

Homer Non-Motorized Transportation and Trail Plan



Final Master Plan



Homer Non-Motorized Transportation and Trail Plan

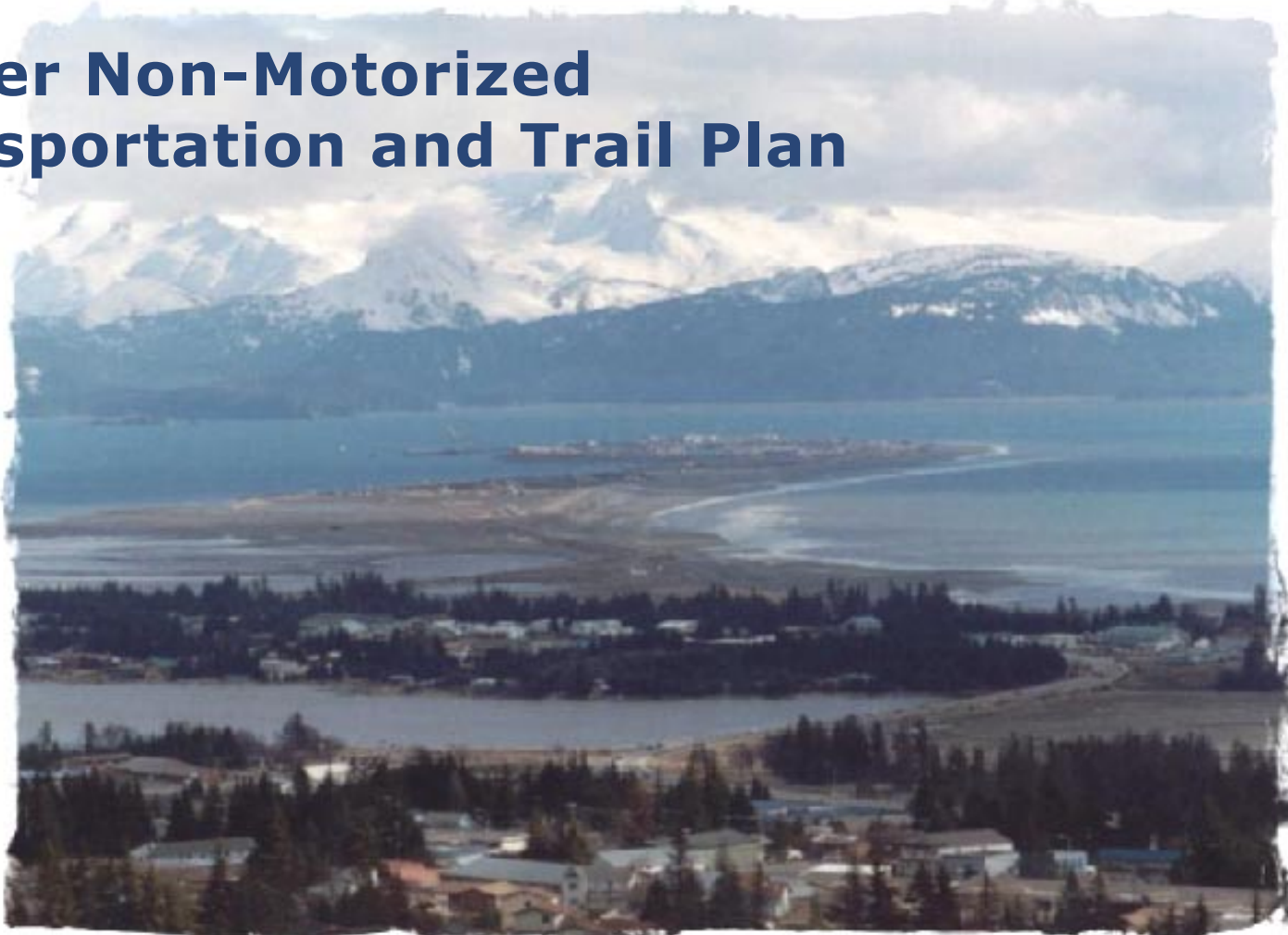


Photo by: Rick Ladd

City of Homer

DOWL Engineers

**Alaska Department of Community
and Economic Development**

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List of Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
FHWA	Federal Highway Administration
HARP	Homer Area Roads Program



Introduction

Homer is a community whose charm, outdoor culture, and beautiful natural surroundings draw hundreds of thousands of visitors each year. It is known for its world-class halibut fishing, thriving arts community, adventurous outdoor activities, numerous festivals, and the Homer Spit, a 4.5-mile narrow slip of land that curls outward into Kachemak Bay. This small coastal hamlet has captured the hearts of almost everyone who lives or visits here and the imaginations of many who hear of this place “at the end of the road.” Despite this success, Homer faces economic development challenges, especially in its central business district. Most of the community’s visitors spend their time on the Homer Spit where one can book fishing tours and kayak adventures, shop along the boardwalk, stroll the beaches, visit the harbor, and dine in a number of restaurants, all without needing a car.

In an effort to promote economic development throughout the community, the City of Homer applied for and received a grant from the Alaska Department of Economic and Community Development to create a comprehensive non-motorized transportation and trail plan. Developing and implementing such a plan is essential for enhancing the community’s image as a wonderful place to live, visit, and engage in business. By establishing a truly superb trails network that enables visitors and residents alike to travel safely and comfortably through Homer without the need for an automobile, the community will capitalize on its outdoor culture and unmatched natural setting.

...a development manual to be consulted, referred-to, dog-eared, rained-on, coffee-stained, finger-print smeared, and otherwise continuously used...



Beluga Slough Boardwalk



Economic Benefits

The economic benefits of trail networks are well documented. A walkable community, one in which an interconnected system of trails makes walking or riding a bicycle safe, convenient, and enjoyable, is highly desirable from the point of view of both tourists and residents. A well-defined system of trails through Homer's central business district will guide visitors to popular shops, galleries, restaurants, cultural attractions, and its Town Center. The community's vision for Town Center is to "create, through inclusive community planning, an area within the Central Business District of Homer that will be a magnet for the community, provide for business development, instill a greater sense of pride in the downtown area, make Homer more pedestrian-friendly, and contribute to a higher quality of life." An interconnected, well-defined trail system combined with the development of a Town Center should result in substantial capital benefits for Homer's urban core.

A trail system that connects residential areas with Homer's commercial district, civic buildings, and recreation areas will be a community asset. The examples are numerous. The *Alaska Recreational Trails Plan* states that trails "contribute significantly to the vitality and economic viability of Alaska's communities" (p.10). The plan cites a 1995 study conducted by the Anchorage Economic Development Corporation that reported \$51 million in winter trail-dependent retail sales. In other communities the benefits have

ranged from improved quality of life and sense of community to increases in local business revenue and savings on infrastructure and maintenance costs:

'Americans living in rural, suburban and urban communities are demanding that green places be protected as a way to maintain their quality of life. Local governments are finding they can no longer permit poorly planned development if they are to compete for residents and businesses and pay for the infrastructure costs associated with sprawling growth. Many companies seeking to relocate or establish a corporate headquarters have cited the availability of trails as a significant factor in their decision to choose one locale over another' (Rails to Trails Conservancy).

During a Congressional hearing in June of 2002, Pittsburgh Mayor Tom Murphy cited trail development as a significant factor in the revitalization of the city's downtown. These trails connect residential, recreational, and commercial areas that together have contributed millions of economic development dollars to the community. Milford, Delaware credits its Mispillion River Greenway with revitalization of its once vacant downtown, and Leadville, Colorado reported a sales tax revenue increase of nineteen percent immediately following the opening of its Mineral Belt Trail.



Historic Old Town



Walkabout with Dan Burden on Historic Old Town Boardwalk



Proximity to a trail system increases residential property values. Having access from one's home to a network of trails is perceived as an amenity because it provides scenic beauty and adds to the quality of life. While an increase in property value is clearly of benefit to the property owner, it also benefits the community through an increase in local tax revenue. Again, the examples are numerous. In a 2002 survey conducted by the National Association of Realtors and the National Association of Home Builders, recent home buyers ranked trails as second in a list of eighteen important community amenities (National Association of Realtors, 2002). In another example, the planning commission of Brown County, Wisconsin conducted a 1998 study of property values along their Mountain Bay Trail and found that property values along the trail sold in less time and for nine percent more than equivalent properties not located on the trail.

A community with an interconnected non-motorized transportation system also enjoys economic benefits from the mitigation of water and air pollution and a reduction in automobile-related costs including vehicle upkeep and road construction and maintenance costs. On average, a car costs \$3000 a year to maintain and consumes \$2000 worth of gasoline per year (Public Broadcasting Systems, 2001). With the increasing cost of fossil fuels, this number is on the rise. Given that fifty percent of all

automobile trips are less than three miles, money spent on vehicle operation and maintenance could be saved by walking or biking this distance (National Bicycle and Pedestrian Clearinghouse, 1995). Decreasing automobile usage would result in a reduction of harmful emissions and less wear and tear on the roads.



A Comprehensive Plan

This Non-Motorized Transportation and Trail Plan will guide the development of Homer’s successfully integrated non-motorized transportation and trail system over a twenty-year period, from 2004 to 2024. It has been written as a development manual to be consulted, referred-to, dog-eared, rained-on, coffee-stained, finger-print smeared, and otherwise continuously used as the principle document for creating an integrated non-motorized transportation network. This plan meets Homer’s needs because the community has guided its development by actively participating in a thorough public process. This plan goes beyond generalized goals and objectives and provides clear, concise direction through specific policies, achievable actions, and a means for maintaining compliance. Structured in this way, the success of this plan will be measurable. As each recommended action is taken and each new policy is implemented, the community of Homer will step closer to a fully integrated, non-motorized transportation network.

While the concept of a non-motorized transportation and trail system in Homer has long been considered, a plan for realizing such a system has not been formally adopted. The community has reached a point in its development in which an adopted plan is crucial to the success of a comprehensive, fully integrated, non-motorized transportation network. A number of issues are driving the purpose and need for this plan. Development in

Homer has resulted in the loss of green space once used for recreation by local residents and the loss of access historically used to reach outlying recreational areas. Maintaining legal access requires establishing public access easements that will remain permanently in place regardless of changes to land ownership. In addition, new development often places a primary focus on motorized transportation. Wide, straight streets encourage faster driving speeds, and this makes the street a dangerous environment for those traveling by other means. There are no guidelines for new developments to provide infrastructure for alternative modes of on- and off-street transportation such as sidewalks, bikeways, trails and multi-use pathways. There are also no methods in place to ensure compliance. While the community recognizes the economic, environmental, social, and health benefits of creating such a system, the limited number of available routes in Homer leaves residents and visitors with few options for recreation and alternative modes of transportation.

The purpose of this master plan is to establish a clear vision for the future of trails and trail development in the city of Homer. The emphasis of this plan is on areas within the city limits with some recommendations for linkages with existing or potential trails outside city limits. While the City of Homer does not have jurisdiction over lands outside city limits, the City recognizes the value of legally protected regional trails such as



Hub and Spokes Concept

“Without leaps of imagination, or dreaming, we lose the excitement of possibilities. Dreaming, after all, is a form of planning.”

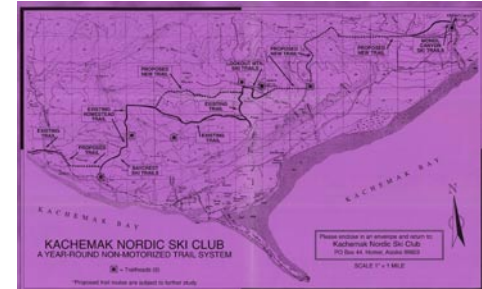
-Gloria Steinem, US Feminist, 1934-



those proposed by the Kachemak Nordic Ski Club, aimed at providing year-round connections from the Anchor Point area to McNeil Canyon School east of Homer, as shown on this page and enlarged in Appendix D. It should be noted that the Nordic Ski Club proposal is at a conceptual stage and that "proposed trail routes are subject to further study." Like trails within city limits, regional trail development will benefit the Homer economy and enhance the quality of life for Homer residents.

