Dr. Path Comm. Mtg. May 26

In comments of the Committee, Dave Brann gave an overview of a proposed "Water Trail" to go from the area of the Pier 1 Theater and the proposed Wooden Boat Society facility (a water trailhead) around the bay to Seldovia. This trail would be modeled after hundred of other water trails established around the country since 1988 when the first one, The Maine Island Trail was developed. The initial concept is to have a majority of the landing sites be on State Park Property with the option of utilizing private landing sites if the owners are interested. Dave would like to submit an application to the Rivers, Trails and Conservation Assistance Program. Lisa Holzapfel, Program Manager really liked the idea and said new funds may be available that would work for this trail.

Dave will have both applications available for review at the next Commission meeting.

Respectfully submitted by Dave Brann

Office of the City Clerk

Jo Johnson, CMC, City Clerk

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



491 E. Pioneer Avenue
Homer, Alaska 99603-7624
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(907) 235-8121
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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: MAY 4, 2011
RE: PROPOSED MEETING DATES

Background

At the April 21, 2011 regular meeting of the Committee the following dates were selected for meetings:

- May 26, 2011** This day is not available at the regular time of 5:30 p.m. The time has been changed to 6:15 p.m.
- June 9, 2011** This day was selected to hold a Public Informational Open House. This day is already booked with two meetings.
- June 23, 2011** This day was fine and your meeting has been scheduled for 5:30 p.m.

Recommendation

Make a motion to change the meeting time to 6:15 p.m. on May 26, 2011. Change the date to June 2, 2011 at 5:30 p.m.

Select another date to schedule your Public Open House. Currently we have the following dates open for June: Tuesday 8th, Friday 17th, Monday 20th, Tuesday 21st, Tuesday 28th, Wednesday 29th, and Thursday 30th. Make a motion to change the Public Open House meeting date to _ and designate time 6:00 p.m. to 8:00 p.m.

Submit changes via email to staff

Kachemak Drive Path Committee--Shoulders

The following are a few notes of an initial investigation looking into the possibility of adding paved shoulders with a minimum width of 2 feet along the length of Kachemak Drive on both sides of the road. This was done in informal consultation with local resident Kevin Walker, a retired road and airport engineer.

- The current lanes along most of the road measure from 11'6" to 12' plus, from center of the double yellow line to the outside of the fog line.
- 11' travel lanes would seem appropriate for a road of this nature; in fact, at 35mph, 10' 6" may be a possibility. Would need more research on that
- Because of the "crown" of the road, the center striping would need to remain in its current location. It could not be moved to take advantage of perceived extra space on one side of the road
- The slope of the embankment (outside the pavement to the bottom of the ditch) and backslope (from the bottom of the ditch extending further out to the natural/original ground) will affect how much area can be paved without extensive dirt work. This needs to be further checked once the ground is completely thawed. At first glance, it seemed much of the road could accommodate some paving
- Some short sections have a smaller pavalbe area, with a few areas of washouts right next to the current paving. These areas would require additional dirt work and possible permitting challenges
- Paving only a narrow strip of asphalt, such as a 2' to 3' shoulder, would likely be more labor intensive than typical road paving



Kachemak Drive

Disclaimer: This map may contain errors and omissions. It is intended to be used as a planning tool to help citizens discuss a path along Kachemak Drive. Lot lines are not exact. State of Alaska DOT right of way is not accurately shown. Photo dated 2008, NOAA.

12/28/2010



Legend

— Sewer

— Water

□ Parcels

Page 1 of 5





Kachemak Drive

Disclaimer: This map may contain errors and omissions. It is intended to be used as a planning tool to help citizens discuss a plan along Kachemak Drive. Lot lines are not exact. State of Alaska DOT right of way is not accurately shown. Photo dated 2008, NOAA.

