

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 conversation 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