This plan will distinguish between formal trails, those having legal public access; and informal trails, those trails without legal access rights. This plan does not endorse the use of informal trails that lack full legal public access. The intent is to show these existing or historical trails to emphasize their importance in linking all the trails into a continuous trail network. The trails depicted throughout the document should be viewed as trail "corridors" which provide public access for non-motorized transportation and recreation and would be protected from other forms of development. At this stage they should be regarded as conceptual, meaning that more detailed planning and public/landowner involvement will be needed to determine final locations before formally legalizing trail easements. Legal jurisdiction for trails outside the Homer city limits rests with the Kenai Peninsula Borough and the State of Alaska.

It is important to note that having an adopted plan set forth as a framework for future development greatly increases the likelihood of funding from federal, state, and local sources for trail development, improvements, and maintenance. With no adopted non-motorized transportation and trails plan, informal trails are at risk of being developed and closed off to public access for future generations.



Kachemak Nordic Ski Club Map

"Trails and parks are as necessary to communities as roads, sewer systems and utility grids."

-Peter Harnick, Converting Rails To Trails, 1989



Methodology

A draft Homer Non-Motorized Transportation and Trail Plan has evolved over a four-month period. A detailed account of this project's methodology and work program is described below. Public involvement was a significant and primary focus of this planning effort. The purpose was to actively engage the community in the planning process and to educate the public on project objectives and the challenges and issues surrounding the development of a non-motorized transportation and trail plan. Appendix D contains a collection of this project's public involvement materials.

Inventory and Analysis

The planning process began with an inventory and analysis of existing studies and records, site conditions, and local public policy. The project team gathered and reviewed existing resources related to non-motorized transportation routes in the Homer area. The investigation included current and proposed trail locations, the history of the community's trail system, and regulations and land status issues currently affecting trail development and maintenance in the Homer community. The collected resources included but were not limited to current and historical aerial photographs, maps of existing and proposed trail routes, land ownership status and records, site investigations and recorded data for existing trail conditions, the *Homer City Code*, the *Comprehensive Sidewalk and Trail Plan for Homer Area*

(1984), the *City of Homer Bike Trails Plan* (1993), the *Homer Area Trails Database* (1995), the *Homer Comprehensive Plan* (1983, 1989, 1998), the *Homer Area Transportation Plan* (2001), the *Homer Capital Improvement Plan for 2004-2009*, and the Town Center design and research ideas created by the University of Washington landscape architecture graduate students in the community design studio.

Non-Motorized and Recreational Trails Map and Database

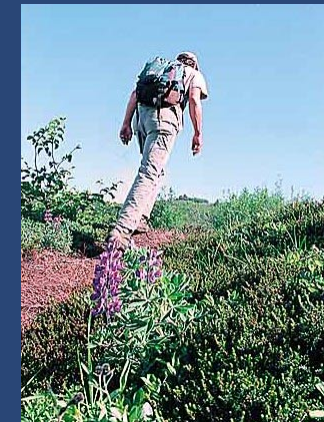
Using published documents and public agency information, the project team created easy-to-read maps with Geographic Information Systems (GIS) software. The maps contain existing and proposed trails; natural features such as ponds, lakes, streams, and bays; significant topographical elements; developed areas including motorized transportation routes; land ownership information; and the locations of existing parks, schools, public buildings, and recreation facilities. The GIS maps appear throughout the document (Figures A, B&C).

Public Process

To launch this project within the community, the project team organized and hosted two public meetings. The first meeting was held during the afternoon of February 23, 2004 in the Homer City Council Chambers. Planning professionals,



A USGS Topographic Map



A Trail Hiker



City of Homer Trails Map



the staff of municipal and state agencies, and members of interested non-profit organizations were in attendance. The purpose of the meeting was to determine the planning needs for establishing and maintaining non-motorized transportation and trail routes in Homer. The meeting focused on identifying and discussing project issues, requesting agency input, understanding the various roles and needs of the gathered agencies, and a review and discussion of the resources collected to date.

The second meeting was held on the evening of February 23, 2004 at the Islands and Ocean Visitor Center. Announced through public notices, public service announcements, the *Homer News* and the *Homer Tribune*, the meeting was attended by fifty-seven members of the community. Appendix D contains copies of the public notice and the newspaper advertisement announcing the public meeting.

Based on information gathered during the comprehensive resource review, the project team developed a survey questionnaire for distribution at the start of the evening public meeting. The questionnaire was designed to gauge public opinion on matters related to trail development, trail maintenance, land development and the loss of green space, public policy as it relates to trails, the availability of alternative transportation routes, and the perception of community

livability. The questionnaire also provided an area for individual comments. Appendix D contains copies of the returned surveys and a compilation of the survey results.

A series of display boards containing the concepts and issues presented in the survey were available during the meeting. Each meeting attendee applied brightly colored, adhesive dots to those ideas or issues they believed important to the creation of a successful trail network in Homer.

Assessment Report

Findings based on information gathered from questionnaires, public meetings, workshops, site visits, community events, and a review of literature and other documented sources were compiled and presented in an Assessment Report. The report identified the functional, operational, and general safety aspects of Homer's existing non-motorized transportation network. The Homer Non-Motorized Transportation and Trail Plan is based upon the information presented in this report.

The project landscape architects organized and hosted the next series of public meetings—a citizens meeting and a councils and commissioners meeting—to present the findings of the Assessment Report and to ascertain the community's desires concerning all aspects of the Non-Motorized Transportation and Trail Plan. The citizens' meeting was held at the Pratt



February, 2004 Public Meeting



Trails Issues Dot Display Board



Homer City Center Dot Display Board



Museum on the evening of April 6, 2004. Sixteen community members attended. The councils and commissioners meeting was held in the Homer City Council Chambers during the afternoon of April 6, 2004. Both meetings were organized in an open house format that included a twenty-minute PowerPoint presentation followed by a twenty-minute question and answer session. A series of posters containing the illustrations and recommendations presented in the Assessment Report were displayed around the meeting room. The citizens' meeting was advertised through flyers, public notices, and public service announcements. Appendix D contains a copy of the April 6, 2004 public meeting announcement.

Draft Non-Motorized Transportation and Trail Plan

A draft version of the Non-Motorized Transportation and Trail Plan included information contained in the Assessment Report as well maps illustrating the recommended non-motorized transportation and trail routes for Homer. Although a system within the city limits was the primary focus of the plan, brief recommendations for regional trail development and connections to peripheral trails outside the city limits were illustrated. The draft reflected the recommendations and suggestions put forth by community members who reviewed and commented on the Assessment Report. Conceptual cost

estimates were based on the order of magnitude and sources of potential funding were included.

The team hosted a series of public meetings—a citizens meeting and a councils and commissioners meeting—to present the Draft Non-Motorized Transportation and Trail Plan. Recommended non-motorized transportation and trail routes were the focus of the meeting. The councils and commissioners meeting was held on the afternoon of May 3, 2004 in the Homer City Council Chambers. The citizens' meeting was held at the Pratt Museum on the evening of May 3, 2004. Both meetings were organized in an open house format that included a PowerPoint presentation followed by a question and answer session. The meetings were announced through flyers, public notices, and public service announcements. Appendix D contains a copy of the May 3, 2004 citizens' public meeting announcement.

Final Homer Non-Motorized Transportation and Trail Plan

This final Non-Motorized Transportation and Trail Plan includes information based on the draft plan with comments and feedback gathered since the last meetings and presentation on May 3, 2004. This plan incorporates feedback and recommendations from the City Council, the Planning Commission, the City Manager, the Planning Department, and

"People can be divided into three groups: those who make things happen, those who watch things happen, and those who wonder what happened. Showing up is 80% of life."

-Woody Allen, US film actor, director, and writer, 1935-



February, 2004 Public Meeting



from concerned citizens and landowners. This master plan should be used by planners, developers, and landowners as a guideline for development of trails and walkways in the Homer area. The trails recommended in this plan are “corridors” for non-motorized transportation and recreation that act as connectors from neighborhoods and residential areas to commercial districts, schools, and cultural amenities such as museums, libraries, and civic spaces.

The project team placed the draft master plan on the City of Homer’s website as a portable document file (pdf) for easy viewing. Committees were asked to spend time with this draft master plan to come to a consensus as an organized body on the validity of the plan. The following groups and organizations were encouraged to review the plan and provide recommendations: the Road Standards Committee, Town Center Development Committee, Parks and Recreation Commission, Planning Commission, and City Council. The Planning Commission advertised and held a public hearing on May 19, 2004. At the Planning Commission’s regular meeting on June 2, 2004, the Commission voted to recommend the City Council adopt, and recommend the Kenai Borough Assembly adopt, the plan as an element of the 1999 Homer Comprehensive Plan, with amendments. On June 14, 2004 our project team presented the draft master plan to the City Council in the Homer City Council Chambers. A PowerPoint

presentation gave an overview of the Non-Motorized Transportation and Trail Plan and was followed by a question and answer period. The City Council adopted the draft plan and made recommendations for amendments that are included in this final master plan.

“Without leaps of imagination, or dreaming, we lose the excitement of possibilities. Dreaming, after all, is a form of planning.”

–Gloria Steinem, US Feminist, 1934-



History of Trail Planning in Homer, AK

Over the last quarter of a century, a number of plans have addressed non-motorized transportation in Homer: the *Parks and Recreation Development Plan* (1981), the *Homer Comprehensive Plan* (1983, 1989, 1998), the *Comprehensive Sidewalk and Trail Plan for the Homer Area* (1984), the *City of Homer Bike Plan* (1993), the *Homer Trails Inventory* (1995), and the *Homer Area Transportation Plan* (2001). Although some of these plans have broad scopes that extend beyond the realm of non-motorized transportation while others focus on specific aspects of non-motorized transportation, they all present valid analyses and recommendations for establishing a system of connected trails that weave through the community linking points of interest and activity.



Historic Aerial Photo of Homer



One plan in particular, the *1984 Comprehensive Sidewalk and Trail Plan for the Homer Area, Alaska*, is exceptionally thorough in its degree of detail and development. This plan is well crafted and rather remarkable in its recommended practices and policies. This is especially so when one considers that the plan was written in a small coastal community in southcentral Alaska well before the planning of non-motorized transportation systems became mainstream and widely promoted. Forward thinking and ahead of its time, this plan should be resurrected and used as a resource. Although twenty years have passed since the plan was released, its recommendations and analyses are still valid. In many ways, the 2004 *Homer Non-Motorized Transportation and Trail Plan* may be viewed as an update of the 1984 plan.

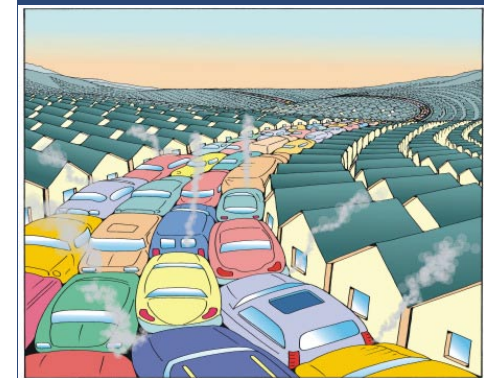


1994 Aerial Photo of Homer

***"Trails, Trails, Trails -
Quality of Life - Essential for
the Future -***

- 1) Mental Health***
- 2) Physical Health***
- 3) Emotional Health***
- 4) Spiritual Health... Yahoo!"***

***-Comment from Homer
Community Survey***



"Sprawl"

www.pritchettcartoons.com



Connectivity and Safety

While much of the basic infrastructure is in place, Homer's non-motorized transportation system lacks connectivity. Without an adopted plan, the community has been without a recognized means of identifying priorities and guiding development. Although non-motorized routes have been constructed or upgraded whenever funds have been available, connections to the existing system have not always been completed. As a result, major trip generators such as neighborhoods and employment centers do not consistently connect with primary destinations such as schools, shopping districts, and recreation areas. With the absence of public access easements, this lack of connectivity has been further emphasized by the loss of historical access routes resulting from new development or changes in land ownership. Connectivity includes not only destinations within the city but also those special places providing points of access to the rural trails and public lands that lie beyond the city proper (see Figure 1: Connectivity Diagram).