102920111

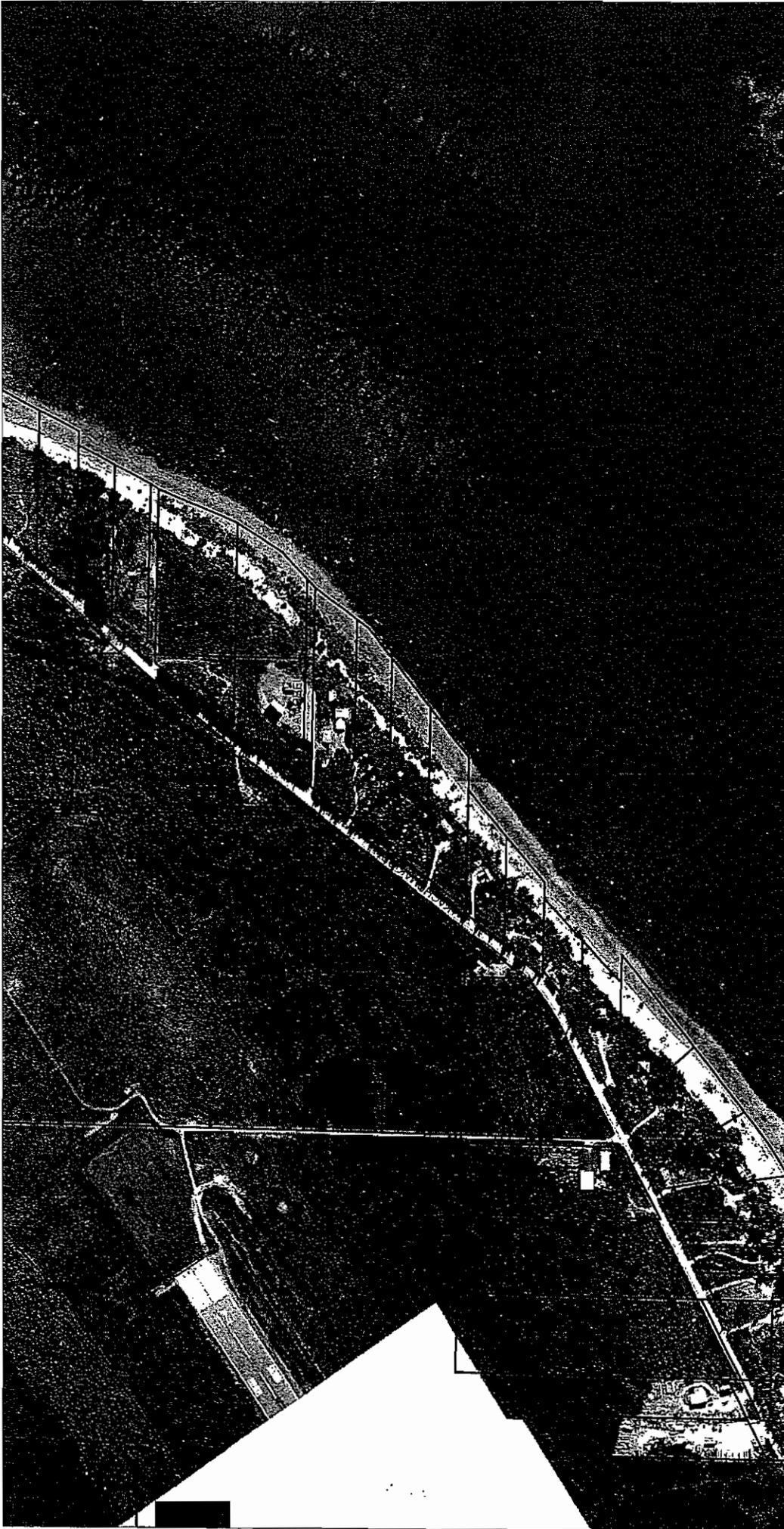
Legend

-  Sewer
-  Water
-  Parcels



Page 2 of 5

0 100 200 400 600 800 Feet
1 inch = 342 feet

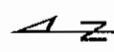


Kachemak Drive

- Sewer
- Water
- Parcels

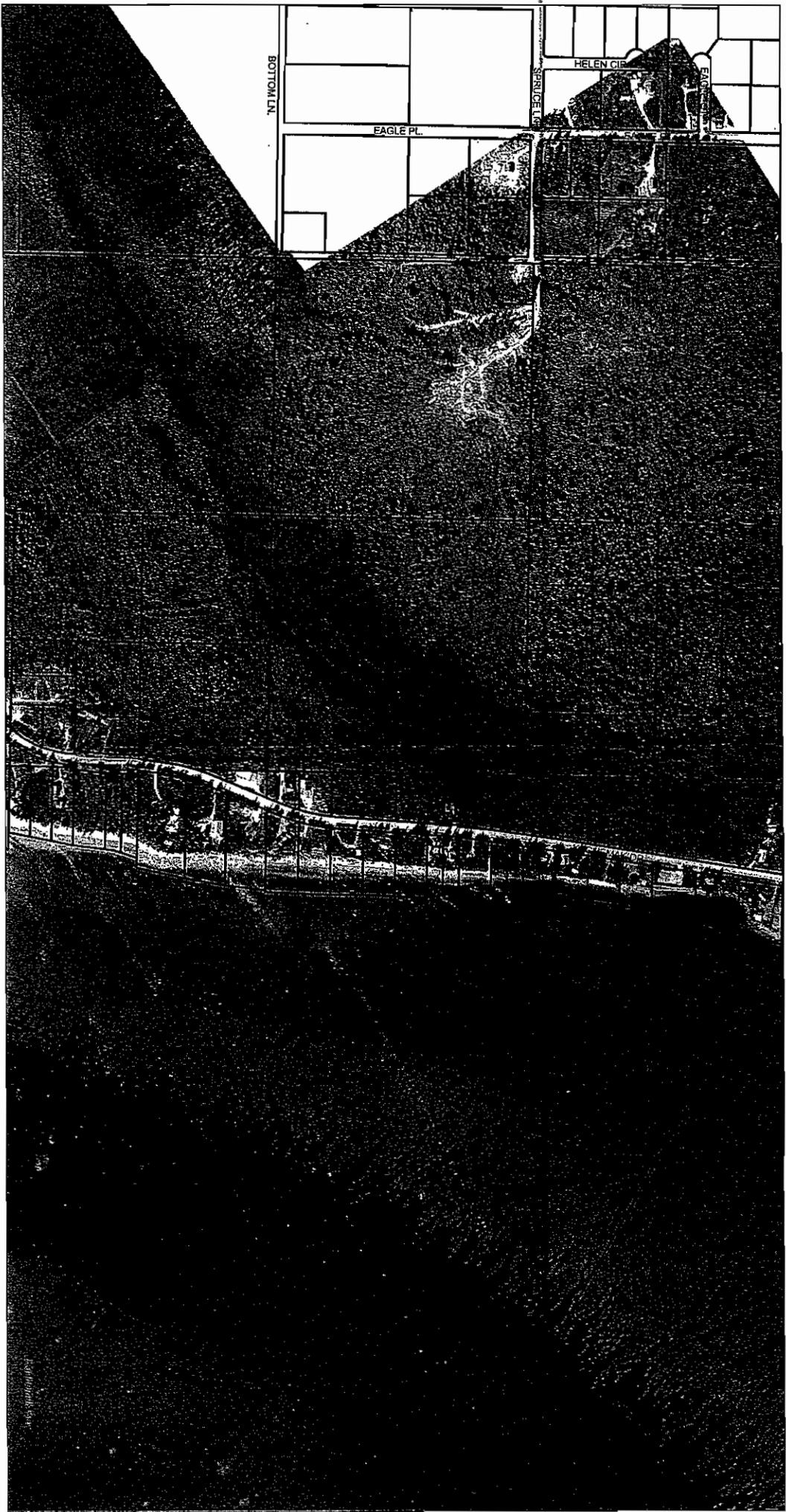
Disclaimer: This map may contain errors and omissions. It is intended to be used as a planning tool to help citizens discuss a path along Kachemak Drive. Lot lines are not exact. State of Alaska DOT right of way is not accurately shown. Photo dated 2008, NOAA.

