Kachemak Drive and
@ Arctic Tern Place

1st
Partly Cloudy
light wind
no rain
2nd light
rain

May 1st + 2nd 2013

	Hourly
6-7 am	23
7-8 am	78
8-9 am	112
9-10 am	135
10-11 am	159
11-12 noon	153
12-1 pm	168
1-2 pm	152
2-3 pm	165
3-4 pm	167
4-5 pm	146
5-6 pm	196
6-7 pm	109
7-8 pm	95

42°

TOTAL vehicles = 1858

14 hours

Homer - AWAKE
LOAD LIMITS - ON
Tourist - few

To Mayor + C/C
7/31/13 J

(9) Arctic Tern Place

May 1 - P.C. light wind - no rain 37° 9:00 a

	Cummulative	per hr	
8-9 am	112	112	
9-10 am -	247	135	
10-11 am	406	159	42°
11-12 pm	559	153	
12-1 pm	727	168	
1-2 pm	879	152	50°
2-3 pm	1044	165	
3-4 pm	1211	167	
6-7 pm	1320	109	46°
7-8 pm	1415	95	

May 2nd Light rain

6-7 am	1438	23	34°
7-8 am	1516	78	
4-5 pm	1662 -	146	42°
5-6 pm -	1858	196	

At = Kachemak Drive & Arctic Tern Place
May 1-2, 2013 6am → 8pm

Cars, VANS, SUVS	-	758
Pickups	-	936
Pickups w/ Trailers	-	36
Small Box/work Trucks	-	64
Large Equip haulers, Semi's	-	29
Government	-	27
Other - cycles, motor homes	-	8
TOTAL vehicles		= 1858
Bikes -	-	13
Runners	-	1

Kachemak Drive & Arctic Tern Pl

Page

(1) May 1st 8:00 a → 4 pm

(2) " 6p → 8 pm

(3) May 2nd 6 AM → 8:00 a . light rain

(4) " 4 pm → 6:00 p -cloudy 8:00 A

(1)

SUV CARS VAN	PICK-UPS	P/U with trailers	Small Box/wk Trucks	large Semis-equip. haulers	Bikes / Runners	GOVT.	motor Home / other
					1 12.57 P	mailman	M. Home
					1 1:40 P	City P/U	Cycle
						school Bus	M. Home
						Sch. Bus	
						sch. Bus	
						Hwy dept	
130	165	9	11	9		1	3

PG 1

338

(1)

SUV CARS VANS	Pick ups	P/u with Trailers	Small box/wk Trucks Fed ex	Large Semi's equip. haulers	Bikes Runners	Govt	MH Other
					1	CG PU	M. Cycle
						1 PU CG	
	165	4					298

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Cars 4N-S	Pick ups	P/U with Trailers	Small Box/WK Trucks i.e. UPS	Large Semi's - Equip. Haulers Dump Tr	Bikes	Govt	Other Small M. Homes
卌	卌	卌	卌	卌	Runner	City P/u	~~Runner~~
卌	卌	||	卌	||	1 motor	NMFS P/u	M. Home
卌	卌		卌		Runner	FWS P/u	M. Home
卌	卌		|			City P/u	
卌	卌					City P/U	
卌	卌					City P/U	
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Pg 1

SUV ARS 'ANS	Pick-ups	P/u with Trailers	Small Box/WK TRUCKS	large semi's equip. Haulers	Bikes Runners	GOVT.	other small M. Home
卌	卌	卌	卌	||||	| 3:45 P	Forestry	M. Home
卌	卌	|||				City P/u	M. Home
卌	卌					Sch. Bus	
卌	卌						
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||	卌						
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	||						
							247
109	117	8	4	4		3	2

pg 1

CARS VANS SUV	Pickups	P/U with Trailers	Small Box/wk Trucks	large semi's Equip. Haulers	Bikes	Govt	Other
𝍸	𝍸	|||	|||	|	1 - 6:48 p		
𝍸	𝍸				1 - 7:05 p		
𝍸	𝍸				↑ same person		
𝍸	𝍸						
𝍸	𝍸						
𝍸	𝍸						
𝍸	𝍸				1 - 7:24 p		
𝍸	𝍸				2 - 7:34 p		
𝍸	𝍸						
𝍸	𝍸						
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𝍸	𝍸						
𝍸	||						
100	[illegible]	3	3	1			

(5)

SUV CARS VANS	Pick ups	P/U w/ Trailer	Small Box/ work Trucks	large Semi's equip. haulers	Bikes	GOVT	Other
卌	卌				1 - 7:03 a	Sch Bus 6:38 a	
卌	卌					L. Sch Bus 6:58	
卌	卌					Sch Bus 7:07	
卌	卌					Sch Bus 7:38	
卌	卌						
卌	卌						
卌	卌						
卌	卌						
卌	卌						
卌	|						
|							
51	46					4	

PG 9

101

SUV ers Cars	Pick ups	P/u with Trailer	Small Box/wk Trucks	Large Semi's equip. haulers	Bikes	Govt.	Other
					1 545 P 1-548	Fire Dept P/u	
						City P/u	
						Sch. Bus	
						Sch Bus	
						Sch Bus	
						Sch Bus	
		(5)					
		(181)	11				
		1		4			
175						6	342

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Mayor c/c 4/29/13 JL

latitude.north

April 26, 2013

Dear Mayor Wythe and City Council,

I am writing to strongly encourage you to allow the Kachemak Drive Trail Committee, and the associated City expenditures, to continue.