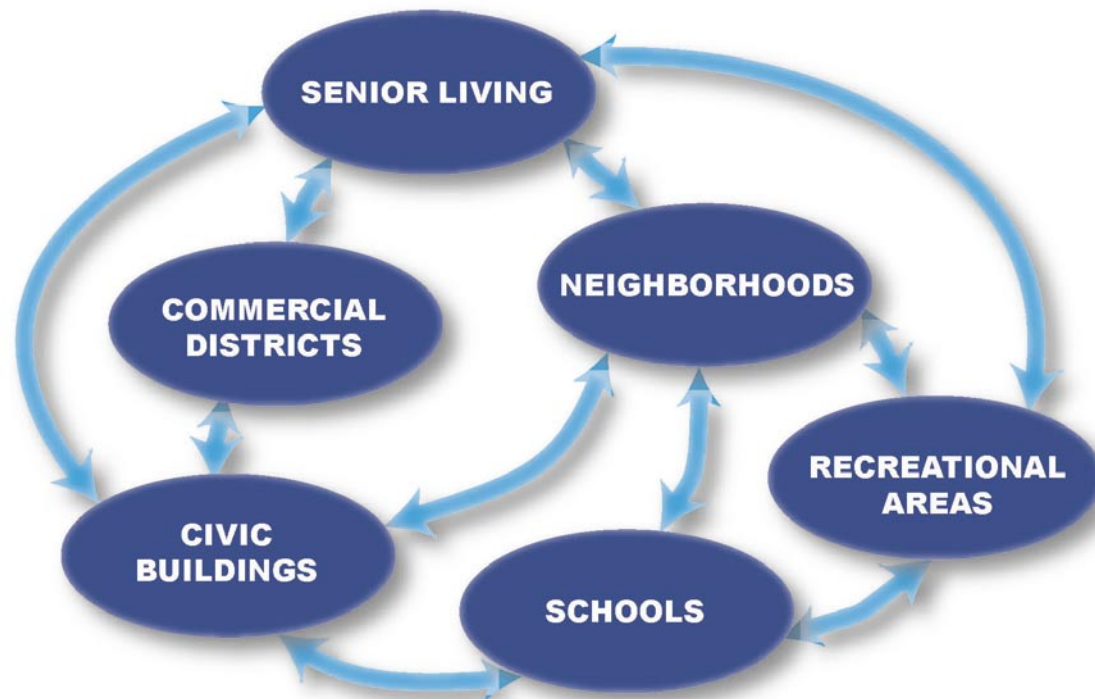


Figure 1: Connectivity Diagram



Sidewalks, Walkways and Safe Crossings

Throughout this planning process, time and again the public expressed their concern over the lack of safe places to walk and safe ways to walk around town.

Sidewalks and Walkways

When the Comprehensive Sidewalk and Trail Plan for the Homer Area was released in 1984, Homer had four sidewalks. Since that time, many of the streets in the Central Business District have acquired sidewalks as have some of the major thoroughfares including the Sterling Highway and portions of East End Road. The "Site Design" section of the 1987 Design Criteria Manual for Streets and Drainage should be amended to include a requirement for sidewalks on both sides of collector and arterial streets within the Central Business District (see Policy 3 Action 1 on page 45 of this report). Examples of upgrades to existing roads in Homer's Central Business District are illustrated in Figure 5: Main Street Today, Figure 6: A Possibility for Main Street Tomorrow, and Figure 7: Pioneer Avenue.

Sidewalks should be added to the following streets:

- | | |
|--|---------------|
| Bay View Avenue | Kachemak Way |
| Ben Walters Lane | Main Street |
| Bunnell Avenue | Ohlsen Avenue |
| Bartlett Street | Rochelle Road |
| Svedlund Street | |
| Heath Street | |
| East End Road (between Lake Street and East Hill Road) | |

"Society as we know it is almost a conspiracy against human health. One of the main forces working to counteract that is the trailsman."

-Stuart Udall, former Secretary of the Interior, 1961-1969



Figure 5: Main Street Today





Figure 6: A Possibility for Main Street Tomorrow



To complete and connect the community's pedestrian system, walkways (referred to as separated pathways in the bicycle transportation section of this report) should be added to the following locations:

- Beluga Lake Trail System
(connecting Ben Walters Park to Paul Banks Elementary and beyond to East End Road)
- Chamber of Commerce Trail
(connecting the Homer Chamber of Commerce with the Islands and Ocean Visitor Center)
- Homer Coastal Trail
- Homer Public Library Trail
(between library and Poopdeck Trail)

- Kachemak Drive Pathway
- Soundview Avenue Trail
(between West Homer elementary and Soundview Avenue)
- W.R. Bell Trail
(connecting Fairview Avenue to Reber Road)
- Smoky Bay Way
- Waddell Way
- Wright Street

A map of these routes appears in Figure A.

"Walking revitalizes me. After one day on the trail I become different from the way I am at home. I am in touch with the seasons, the weather, the varied hours of each day. I see more keenly. I am aware of the details."

-Marlyn Doan, 'Hiking Light', 1982

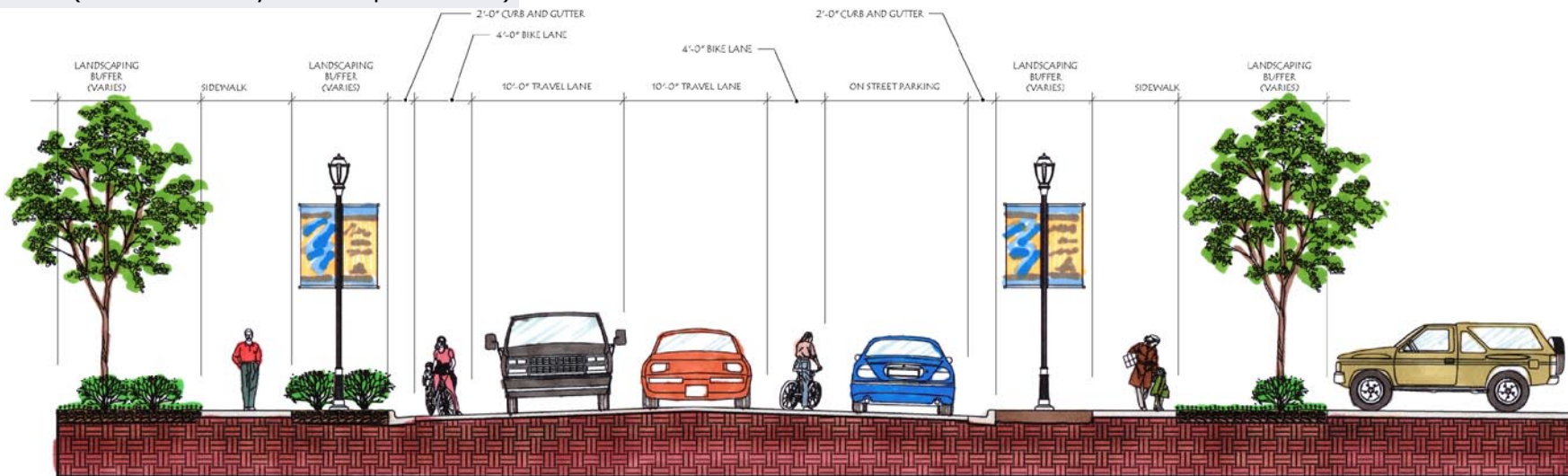


Figure 7: Pioneer Avenue





Figure A: Sidewalks, Walkways and Safe Crossings



To promote safe passageways, a number of existing developments should be upgraded to include designated walkways. As mentioned previously, the city's sidewalk system should extend to the main entrance of every school and sidewalks or separated pathways should connect the living and service centers for senior and disabled citizens with the surrounding community. Also, there should be a connection between Sterling Highway and Hazel Avenue through the commercial development containing the grocery store, bank and post office (see Figure A). Currently pedestrians must navigate through the parking lots of these businesses without the benefit of any designated thoroughfares. In addition, any new roadway connections into Town Center should include sidewalks on both sides of the street. These sidewalks should make necessary connections from the Town Center site out to the city's network of trails.

A map of these routes appears in Figure A.

Safe Crossings

Safe street crossings are of paramount importance to the Homer community. Concern over the lack of safe street crossings was evident at every public forum and expressed either verbally, in written comments, or with the placement of dots on aerial maps. According to public comment, Sterling Highway and Pioneer Avenue are the two thoroughfares most in need of safe crossings. Safe crossings may take any number of forms including

crosswalks, school crossing guards, pedestrian overpasses and underpasses, signalized intersections, refuge islands, signs alerting motorists to the presence of those not traveling in vehicles, or traffic calming devices that both slow traffic and shorten the distance a pedestrian must travel when crossing a road (see Figure 8: Intersection of Sterling Highway and Pioneer Avenue, Figure 9: Roundabout at Intersection of Sterling Highway and Lake Street, and Figure 10: Pioneer Avenue and Bartlett Street).

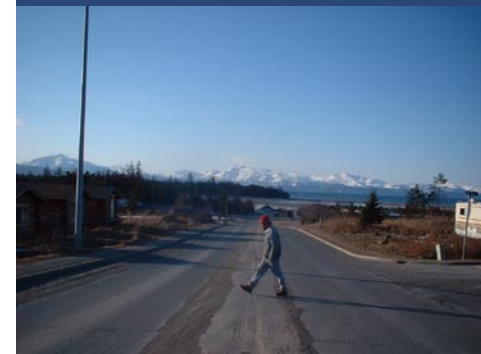
Safe crossings are needed at the following locations:

Sterling Highway and Pioneer Avenue
Sterling Highway and Main Street
Sterling Highway and Poopdeck Street
Sterling Highway and Lake Street
Pioneer Avenue and Bartlett Street
Pioneer Avenue and Main Street
Pioneer Avenue and Svedlund Street
Pioneer Avenue and Kachemak Way
Pioneer Avenue and Heath Street
Pioneer Avenue and Lake Street
Bartlett Street and Soundview Avenue
East End Road and Rochelle Road
East End Road and Ben Walters Lane

The City of Homer and the Alaska Department of Transportation (ADOT&PF) realize the importance of safe passageways and safe crossings. In the summer of 2004, crosswalks will be installed at all of the above Sterling Highway and Pioneer Avenue locations. Also during this construction season, a combination of

"Americans are seeking trail opportunities as never before. No longer are trails only for the 'rugged individualists' pursuing a solitary trek through breathtaking wilderness... users include young people and senior citizens, families, individuals and organized groups, people with disabilities and the physically fit."

-American Trails, 'Trails for All Americans report', 1990



Homer Man Crossing Road



sidewalks, striped walkways, and separated pathways will be built on Bayview Avenue, Ben Walters Lane, portions of Bartlett Street, Heath Street from Pioneer Avenue to the high school, Main Street, Rochelle Road, and East End Road between Lake Street and Kachemak Drive. In addition, the City and ADOT&PF are sponsoring a 2004 traffic study that will examine Homer's intersections and propose recommendations for making these intersections safer for both motorists and pedestrians alike.

The Sterling Highway safe crossings identified above are also the primary gateways into the community of Homer (see Figure 11: Homer Gateways). Developing safe crossings at these intersections can be the first step in creating designed gateways that welcome residents and visitors alike into the heart of Homer. In a community that is known for its abundance of resident artists, these gateways could become very special places, indeed.



Walkabout with Dan Burden: Human Curb Extensions

"Trails encourage us to socialize and have meaningful human contact, because they get us out of our steel-encapsulated driving machines."