12/28/2010



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0 100 200 400 600 800 Feet
 1 inch = 392 feet



Kachemak Drive

Disclaimer: This map may contain errors and omissions. It is intended to be used as a planning tool to help citizens secure a path along Kachemak Drive, all lines do not extend State of Alaska DOT right of way is not accurately shown. Photo dated 2006; NOAA.

1329297110

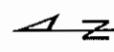
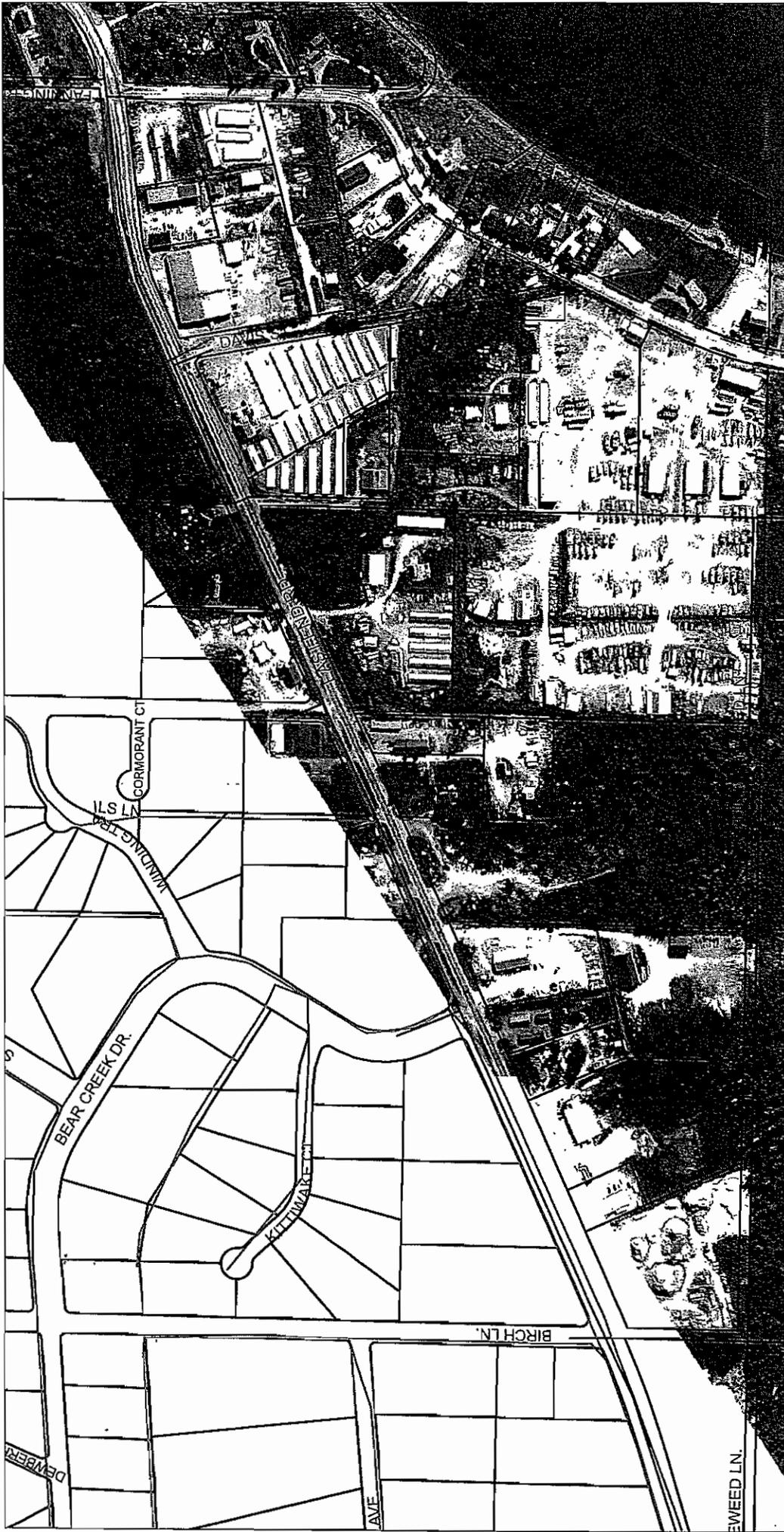
Legend