It is true that a lot of work remains to develop a plan and to raise funds for the trail itself, but City support is vital for future successful results. Both financial support during the planning phase, through City staff participation and expertise, as well as documented administration and community support for the project as a whole, is VITAL for future grant and foundation funding.

The estimated price tag seems to be the reason why the City is eschewing the project at this stage. I would like to point out that this withdrawal of support, and perceived hesitancy by the administration, may have the unintended consequence of weakening efforts to independently raise funding from other state, national, and foundation funding sources.

The current issue seems to be one of sticker shock and perceived priorities. I am of the belief that this is not a "luxury" item, nor is the initial expense estimation worthy of the fiduciary recoiling currently being demonstrated. If the expenses associated with the planning of this community project are out of line with similar endeavors, I agree that it is prudent to look at the books a little closer. But, please, realize that the withdrawal of support from this project by shuttering the City committee in charge of finding a feasible and economic solution is an overreaction.

The Kachemak Drive Trail has an enormous potential to augment the walk-ability and bike-ability of Homer, providing a critical link between our two most traveled roads. In addition to the economic and health benefits realized by Homer residents near and along the trail, imagine the economic possibilities that the trail could offer our community through non-profit trail runs/bikes, tours, and the reputation of Homer as a walk- and bike-able city. In short, many economic, health, and aesthetic qualities of Homer will be enhanced, for the benefit of residents and visitors, by the actuality of the Kachemak Drive Trail.

Thank you for considering these views.

Sincerely,

Dorothy Melambianakis
City resident, business owner, voter.

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907.299.2265
dorothy.melambianakis@gmail.com
www.latitude-north.com

Jo Johnson

From:	Kevin Walker <homerkev@gmail.com>
Sent:	Monday, April 22, 2013 10:09 AM
To:	Department Clerk; James Dolma; Francie Roberts; David Lewis; Bryan Zak; Beauregard Burgess; Barbara Howard
Cc:	Bumppo; Lindianne Sarno; Dave and Molly Brann; Jo Johnson; Carey Meyer
Subject:	Bike Month - Terminate all work on the K Drive Bike Path???
Attachments:	SteepHillContours.jpg

What's wrong with this picture? Is the City Council really going to proclaim May as Bike Month, then terminate all work on the Kachemak Drive (Bike) Path - as part of the consent agenda?

Regarding the Nelson Engineering preliminary design costing $374,064 - all consideration of that should be terminated, I agree. Too bad City of Homer spent those funds. It took almost a year to get those funds allocated to the path. However, the K Dr Path committee has spent more than 2 years working on the path, and I've been going to their meetings for 2 years and prepared a preliminary engineering packet (which appears to be largely ignored) - and this design money wasted (jobs for Kenai !!).

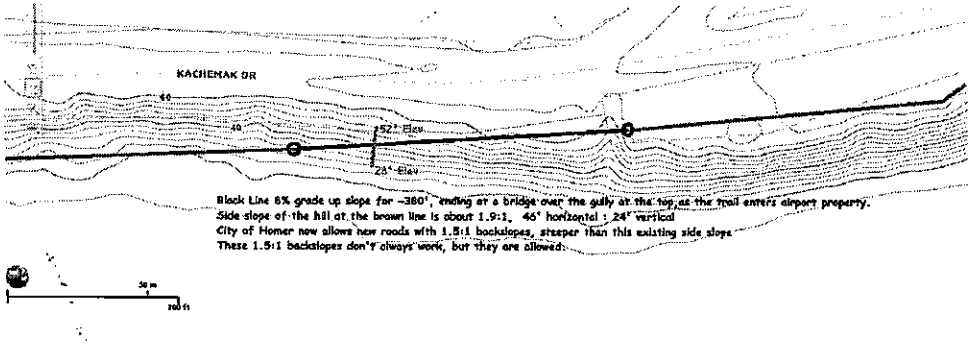
Attached is a contour map of the "spur" that the K Dr Path committee has been recommending. Contour data is from Kenai Borough flexviewer. This is a steep side hill, about 1.9:1. Note, however, that the city now allows new roads to be built with a 1.5:1 backslope, which is much steeper than this sidehill. The attached map shows about 380' of trail going up an 8% grade. The lower ~200' would be on the steep sidehill, and would require a boardwalk, retaining wall, or other structure. This could be designed and built by volunteers with guidance and approval from Public Works.

I'd also recommend initially building the main trail to a level 3 trail up the steep grade, according to the City of Homer Trail Manual Design Criteria, which is 3-5' wide, basically 4" of non frost susceptible gravel (no deep fill base), and would give pedestrians and most bicyclists a safe way to get around the dangerous, steep hill on Kachemak Drive at the west end of the airport. The trail could be widened and improved in the future, after the trail is completed from the Spit to East End Road.

A volunteer group ("Friends of Kachemak Drive Path?) could probably get the path built at a fraction of the Nelson cost.

The City must remain involved in the process, some of the land is on City property, and the trail will be a tremendous enhancement to the infrastructure in Homer.

--
Kevin Walker



Black Line 6% grade up slope for ~380', ending at a bridge over the gully at the top as the trail enters airport property.
Side slope of the hill at the brown line is about 1.9:1, 46' horizontal : 24' vertical
City of Homer now allows new roads with 1.5:1 backslopes, steeper than this existing side slope
These 1.5:1 backslopes don't always work, but they are allowed.