-David Burwell, President, Rails-to-Trails Conservancy, 1998



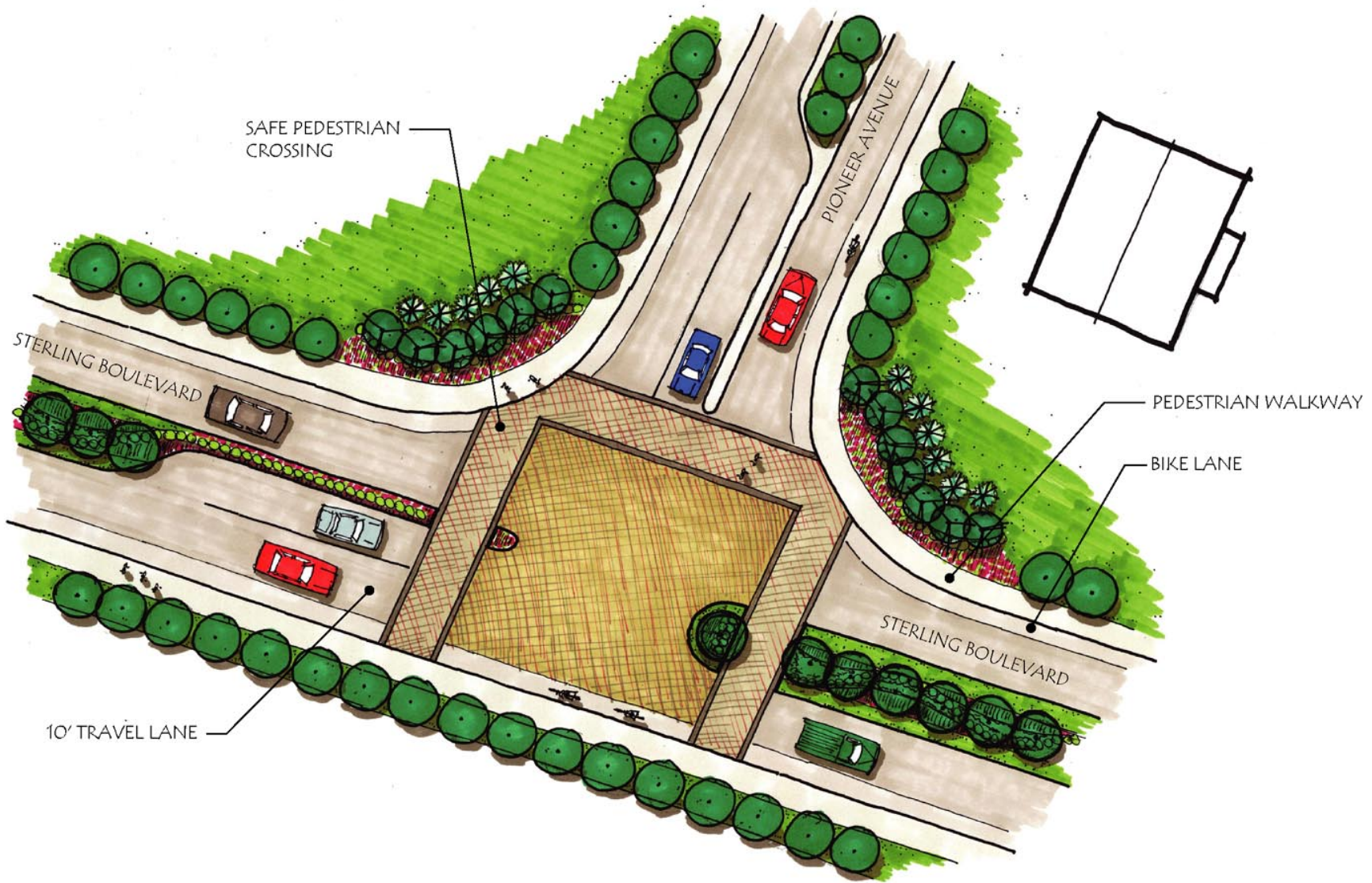


Figure 8: Intersection of Sterling Boulevard and Pioneer Avenue
(Note: conceptual drawing not to be used for construction)



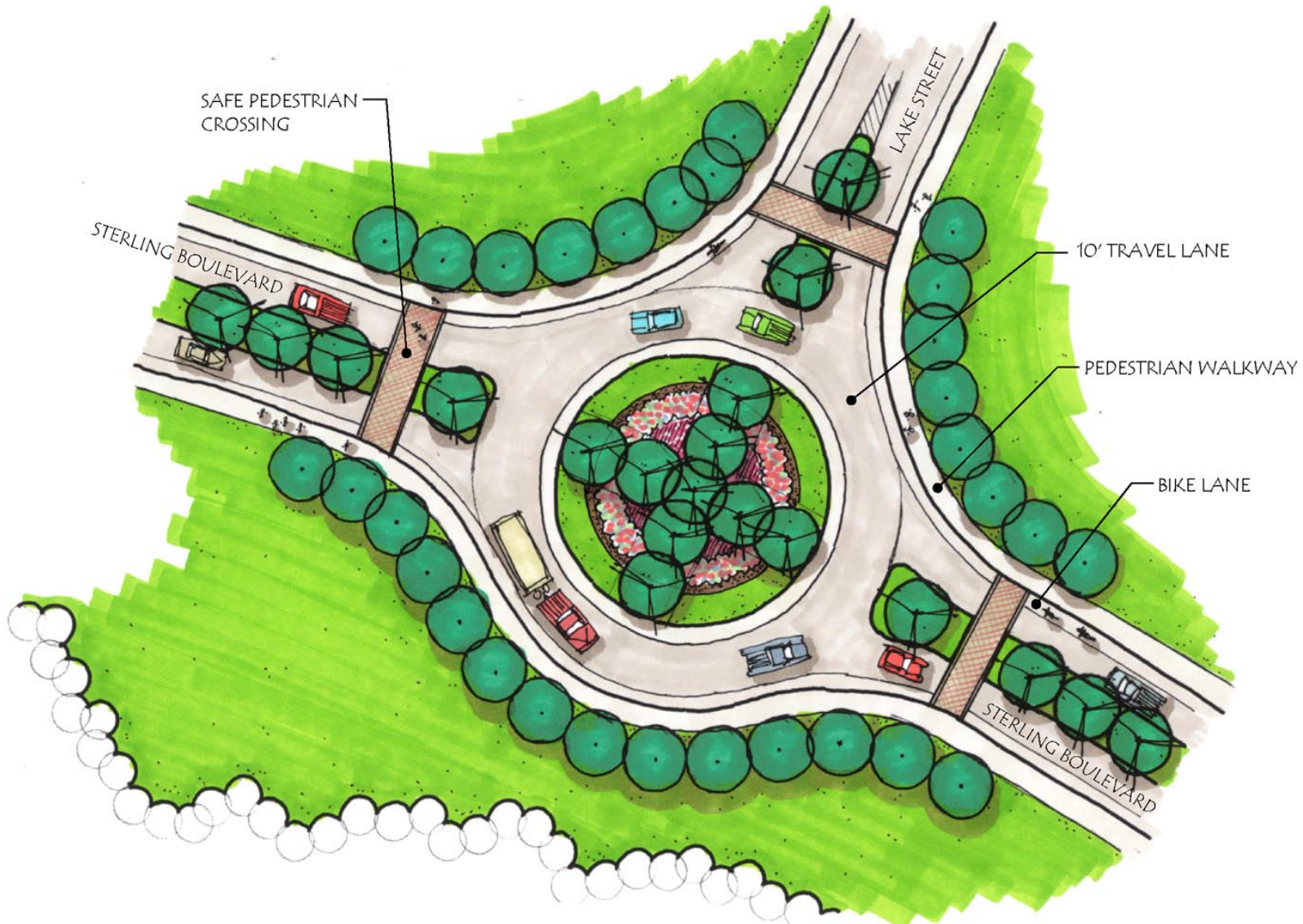


Figure 9: Roundabout at Intersection of Sterling Boulevard and Lake Street
(Note: conceptual drawing not to be used for construction)



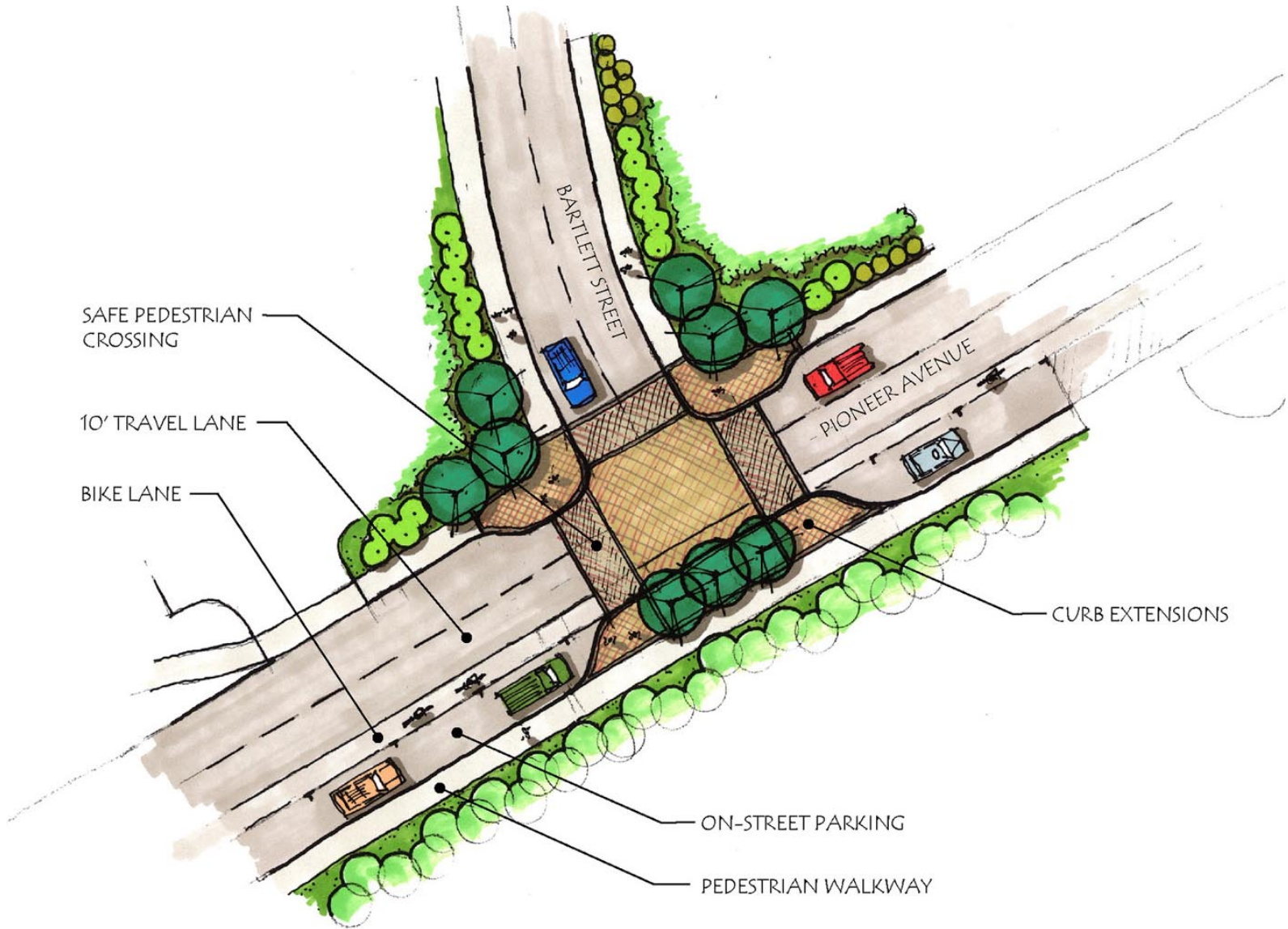


Figure 10: Pioneer Avenue and Bartlett Street
(Note: conceptual drawing not to be used for construction)





Figure 11: Homer Gateways



Special Populations: School Children

Homer's non-motorized transportation and trail system serves a variety of users ranging from pedestrians to bicyclists, cross-country skiers to wheelchair users, and equestrians to triathletes. For the system to be fully functional, it must have connectivity, accessibility, safe routes, and safe route conditions. To be both functional and successful, Homer's non-motorized transportation and trail system must accommodate the community's most vulnerable citizens and those least likely to drive: its children, its elderly, and its disabled.

School Children

Homer's elementary schools are located on Sterling Highway and East End Road, both of which are identified by the Kenai Peninsula Borough School District as hazardous routes. School system regulations require that children attending schools on hazardous routes be driven to and from campus. Children in Homer should have the opportunity to walk or ride their bikes to school, and establishing safe, alternative routes should be a priority. Eighty-eight percent of respondents to the Homer Non-Motorized Transportation and Trail Plan Community Survey indicated that they would encourage their children to walk or bike to school instead of taking the bus if such routes connected their neighborhood to local schools. Presently, sidewalks end at the mid way point of the entrance and exit drives of Homer Middle School and there is no sidewalk connecting Homer High School to Pioneer

Avenue via Heath Street. At a minimum, the city's sidewalk system should extend to the main entrance of every school. Additionally, routes should be identified from surrounding neighborhoods to local schools, including connections from West Hill Road to West Homer Elementary.

Although the physical and cognitive benefits for children with active lifestyles are well documented, the federal Centers for Disease Control reports that seventy-eight percent of children do not exercise regularly. Physical inactivity coupled with poor eating habits leads to unhealthy weight gain and obesity. Nationally, twenty-two percent of children are obese, and this number is doubling every decade. While the obesity epidemic spans the entire country, it is greater in those communities lacking non-motorized transportation infrastructure. Building exercise into the daily habits of children will help them to create a lifelong commitment to being physically active and maintaining a healthy lifestyle. Obesity will soon surpass tobacco use as the leading cause of preventable deaths in the United States. In the year 2000, tobacco use was responsible for 435,000 deaths while physical inactivity combined with a poor diet accounted for 400,000 deaths (Centers for Disease Control, 2004).