-  Sewer
-  Water
-  Parcels



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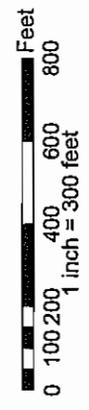


- Legend**
- Sewer
 - Water
 - Parcels

Kachemak Drive

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12/28/2010

Renee Krause

From: Deb Lowney <dlowney@acsalaska.net>
Sent: Wednesday, May 04, 2011 2:34 PM
To: Renee Krause
Subject: Kachemak Drive Trail Committee
Attachments: Kachemak Drive Trail.pdf

Please enclose the attached letter to the Parks and Rec. Committee packet regarding Kachemak Drive Proposed Trails.

Deb Lowney and Ralph Broshes

Kachemak Drive Trail Committee

To Whom It May Concern;

This letter is written in reference to the trails being proposed along Kachemak Drive.

First, we (Ralph Broshes and Deb Lowney) strongly support a trail system along Kachemak Drive in Homer. It is our belief that the greatest need as a community is the need for a bike trail along this route. I will comment on this later.

We recently hiked the proposed flagged route of the footpath from the base of the spit to the pull out road providing access to the Mud Bay area. We were very encouraged to see progress being made in this direction.. This stretch of road is quite dangerous for non-motorized transportation, and is very desirable for walkers, hikers and bikers. Because of it's heavy use by non-motorized transportation we would love to see a trail built to the standard of Reber Trail which would be adequate for multi-use. We do understand that the standard of construction may be limited by cost. We would highly encourage the committee to pursue a primitive footpath immediately with the hope that we could upgrade this path in the future.

In reference to the two flagged routes along the above mentioned road, we both support the development of a footpath along the higher route. It would be ideal to capture the view when and where ever possible, however we believe it is important to stay above the 26' high tide mark.

Kachemak Drive is a very desirable and highly used route for bikers. This road has quite a large volume of motorized traffic and provides a very narrow shoulder for bikers.. We would highly encourage this committee to pursue a bike trail along this route. We would strongly support a 3-4' designated bike lane on both sides of the road (shoulder of the road). There are many residential and commercial driveways along this route. A two directional bike trail separate from the road or on one side of the road is less desirable and probably more expensive. Drivers are not trained to look both ways along a trail and/or stop before crossing it which creates great hazard to the biker. It is our belief that a trail system allowing bikers to travel in a designated trail along side traffic heading in the same direction is the safest.

Sincerely,

Deb Lowney and Ralph Broshes

Renee Krause

From: Kevin Walker <homerkev@gmail.com>
Sent: Wednesday, May 04, 2011 3:15 PM
To: Renee Krause
Subject: Re: Documents for Kachemak Drive Path subcommittee packet - Spit End
Attachments: KachemakDr0-AP.doc

Renee,
Attached are comments for the Kachemak Drive Path on the Homer Spit end of the road.

If you have any questions, or would like the documents in a different format, please call or email me.

Thanks,
Kevin Walker
235-5304

To: Whom It May Concern,
From: Kevin Walker
Date: May 4, 2011

Subject: Kachemak Drive Path from Base of Spit to Airport parking lots

There are several possible routes along the beach and in the trees. To stay above the recommended 26' elevation will force the trail to be in the trees in several locations. The highest tide in 2011 is 23.2'. There are very very few tides above 22'. In 2011, there are 18 different tides above 22', of a total of about 730 high tides (~2.4%). Most high tides are in the mid to high teens. These tides are dozens of horizontal feet from the toe of the bank.