Creating a safe, non-motorized means for children to get to school requires identifying suitable routes and dedicating easements for the segments of those

"One of the saddest days on the calendar has to be national 'Walk to School Day.' The very name makes it sad. It tells us that a once-routine activity now is being regarded as an unusual physical feat. Before families started moving into the sprawl known as suburbia, children would walk to school every day. They lived in a neighborhood with sidewalks and the neighborhood had its own schools. Small wonder the kids are getting fat. They can't walk to school. They can't walk anywhere. They can't ride bikes, either, because there is too much traffic. They are trapped in a world designed for the convenience of automobiles."

According to an April 5th Dallas Morning News column by Froma Harrop.



Girls Walking to School



routes not yet recognized as formal public access ways. For new developments taking place near schools, non-motorized transportation routes should be identified on the plat and in the site plan so that pedestrian and bicycle access ways are preserved and promoted. New roads should also provide for safe and comfortable pedestrian and bicycle use. In Homer's existing neighborhoods, a number of unofficial routes are already in use (see Figure 2: Existing Conditions). By formalizing these routes, making any necessary upgrades to the existing infrastructure, and identifying public use easements on the plats and site plans of new developments, safe routes to school for Homer's children will become a reality (see Figure 3: Potential Conditions).

Action Items:

1. Identify safe routes to school

Step 1:

Create a community-wide task force of parents, neighbors, teachers, school officials, and law enforcement officers to identify and evaluate safe routes to school.

Step 2:

Present routes to Homer City Council and Kenai Peninsula Borough School District.

Step 3:

Implement an education program to teach parents, kids, schools, parent/teacher



Figure 2: Existing Conditions

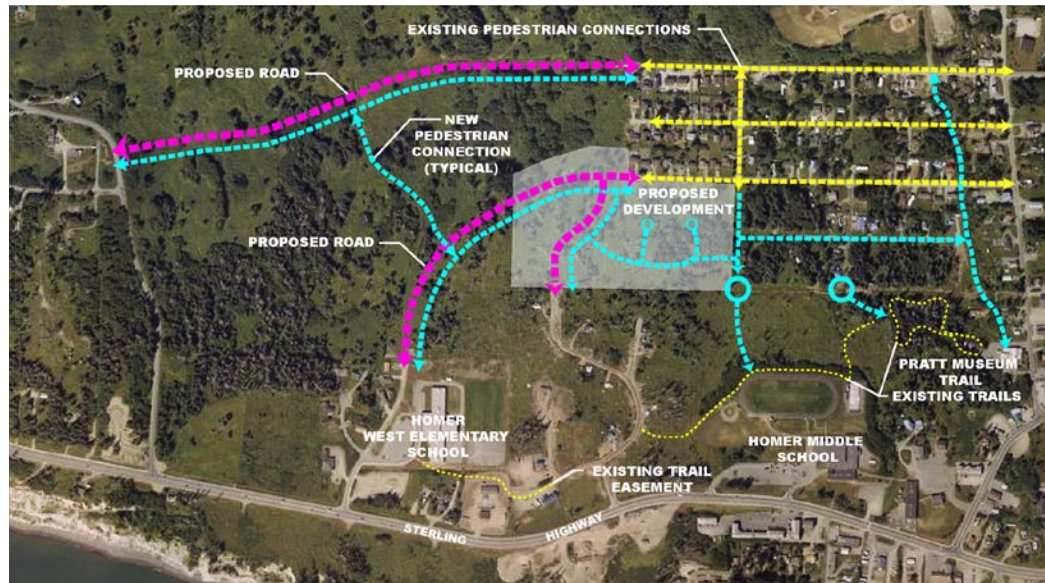


Figure 3: Potential Conditions



Special Populations: Seniors and Disabled Citizens

associations (PTA's) and motorists about their roles in developing a safe walking and biking community.

Step 4:

Develop a safety campaign to promote safe driving and safe routes to school.

2. Create a safe environment for children to walk or bike to school

Step 1:

Determine what methods will work well for Homer. Considerations may include crossing guards, walking school buses, bike trains, signed routes, and traffic calming techniques.

Step 2:

Enlist the aid of the Homer Police Department to help enforce traffic laws and safe driving practices, particularly in the vicinity of schools and well traveled pedestrian and bicycle routes.

Seniors and Disabled Citizens

Seniors and disabled citizens face many of the same challenges with regard to mobility and independence in an automobile-oriented society. For those who do not drive, maintaining a high quality of life will depend upon the proximity and accessibility of an interconnected, non-motorized transportation system. Being able to move about one's community without having to

rely upon others is vital for maintaining physical and emotional wellbeing. An accessible, non-motorized transportation system increases opportunities for mobility and reduces the risk of isolation. In a recent report by the Surface Transportation Policy Project entitled Aging Americans: Stranded Without Options, the lack of transportation options was cited as a common reason for more than half of non-drivers aged 65 and older remaining at home on any given day. Furthermore, older Americans living in rural or small town America are disproportionately affected by isolation because there are fewer alternative transportation options available to them (Bailey, 2004).

By the year 2025, baby boomers will be in their sixties, seventies, and eighties. This means that the country's senior population will increase by eighty percent over the next twenty years. Because most people remain in the communities where they currently live, Homer should be prepared to meet the transportation needs of this population by developing a linked system of fully accessible routes to points of interest and activity. The needs of Homer's senior and disabled citizens should be incorporated into the community's transportation and community planning activities.

Creating an interconnected, accessible, non-motorized transportation system in Homer can be achieved. Steps to success include actively involving senior and disabled citizens in transportation



The Homer Senior Center



Wheelchair Accessible Picnic Area on the Dalton Highway



Seniors Enjoying a Sunny Day



and community planning, identifying the existing infrastructure's missing links, completing the system by building connections between existing segments and extending the system to be within close proximity to any concentrations of senior or disabled citizens, and constructing primary pedestrian routes that are universally accessible and in compliance with the Americans with Disabilities Act (ADA). The Americans with Disabilities Act is a civil rights law that was passed in 1990 to protect individuals with physical and mental disabilities from discrimination.

Action Items:

1. Incorporate the needs of Homer's senior and disabled citizens in community and transportation planning activities

Step 1:

Encourage members of the senior and disabled populations to serve on commissions or advisory committees by identifying interested citizens and personally inviting them to participate.

Step 2:

Send notices of public meetings to senior centers, assisted living facilities, local senior and disabled citizens organizations, etc.

2. Identify the existing infrastructure's missing links

Step 1:

A number of missing links are identified in this plan. Please see Figure 4: Senior Center Connections, Figure A: Sidewalks, and Figure C: Multi-purpose Trails.

Step 2:

As development continues in Homer, continue to look for connection opportunities. These connections will be made evident by actively involving senior and disabled citizens in the transportation and planning process.

3. Provide non-motorized transportation connections between the Homer Senior Center, the Kenai Peninsula Independent Living Center, the Friendship Center, and the Community Mental Health Center with the surrounding community

Step 1:

Provide accessible connections to medical facilities. For example, provide an accessible connection between the Homer Senior Center and the South Peninsula Hospital.

Step 2:

Provide accessible connections to commercial districts and civic buildings. For example, provide an accessible route between the Senior Center and Pioneer Avenue (see Figure 4).

"Reliable transportation for older adults is vital. If you take away their ability to travel and remain social and active in their community, you take away their freedom and their independence."

—Robert K. Pfaff, Executive Director of Akron Metro RTA



Photo Credit: Tony Rowlett and Mimi Tran



Senior Center Cafeteria





Figure 4: Senior Center Connections



Step 3:

Provide accessible connections to nearby park and recreation facilities.
For example, provide an accessible route between the Kenai Peninsula Independent Living Center and Beluga Lake.

4. Construct accessible non-motorized transportation routes.**Step 1:**

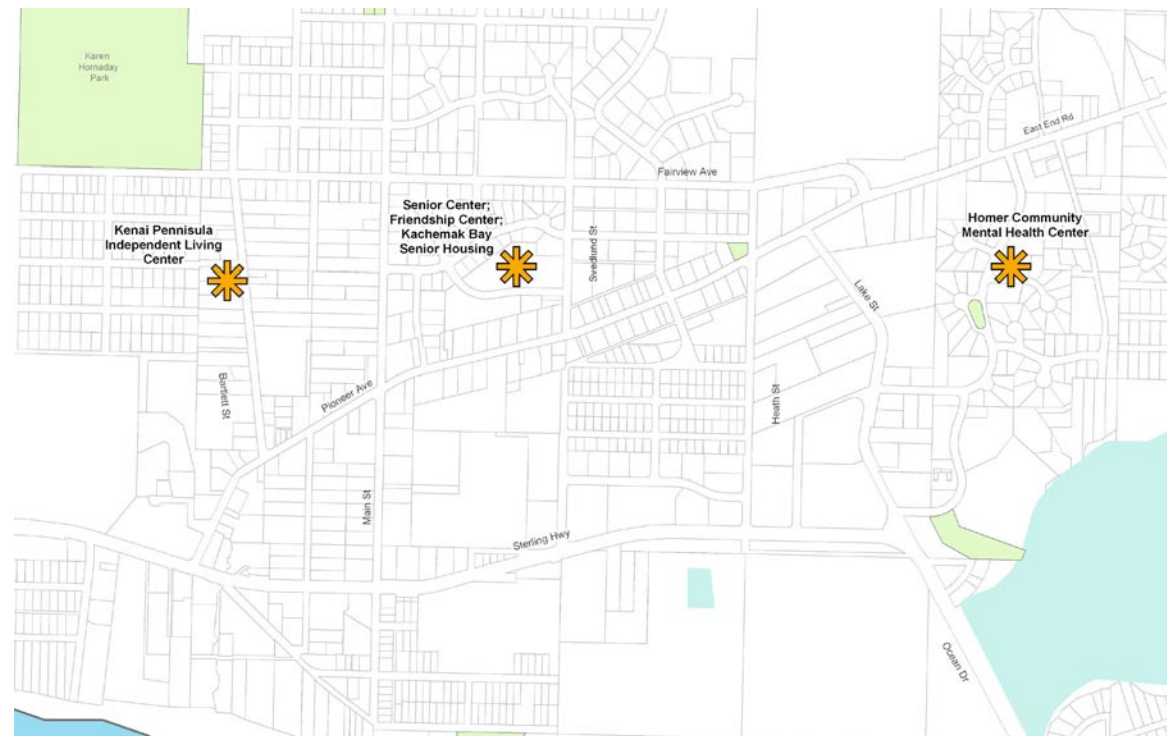
Construct non-motorized transportation routes according to the requirements of the Americans with Disabilities Act. An accessible route includes an improved, hard travel surface and is wide enough for the unobstructed passage of a wheelchair. This type of route does not exceed eight percent in slope unless it is adjacent to an existing road that exceeds eight percent. Curb cuts, ramps and tactile detectable warnings are present wherever a pedestrian route crosses a road. Appendix A contains a list of useful resources related to accessible design standards.

Step 2:

The Site Design and Connections sections of the 1987 Design Criteria Manual for Streets and Drainage should be amended to include compliance with the site accessibility requirements set forth in the Americans with Disabilities Act.

"As we look to the transportation horizon, we need dignified, economically sustainable alternatives to the private automobile."

–Kathy Freund, President/Executive Director of the Independent Transportation Network



Homer Senior Services Map



Bicycle Transportation

The Federal Highway Administration (FHWA) has released a number of policy statements and design guidelines promoting the use of bicycles and other forms of non-motorized transportation. The official bicycle policy of the FHWA is to “accommodate current use and encourage increased use while enhancing safety” (FHWA, 1994 p.1). Similarly, the U.S. Congress also advocates the development of non-motorized transportation systems: “Congress clearly intends for bicyclists and pedestrians to have safe, convenient access to the transportation system and sees every transportation improvement as an opportunity to enhance the safety and convenience of the two modes” (FHWA 2000 p.4). In the realm of bicycle transportation planning, it is assumed that bicycles will be ridden on all roads where it is legal to do so. The Alaska Department of Transportation Preconstruction Manual states, “Expect bicycle traffic along most roads and streets. Where bicycles are allowed, all new construction and reconstruction must provide for use by bicyclists and pedestrians...” (p. 1210-1). While Homer’s existing roads should be maintained or upgraded to accommodate and encourage bicycle use, identification of key travel corridors and routes is important for the implementation of appropriate facility treatments.