I'd recommend a walking trail up against the toe of the bank. You can easily see the high tide mark at around 22.4' from April 19. If I were a designer, I'd suggest start filling around 22.5' or 23' and add about a foot of fill, and possibly extend the fill right up to the bank to remove all drainage issues. Use coarse drain rock and cobbles for shore protection on the south side of the trail. On the very slight chance of a strong southeasterly wind with a 22+ foot tide, some driftwood removal may be required – which could probably be done by volunteers that use the trail. Worst case would be a trail washout, and it would still be a better trail than it is now. The toe of the bank is totally walkable about 99.99% of the time now.

A "route" could be flagged through the trees, and branches less than ~1/2" in diameter could be cut to make passage through the trees an adventure for those so inclined. Kids would probably love it, as well as some die hard mountain bikers who try to ride through anything.

Anything is possible, but building a trail wider than about 6" on that steep bank would be very disruptive, expensive, and difficult to maintain. Several large spruce trees are growing near the toe of the bank and could be threatened by excessive trimming and boardwalk construction workers and equipment working above them.

Another "least cost" / "least environmental impact" alternative might be to make a "route" along that coast, and just clear out some of the driftwood, put some signs up, and warn people to wear waterproof boots.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION AVIATION LEASING

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. Box 196900-6900
ANCHORAGE, AK 99519-6900
(907) 269-0740 (FAX 269-0489)
(TTY 269-0473)

May 3, 2011

Re: Kachemak Drive Bike Path
DOT/PF airport land

CERTIFIED MAIL NO. 7008 1300 0000 9769 1117
RETURN RECEIPT REQUESTED

Beth Cumming
4206 Gavin Court
Homer, Alaska 99603

Dear Ms. Cumming:

We are in receipt of your letter dated January 31, 2011 requesting the entity/ individual authorized to grant a bike trail along the edge of the Department of Transportation and Public Facilities (DOT/PF) State Aviation Division's property on Kachemak Drive.

After researching the acquisition and status of the airport, it was determined that the Homer Airport has received AIP (Airport Improvement Project) funding in the past from the FAA. Acceptance of this funding means that certain obligations, known as Grant Assurances, were agreed to. These assurances are applied to the entire airport property, not just a portion of it, and they limit the ways that airport land can be used.

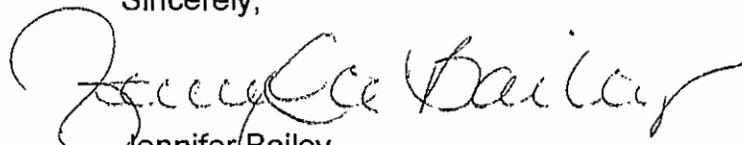
Unfortunately, we are unable to accommodate your request to construct a bike trail on the Homer Airport. During the research process, I did find some information that may be helpful should you choose another location for the proposed bike trail. Below is a sample list that includes, but is not limited to, the potential requirements for obtaining a bike trail easement on non-airport State owned land such as a road right of way:

- A survey to be approved by DOT/PF
- Engineered drawings in accordance with DOT/PF Preconstruction Manual
- ADA design specifications
- Erosion control
- Entity willing to execute a contract with DOT/PF to provide ongoing bike path/trail maintenance in perpetuity
- Providing continuing Insurance and liability coverage

Generally speaking, commissions in search of obtaining rights of way or easements from government entities are more successful if they are sponsored by another government entity (i.e. City of Homer or Kenai Peninsula Borough) as the work and requirements involved can add up to a considerable amount of money, time and future obligations in perpetuity.

Hopefully this will answer some of your questions by giving you a starting point for your endeavor. If you have any questions please call me at (907) 269-0742 or e-mail me at jennifer.bailey@dot.state.ak.us.

Sincerely,



Jennifer Bailey
Airport Leasing Specialist

cc: listen-to-the-waters@yahoo.com
Tina Schimschat, Chief, Central Region Aviation Leasing
Kevin Jones, Homer Airport Manager

Renee Krause

From: Beth Cumming <listentothewaters@yahoo.com>
Sent: Thursday, May 05, 2011 9:29 AM
To: Renee Krause
Subject: letter from Aviation Leasing

To: Parks and Rec Commission
re: letter of inquiry from Alaska Aviation Leasing
from: Beth Cumming

The following letter is in response to phone conversations I have had with leasing agents, Jim Thorsness and later Jennifer Bailey. They were made with the purpose of finding the procedure to get permission to cross Aviation Leasing land with a bicycle/pedestrian trail. The January conversation with Jennifer Bailey ended with the request that the leasing agent would walk the property in question with a member of the Parks and Rec Commission during her summer visit to this airport. My impression was that she would. In a phone call to her May 5, 2011, she said that she would not be doing that, (which, of course, is consistent with the letter).

I did not "request" construction of the trail, only asked procedure.

Beth Cumming

Renee Krause

From: Kevin Walker <homerkev@gmail.com>
Sent: Wednesday, May 04, 2011 3:12 PM
To: Renee Krause
Subject: Documents for Kachemak Drive Path subcommittee packet
Attachments: kachemak dr Width.doc; KachemakDrCrossSect.jpg

Renee,

I understand that you put together the packets for the Kachemak Drive Path Committee.

Last week I measured the pavement and embankment widths on a portion of Kachemak Drive, and would like to include my data in the packet for the May 11th meeting. Two documents are attached.

If you have any questions, or would like the documents in a different format, please call or email me.

Thanks,
Kevin Walker
235-5304

Date: Wed, May 4, 2011
Subject: Kachemak Drive Pavement Width

To whom it may concern:

Last week I measured the paved widths of Kachemak Drive from the Northern Enterprises boat yard to the airport / KBRR, taking measurements every 1/10 mile.

To summarize all the data, the average width of the pavement is about 24.6 feet. The average width of the total gravel embankment is about 32.9 feet.

Of course there are some substantial variations, but those are averages from 25 different stations / places in the center 2.5 miles of Kachemak Drive.

If new fog lines were painted with 10.5' lanes on the existing pavement, 21' of pavement would be dedicated to motorized traffic. With the existing pavement, that would leave an average of 3.6' (24.6'-21') outside the new fog line, or 1.8' on each side. I had to scrape a lot of sand off most parts of the road to find the edge of pavement. If 11' lanes were used, 2.6' would be left, or 1.3' outside the fog line.

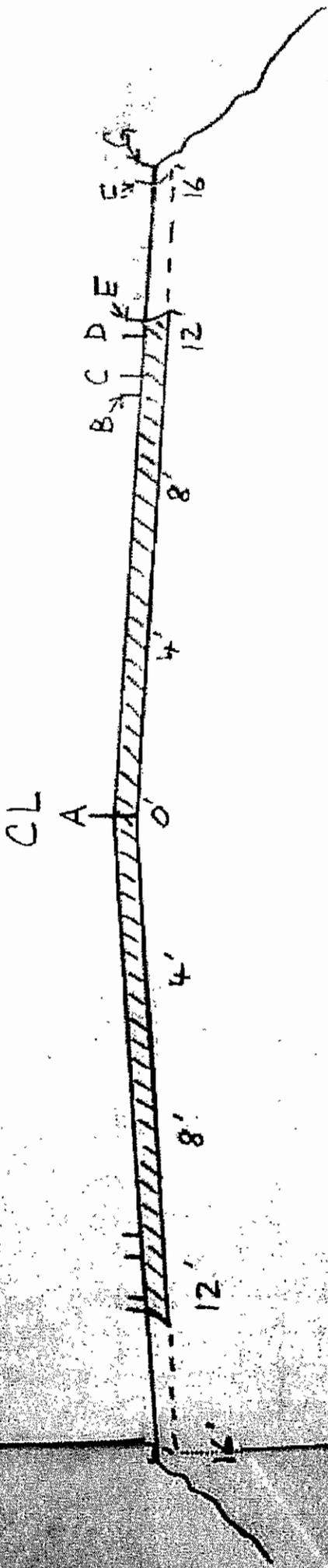
If additional paving was agreed upon, a 6", or 0.5' gravel shoulder could be left to support the outside edge of the new pavement. With an average embankment width of 32.9', that would leave 31.9' for 2 traffic lanes and 2 bike lanes. 22' for 2 11' traffic lanes would leave almost 10' for bikes or almost 5' on each side.