Higher volumes of bicycle traffic are usually present where residential areas are close to destinations such as schools, shopping, recreational facilities, museums, and major

employment centers. Bicycle traffic can be accommodated in a number of different ways including bicycle lanes, wide outside lanes, signed shared roadways, separated pathways, and paved shoulders (see Figure 12: Bicycle and Pedestrian Infrastructure). Determining which treatment is appropriate for a given roadway is a factor of vehicle and bicycle traffic volume, existing conditions and infrastructure, connecting routes, and available space. Bicycle friendly routes are those lacking in barriers and inconveniences: they are accessible, direct, and continuous. They have low traffic speeds, adequate sight distances, few intersections or driveway cuts, and smooth pavement free of potholes and debris. Homer can promote bicycling by encouraging the placement of bicycle parking amenities at major destinations such as parks, schools, municipal buildings, and the central business district. The community should also establish education programs for children, parents, adults, and motorists.

Because bicycles and vehicles share the same traveling space, road width is the most important factor for bicycle safety. Homer’s existing roadways are generally wide enough to accommodate this shared use. In many cases, significant safety improvements could be made to existing streets simply by striping bicycle lanes or paving shoulders.

“Exploration comes easy on a bicycle, the unknown is everywhere.”

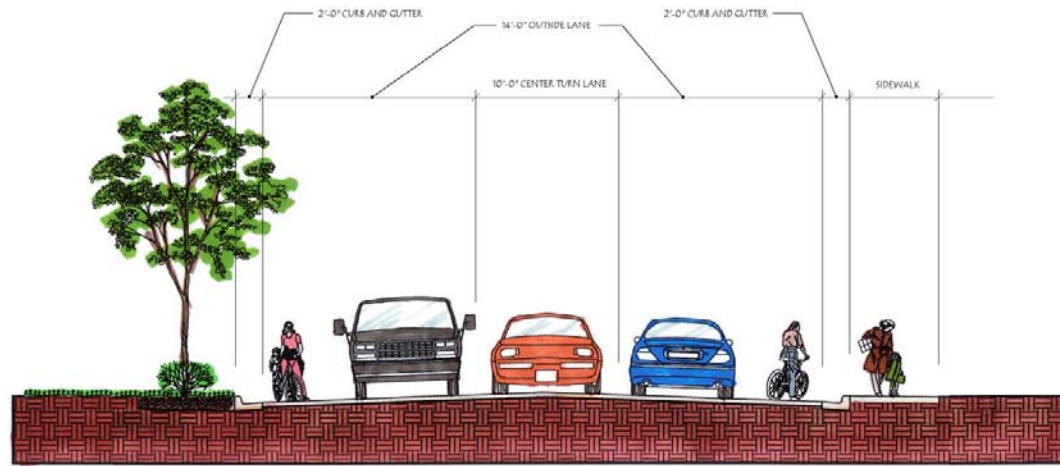
-Daniel Behrman, 'The Man Who Loved Bicycles; The Memoirs of an Autophobe', 1973



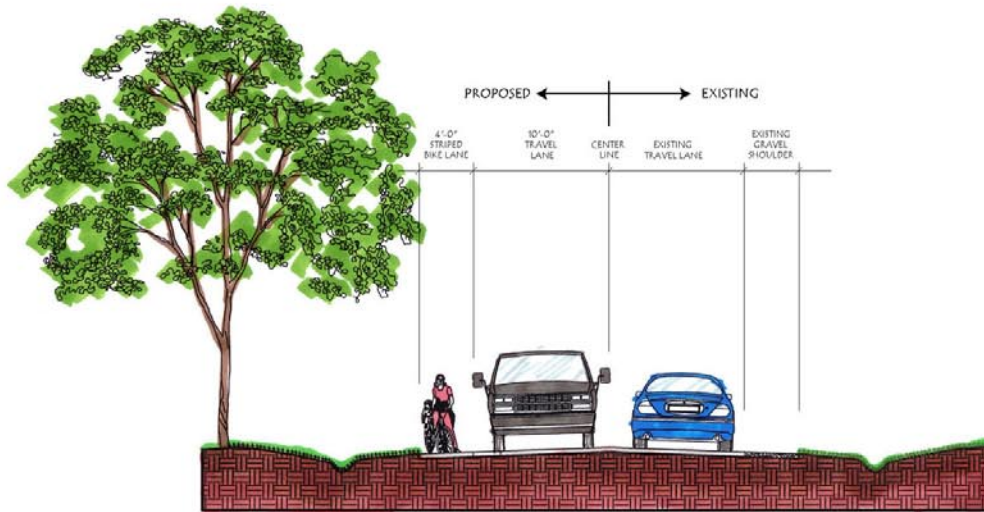
Biking Uphill

Source: Kachemak Nordic Ski Club

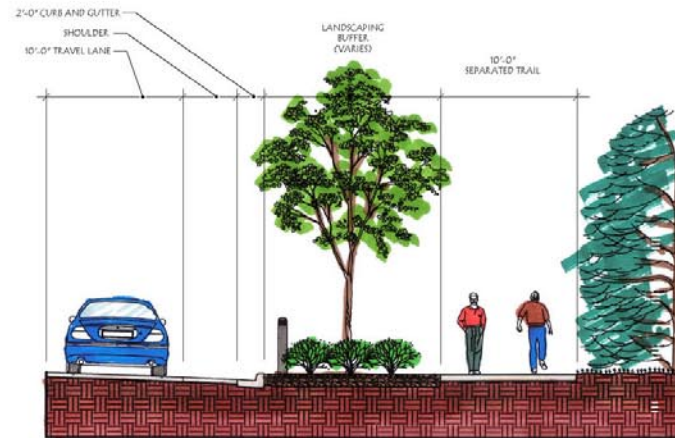




WIDE OUTSIDE LANE SECTION
NOT TO SCALE



PAVED SHOULDER SECTION
NOT TO SCALE



SEPARATED PATHWAY SECTION
NOT TO SCALE

Figure 12: Bicycle and Pedestrian Infrastructure



Bicycle Lane

Bicycle lanes are designated portions of paved roadways intended for bicycle traffic. In Homer this type of facility is appropriate for arterial and collector roads and in locations where bicycle traffic is significant. Bicycle lanes are one-way only and travel with the flow of traffic. Streets that include bicycle lanes should have smooth pavement, a schedule of regular maintenance to repair potholes and remove debris, and drainage inlets that are flush with the pavement surface and have bicycle-safe grates designed to prevent trapped bicycle tires. Bicycle lanes are created by striping and stenciling pavement with lines and symbols. They are inexpensive to install on existing roads. Possible locations for bicycle lanes include the following routes:

Pioneer Avenue
Main Street
Sterling Highway
(between Pioneer Avenue and Lake Street)
East End Road
(between Lake Street and East Hill Road)
Kachemak Drive
(until a separated pathway is constructed)
Bunnell Avenue
(between Main Street and Beluga Place)
Beluga Place

A map of Homer's existing and proposed bicycle lanes appears in Figure B.

Wide Outside Lane

A wide outside lane is not differentiated from the vehicle travel way with striping. It is a paved travel lane that is wide enough to comfortably accommodate both bicycle and vehicular traffic. A wide outside lane measures 14 feet unless there is on-street parking or a steep grade in which case a width of 15 feet is more appropriate. A lane less than 14 feet does not provide comfortable maneuvering room for both motorized and non-motorized vehicles while a wider lane may lead motorists to believe that there is more than one lane available for travel. Wide outside lanes are appropriate on arterials, roads with high traffic volumes and speeds, roads without shoulders, and in restrictive urban environments such as busy commercial districts. In Homer, possible locations for wide outside lanes include the following routes:

Sterling Highway
(between Pioneer Avenue and West Hill Road)
Soundview Avenue
Fairview Avenue
Bayview Avenue
Lake Street
Heath Street
Bartlett Street

A map of these routes appears in Figure B.

"Toleration is the greatest gift of the mind; it requires the same effort of the brain that it takes to balance oneself on a bicycle."

-Helen Keller, deaf and blind US lecturer, 1880-1968



Bike Cartoon

Source: Massbike.org



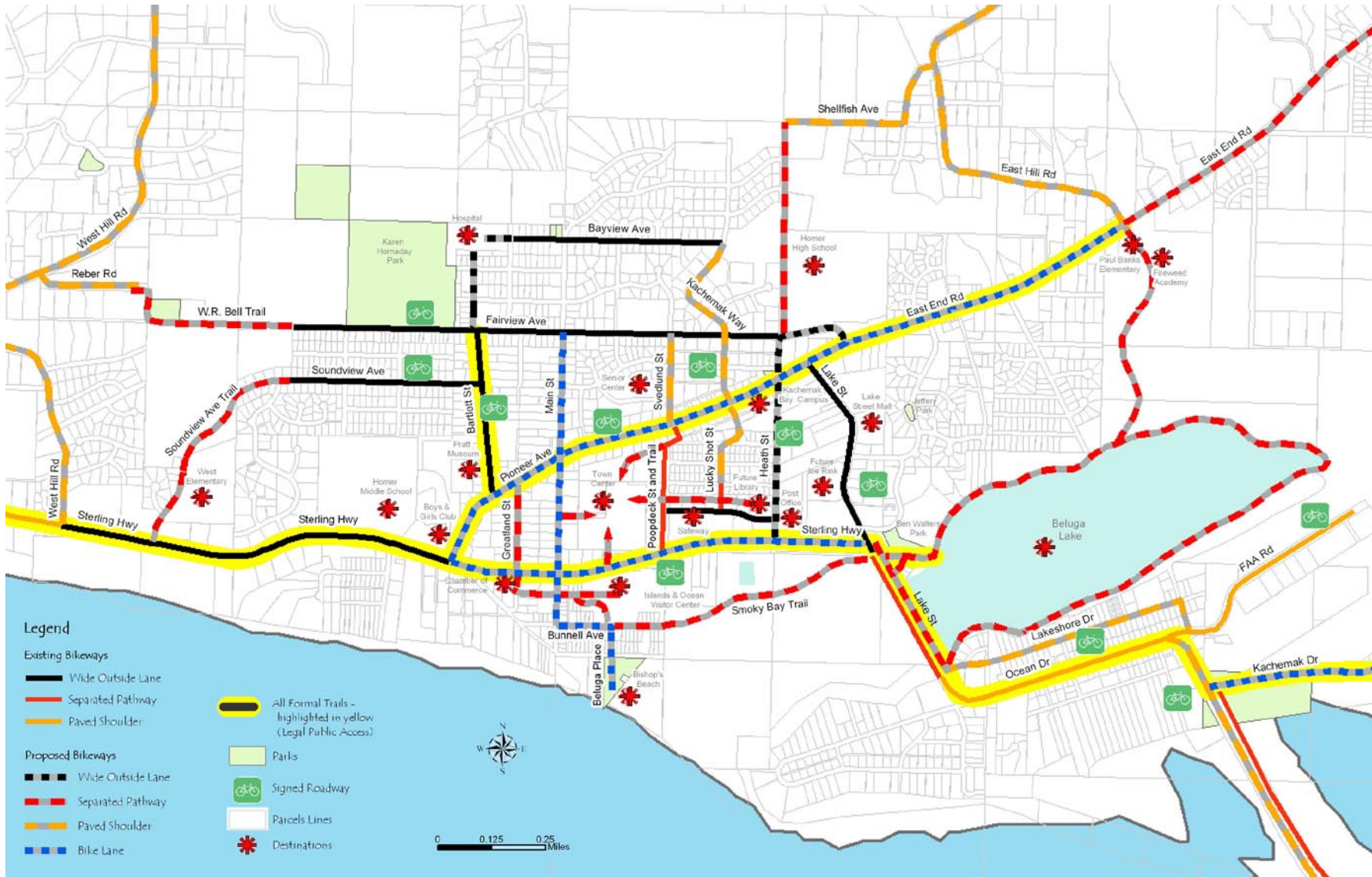


Figure B: Bicycle Accommodations Map



Paved Shoulder

Paved shoulders are connected to and on the same level as vehicular travel lanes. They are useful for bicycle travel, emergency stopping, and extending roadway life by reducing edge deterioration. Paved shoulders should be a minimum of 4 feet wide. They are suitable for rural routes and useful to bicyclists on steep uphill road segments because of the additional maneuvering room. Recommended locations for paved shoulders include the following routes:

East End Road
(east of Kachemak Drive)
Skyline Drive
East Hill Road
Svedlund Street
Kachemak Way
Lucky Shot Street
Ocean Drive
(from FAA Drive to Homer Spit Trail)
Reber Road
Shellfish Avenue
Skyline Drive
West Hill Road

A map of Homer's existing and proposed paved shoulders appears in Figure B.