There is NO argument that cars would be in greater danger of driving off the pavement. They may swerve onto the bike trail, but the total embankment would stay the same width, but there would be around 7' additional pavement width (in the bike lane), and still 6" of gravel before the edge of embankment.

A 16p nail was used to hold the tape measure at the shoulder and measured to the center of the double yellow line on each side. In almost all cases, the material on the edge of the shoulder felt like gravelly sand as I tried to anchor the nail.

KACHEMAK DRIVE PAVEMENT WIDTH
50 LANE MEASUREMENTS, KBR - NORTHERN ENTERPRISES

MAY 4, 2011 KEVIN WALKER



- A = CENTERLINE
- B = 10.5' LANE
- C = 11' LANE
- D = 12' LANE
- E = 12.3' EDGE OF PAVEMENT EXISTING AVERAGE
- F = 12.3' IN FROM GRAVEL SHOULDER / PROPOSED EDGE OF PAVING
- G = 16.4' AVERAGE EDGE OF SAND/GRAVEL EMBANKMENT

(15.9')

EXISTING PAVEMENT

POSSIBLE PAVEMENT WIDTH EXTENSION 15.9' - 12.3' = 3.6'

EOP = EDGE OF PAVEMENT
 10.5' LANE TO EOP = $E - B = 12.3 - 10.5 = 1.8'$ (EXISTING PAVE, NEW LINES)
 11' LANE TO EOP = $E - C = 12.3 - 11 = 1.3'$ (EXISTING PAVE, NEW LINES)
 11' LANE TO FUTURE/PROPOSED EOP = $F - C = 15.9 - 11 = 4.9'$

Renee Krause

From: Jane Wiebe <janewiebe@gmail.com>
Sent: Wednesday, May 04, 2011 1:41 PM
To: Renee Krause
Subject: comments on trail ideas
Attachments: BeachTrail.doc

Rene,

I'm attaching some comments for the Parks and Rec sub-committee that's working on trails parallel to Kachemak Drive. If you could please get this into the right hands, I'd appreciate it. Thank you!

Jane Wiebe

To Whom it May Concern:

I had the opportunity to walk with Beth Cummings from the base of the spit to the airport beach road, and consider trail ideas that could parallel Kachemak Drive. Beth asked me to write up my thoughts. They aren't original, but I'll add my voice to the mix for consideration.

For the stretch that we walked with Beth, I would lean toward a more basic walking trail. To make a "real" bike path would be a huge project. It's a beautiful stretch of beach, much more intimate than Bishop's Beach, parking is already handled, and getting permission to use the land is relatively simple. I especially like being low, in the open, with the view, but there is the problem of flooding. The trail could run higher, with several side-legs to access the flats below. People could walk on the flats (very walkable without a trail when we were there) for a bit and then rejoin the higher trail. I remember a low rise above the 26-foot line that was close to the flats; a spot like that could be nice for a bench or some kind of stopping spot.

Then there's the matter of bicyclists, like me, who would like a safe way to travel from East End Road to the base of the spit. I like to ride fast. A high-quality, paved bike path separate from Kachemak Drive would be beautiful, but very complicated and expensive. Maybe if we worked on a walking path away from the road, someday it could be upgraded. I'm in favor of trying to get some shoulder space on Kachemak Drive for bicyclists. It wouldn't be the choice ride for young kids (the spit trail is great for that), it would be more a route for bike commuters and adult cyclists.

Thank you all for your work on trails!

Jane Wiebe