Separated Pathway

A separated pathway, also called a shared use or multi-use pathway, is a travel route that is separated from the roadway and supports a variety of non-motorized

transportation uses. They are often built to access or move through places where streets and highways do not go. These routes are usually recreational and often located along rivers, canals, ocean fronts, utility right-of-ways, within or between parks, and on college campuses. Examples of separated pathways in Homer that are suitable for bicycle transportation include:

Homer Spit Trail
East End Road
(East Hill Road to Kachemak Drive)
Ocean Drive
(crossing Beluga Slough)
Poopdeck Trail
Lakeshore Drive

To complete and connect the existing system, separated pathways should also be constructed in the following locations:

Beluga Lake Trail System
(connecting Ben Walters Park to Paul Banks Elementary and beyond to East End Road)
Chamber Trail
Heath Street
(between Fairview Avenue and Shellfish Avenue)
Homer Coastal Trail
Homer Public Library Trail
(between the library and Poopdeck Trail)
Islands and Ocean Trail
(between the Visitor Center and Two Sisters' Bakery)
Smoky Bay Way

"The bicycle is its own best argument."

-Richard Ballantine, 'Richard's 21st Century Bicycle Book', 2001



Santa Clarita, California Trail Yield Sign



Really Snowy Bike

Source: Homer News



Kachemak Drive Pathway
Soundview Avenue Trail
(between West Homer Elementary
and Soundview Avenue)
W.R. Bell Trail
(connecting Fairview Avenue to
Reber Road)

The complete system of existing and proposed separated pathways is presented in Figure B.

Signed Shared Roadway

Signed bicycle routes inform riders of preferred travel ways in comparison to alternative routes. They are maintained by a designated public agency and the signed route reminds drivers that they are sharing the road with bicyclists. There are a number of reasons a particular route becomes a signed shared roadway: it may be a common route for bicyclists through a high demand corridor, it may serve as a connecting segment between a shared use path and a bike lane, or it may travel through neighborhoods to an internal neighborhood destination. There are six signed shared roadways in Homer:

Fairview Avenue
Lake Street
FAA Drive
Kachemak Way
Ocean Drive
Homer Spit Trail

To complete a system of linked corridors, the following routes, if upgraded, may be

appropriate as signed shared roadways:

Lakeshore Drive
Sterling Highway (Pioneer Avenue to Lake
Street)
Soundview Avenue
Heath Street

It is important to remember that signed shared roadways indicate a preferred route for bicyclists. Before adding signs to an existing road, be sure it is a safe route. Bicycle infrastructure such as those discussed in this section and a regular schedule of maintenance must be in place.

The complete system of existing and proposed signed shared roadways is presented in Figure B.

"Think about it. When was the last time you met a grouchy bike rider?"

-Steve Sherman, 'Bike Hiking', 1974



Kid on Bike

Source: Concordia Lutheran School



Traveling by Horseback

Horseback riding is recreational pastime enjoyed by many of Homer’s residents. During the first public meeting held for the non-motorized transportation and trail plan members of Homer’s equestrian community illustrated the routes they commonly ride. Generally, the routes connected the bluffs to the beach. Designated horse trails should be identified and implemented for the safe travel of equestrians.

Equestrian trails have specific design requirements. Developing trails appropriate for equestrian use requires understanding horses and their needs. Creating an environment where horses feel comfortable and secure is vital to the health and safety of both the horse and its rider. Weighing between 800 and 1400 pounds, horses are large, powerful animals that feel safest when traveling in groups. They are uncomfortable around barking dogs and bicycles but not around motorized vehicles. Successful trail sharing between bicyclists and horses is possible if there is some separation between the two users. This can be achieved by designating paved areas for the bicyclists and unpaved trails for the horses. Trails can also be designed for shared use by horses and motorized recreational vehicles such as ATV or snow machines. This type of shared use trail can be particularly successful when the various uses are season specific. For example, trails used by cross-country skiers or snow machines during the winter months could also be used by hikers, bikers, or

equestrians during months without snow.

Developing shared use trails for equestrians and other recreationalists can be successful if a few guidelines are followed. The following recommendations appear in “Designing Shared-Use Trails to Include Equestrians” and *Trails for the 21st Century*. Hard surface trails are uncomfortable for horse hooves, so gravel or packed dirt pathways are preferable. Large stones, boulders, or stumps should be removed from the trail. Other options include roadside trails that are separated from vehicular travel lanes by a safe distance. An example of this type of trail would be a cleared road shoulder. The trail itself should have a minimum vertical clearance of ten feet and a minimum horizontal clearance of five feet. Overhanging tree limbs or branches should be pruned back to the base of the trunk or main leader to prevent injury to the horse or its rider. Along their routes, equestrian trails should also have hitching posts, fresh water sources, and parking or staging areas at trailheads.

The proposed system of equestrian routes appears in Figure C: Multi-Purpose Trails Map.

“People on horses look better than they are. People in cars look worse than they are.”

-Marya Mannes, ‘More in Anger’, 1958



Horses on the Beach

Source: Nadja Demos





Figure C: Multi-Purpose Trails



Policy and Institutional Framework

Homer's non-motorized transportation and trail system would benefit from an institutional framework through which it could be funded, implemented, and managed. The following public policy statements are based on recommendations expressed by citizens, city and state agencies, council members, community commissions, and non-profit organizations. Many of these policy statements have been adopted from Homer's previously written plans and adjusted to reflect the city's current conditions and needs. Policy recommendations derived from the successfully implemented plans of other cities have also been incorporated where applicable and appropriate. Each statement is supported by one or more action items. These items serve as a means for implementing the respective policies and as a measurement of success. The realization of this plan is dependent on a commitment by the city and its citizens. Implementation and compliance are the primary elements that will keep this plan off the shelf and circulating in the hands of those who shape this community.

Policy 1:

Non-Motorized Transportation is an Integral Part of All Transportation Planning and Design Activities

Ninety-nine percent of respondents to the 2004 Homer Non-Motorized Transportation and Trail Plan Community Survey stated that they would utilize sidewalks and bikeways to get to the central business

district if these routes connected to their neighborhoods. As Homer continues to grow, planning documents and design plans will be produced on a regular basis. These projects will be generated from a wide variety of sources ranging from state road planning efforts to local subdivision development. Regardless of the project source, Homer should make the accommodation of non-motorized transportation users a priority by identifying their needs and implementing the appropriate infrastructure.

Policy 1.1:

All new road construction projects will include facilities designed for non-motorized transportation.

Homer is an active, outdoor-oriented community. Users of non-motorized transportation routes include pedestrians, runners, bicyclists, inline skaters, parents with strollers, skateboarders, equestrians, and those in wheelchairs. Facilities for these various users on newly constructed roadways may include sidewalks, safe crossings, separated, shared pathways, wide outside lanes, paved shoulders, and striped, signed bikeways. The appropriate facilities will be determined on a project by project basis by consulting the Homer Non-Motorized Transportation and Trail Plan for user needs and identified routes. Plans for new public roads will also receive input from the community during public meetings and coordinated departmental agency meetings.

"Being an effective trail advocate begins with deciding just exactly what it is you want to achieve. Before you can get out and champion your project, you need a vision, a plan and maps that show preferred routes and other features."

-Bay Area Ridge Trail Council, 'In Support of Trails: A Guide to Successful Trail Advocacy', 1993



Spit Walkers

Source: Homer News



Action 1:

Establish and implement a procedure by which all new road construction plans in Homer are reviewed by the city for non-motorized transportation infrastructure and presented to the community in a public forum. This procedure will identify a stage in the design development process by which time the plans must be reviewed by the city and public. Designation of this design development stage is necessary. Public input must be received early enough in the design development process for the design and construction plans to accurately reflect the expressed desires of the community.

Policy 1.2:

Construction projects taking place on existing roads will include facilities for non-motorized transportation where none presently exist or where upgrades to existing facilities are needed.

Construction projects aimed at upgrading or repairing existing roads present a cost effective opportunity for implementing or improving upon non-motorized transportation infrastructure. This type of project occurs much more frequently than those for new road construction and should be utilized for completing missing segments or upgrading existing facilities.

Action 1:

For each construction season, a list of scheduled road construction upgrade and repair projects will be prepared.

Implement a review procedure for these projects to identify opportunities for improving the non-motorized transportation infrastructure and incorporate these improvements into project plans.

Policy 1.3:

Non-motorized routes disturbed during upgrades to existing roads, during new road construction, and during site development will be restored to equal or better than pre-construction conditions.

Action 1:

Establish and enforce a policy by which disturbances to non-motorized routes resulting from road construction and upgrades will be restored to equal or better than pre-construction conditions.

Policy 1.4:

Incorporate non-motorized transportation into the city's plan review process.

Private development accounts for a large part of Homer's growth and expansion. With each new subdivision or commercial development there exists an opportunity to strengthen the community's non-motorized transportation infrastructure. Ninety-two percent of respondents to the 2004 Homer Non-Motorized Transportation and Trail Plan Community Survey indicated that they would support legislation to identify trail access ways in new subdivision

"Transportation is about more than asphalt, concrete and steel. Ultimately it is about people. It is about providing people with the opportunity for a safer, happier and more fulfilling life."

—Rodney Slater, US Secretary of Transportation, 1999



developments and to encourage trail access ways in existing developments. A proposed building site should feature walkways connecting the new building with the community's existing pedestrian network. New buildings and other community destinations such as parks and shopping areas should encourage alternative modes of transportation by including bicycle parking. When land is subdivided, existing trails and access to recreational areas should be maintained. This is the most vital point in the development process with regard to maintaining and strengthening Homer's trail system. It is here that historical access is lost and trail segments are truncated or eliminated (see Figure 13: Subdivision with Planned Pedestrian Infrastructure and Figure 14: Subdivision with Public Access Easements).

Action 1:

Consider amendments to the City Code for new subdivisions to include alternative transportation infrastructure and provide links to the existing and planned non-motorized transportation and trails system. Possible amendments to the City Code would be to develop methods to work with non-residential development to provide internal pedestrian access as well as integration with the approved non-motorized transportation and trails system.

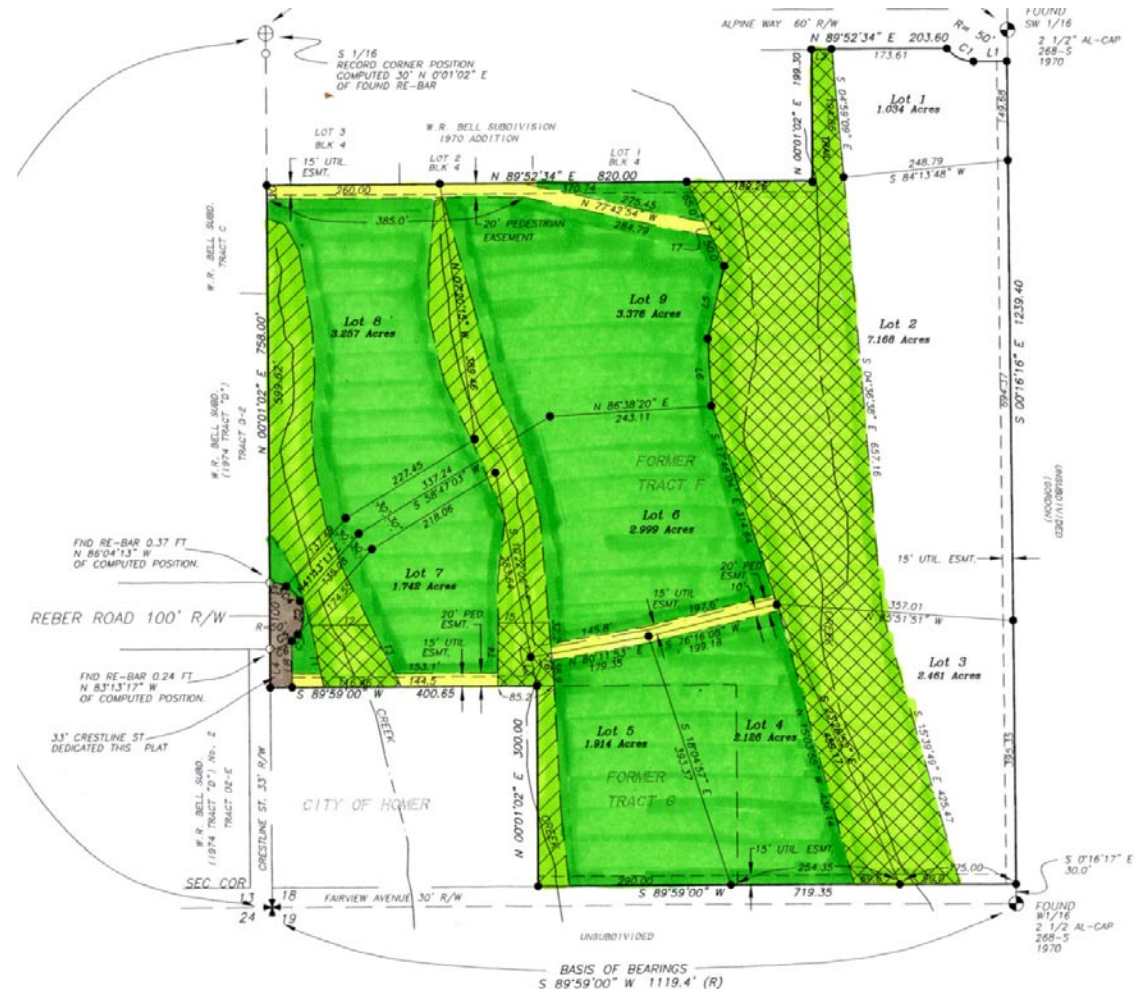


Figure 13: Subdivision with Planned Pedestrian Infrastructure
(Note: Image and Plat provided by Kenton Bloom; Developer Richard Olsen)



Policy 1.5:

The Homer Non-Motorized Transportation and Trail Plan shall be recognized as a guide for transportation development.

Action 1:

The Homer Non-Motorized Transportation and Trail Plan will be coordinated and integrated with Homer's existing transportation and comprehensive plans.



Figure 14: Subdivision with Public Access Easements
(Note: Survey and Plat provided by Kenton Bloom; Developer John Fowler)



Policy 2

Policy 2: ***Institutionalize Non-Motorized Transportation and Trail Planning***

Non-motorized transportation and trail planning must become an integral part of the community's institutional framework. Plans and policies, no matter how well developed, will be ineffective unless they are integrated into the city planning process and supported by an on-staff advocate. In turn, this dedicated staff person must have the support of an advisory commission and empowered community volunteers.

The proper governmental channels should be followed when applying for trail easements going through city or borough property. An application for an easement should be filed with the Kenai Peninsula Borough for any proposed trails crossing borough lands.

Policy 2.1 : ***Appoint Parks and Recreation Commission to Advocate For, Advise On, and Support Homer's Non-Motorized Transportation and Trail System***

To further strengthen the presence of non-motorized transportation within the framework of the community's planning institution, the Parks and Recreation Commission should be appointed to advocate for a non-motorized

transportation and trail system, support the recommendations and proposals put forth in this plan, and advise on matters related to a successfully integrated non-motorized infrastructure. Should a Non-Motorized Transportation and Trail Coordinator position be created and filled, the Commission would also serve to support and advise this position. The Parks and Recreation Commission's dedicated membership includes trail advocates and experienced planning professionals, making the commission well suited for the advisory and advocacy role necessary to successfully support this plan.

Action 1:
Appoint a Non-Motorized Transportation and Trail Advisory Commission.

Policy 2.2 ***Establish a volunteer organization of non-motorized transportation and trail advocates.***

A number of passionate non-motorized transportation and trail advocates live in Homer. The resources and knowledge of these citizens is a priceless resource that could be organized and focused to achieve great results. Discover their individual talents and interests, invite their support, encourage their enthusiasm, and recognize them for their efforts.

Action 1:
Identify, empower, and recognize community volunteers.

"People who have committed to a service/advocacy role will tell you that some of the sublimest pleasure they have ever experienced comes in the context of that work. You get way more than you give."

-Charles Garfield, 'Peak Performers', 1986



Policy 2.3:

Establish and fill a Non-Motorized Transportation and Trail Coordinator city staff position.

Designating one member of the city staff to be responsible for trails and non-motorized transportation is essential to the success of Homer's Non-Motorized Transportation and Trail Plan. In order for this plan to be a working document in the development of Homer's transportation infrastructure, there should be an identified individual whose role is to advocate, educate, and promote compliance with the concepts and policies put forward in this plan. The duties of this position may be assumed by an existing city staff member or a new position established and filled when funds become available.

Specific duties of the Non-Motorized Transportation and Trail Coordinator may include:

Reviewing road construction plans, site development plans, and subdivision proposals for compliance with non-motorized transportation objectives;

Developing and implementing an education program to promote non-motorized transportation;

Advocating non-motorized transportation to citizens, non-profit groups, school children, recreational clubs, and city agencies;

Addressing citizen concerns and complaints;

Serving as a staff representative to the Parks and Recreation Commission;

Advising the Road Standards Committee on matters related to non-motorized transportation;

Serving as a staff representative at the Planning Commission meetings;

Developing the non-motorized section of the Homer Design Criteria Manual;

Selecting non-motorized transportation capital improvement projects with the guidance of an advisory committee;

Identifying and pursuing funding sources for building and strengthening the non-motorized transportation infrastructure;

Identifying, encouraging, and empowering community volunteers;

Making an annual presentation to city officials and the community on Non-Motorized Transportation and Trail Plan objectives that have been achieved, those that compose the focus of the coming year, and other important issues on the horizon.

Coordinating an annual survey of trail facility conditions in order to identify maintenance needs in the capital budget.

Action 1:

Create and fill the position of Non-Motorized Transportation and Trail Coordinator.

"Too many cities in America have become places to survive. We need more places to thrive."

–Dan Burden, 'Florida Bicycle Facilities Planning and Design Handbook', 1997



Policy 3

Policy 3:

Update the 1987 Design Criteria Manual for Streets and Drainage and the Community Design Manual of Homer to Specifically Include Design Guidelines for Non-Motorized Transportation Facilities

A standard, uniform means by which to design and construct non-motorized transportation infrastructure will establish a consistent infrastructure system of quality. The non-motorized transportation section of the *1987 Design Criteria Manual for Streets and Drainage* should illustrate design standards and present appropriate treatments and their applications. This section of the design criteria manual should include but not be limited to accessible design, roadway cross sections, widths and surface treatments for bikeways, bridle paths, and separated pathways, appropriate signage, bicycle parking facilities, pedestrian amenities such as benches, trash receptacles, and lighting, and methods for determining non-motorized applications appropriate to a number of situations.

Action 1:

Develop and adopt an updated *1987 Design Criteria Manual for Streets and Drainage* that includes guidelines for non-motorized transportation facilities.

“Let’s get one thing straight: Trails weren’t put there by the Supreme Being of your choice. They were cut by human beings just like you and me.”

–Allen St. John, ‘Bicycling for Dummies’, 1999

4.3

Operational Aspects
Policy and Institutional Framework: Policy 3



Policy 4

Policy 4: *Establishing a Method for Compliance*

Policy statements and action plans have little meaning without a method for compliance. Opportunities exist to reinforce the policies put forward in this document by making minor adjustments to the Homer City Code. Possible amendments to existing City Code, which may be used to implement this Plan, are underlined and appear in bold print. References to public access easements are understood to include easements and right-of-way which may be designated solely for non-motorized transportation.

Policy 4.1:
Adjustments to the Homer City Code, Title 11: Streets, Sidewalks and Driveway Construction

Action 1:
Amend Section 11.04.030 Definitions to include the term “Non-Motorized Transportation.”

Action 2:
Amend Section 11.04.040 Street construction, design and dedication requirements—General. a. to read: “All streets, roads, **or non-motorized transportation facilities** constructed or reconstructed within the City of Homer after the effective date of the ordinance codified in this chapter shall adhere to

the dedication, design and construction standards set forth in this chapter and shall also be designed and constructed according to the procedures and standards set forth in Chapter 11.20, unless waived as provided in Chapter 11.20.

Action 3:
Rename Section 11.04.120 from “Sidewalks” to “Non-Motorized Transportation Corridors.” Amend this section to read: “New streets to be accepted by the City **and identified as public access corridors in the adopted Homer Non-Motorized Transportation and Trail Plan shall have sidewalks, bicycle paths, or other non-motorized transportation facilities to ensure convenient mobility, convenient access to parks, recreation areas, trails, playgrounds, schools and places of public assembly.**”

Policy 4.2:
Adjustments to the Homer City Code, Title 21.

Action 1:
Amend Chapter 21.48 Central Business District, Section 21.48.050 Site and Access Plan, to include a requirement for site and access plans to include on-site non-motorized circulation systems. Illustration of these systems shall include internal circulation patterns, identification of access points into and out of the site, and connections with existing non-motorized transportation systems adjacent to the site.

“A trail is not a route from here to there. It is a place to reconnect. In building trails, we need to think about the trail experience. What does the trail look like? What does it feel like? What does it smell like, taste, and sound like? Does the experience challenge the mind? Challenge the body? Does it touch a chord that resonates the soul? A good trail will do that!”

—Robert Searns, founding owner of Urban Edges, Inc., a planning and development firm based in Denver, CO., 2001



Action 2:

Amend Chapter 21.48 Central Business District, Section 21.48.050 Site and Access Plan, no. 6 to read "Where practical, safe, and where other means of access have not been provided, access easements **will** be required to public lands."

Action 3:

Amend Chapter 21.48 Central Business District, Section 21.48.060, to include the following statement under subsection a. Site Development: "If there is an existing historical access route, the development shall allow for continuation of historical trail uses, with realignments as needed for best development practices." Historical access routes are defined in the 1984 Comprehensive Sidewalk and Trail Plan of the Homer Area, Alaska as "Those routes which were developed early in the settling of this area, routes which have historical significance in regards to early coal mining activities and homesteading and routes which have been used traditionally as access into the backcountry" (p. 81).

Action 4:

Amend Chapter 21.49 General Commercial 1 District, Section 21.49.050 Site and Access Plan, to include a requirement for site and access plans to include on-site non-motorized circulation systems. Illustration of these systems shall include internal circulation patterns, identification of access points into and out of the site, and connections with existing non-motorized transportation systems adjacent to the site.

Action 5:

Amend Chapter 21.49 General Commercial 1 District, Section 21.49.060, to include the following statement under subsection a. Site Development: "If there is an existing historical access route, the development shall allow for continuation of historical trail uses, with realignments as needed for best development practices." Historical access routes are defined in the 1984 Comprehensive Sidewalk and Trail Plan of the Homer Area, Alaska as "Those routes which were developed early in the settling of this area, routes which have historical significance in regards to early coal mining activities and homesteading and routes which have been used traditionally as access into the backcountry" (p. 81).

Action 6:

Amend Chapter 21.52 Marine Commercial District, Section 21.52.050 Site and Access Plan, to include a requirement for site and access plans to include on-site non-motorized circulation systems. Illustration of these systems shall include internal circulation patterns, identification of access points into and out of the site, and connections with existing non-motorized transportation systems adjacent to the site.

Action 7:

Amend Chapter 21. 52 Marine Commercial District, Section 21.52.060, to include the following statement under subsection a. Site Development: "If there is an existing historical access route, the development

"A trail and its markings do not constitute any intrusion upon naturalness of the forest wilderness. Trails should be marked and maintained in a manner to eliminate the necessity of labor and uncertainty in finding one's route. They should be an open course, a joy for travel. In that manner, without concern for route finding, the traveler will derive full benefit from his surroundings. This is what we have sought to accomplish in our constant and unending emphasis on the indicated standards of Appalachian Trail marking and maintenance. "

—Myron Avery, final report to the Appalachian Trail Conference, 1952



shall allow for continuation of historical trail uses, with realignments as needed for best development practices.” Historical access routes are defined in the 1984 Comprehensive Sidewalk and Trail Plan of the Homer Area, Alaska as “Those routes which were developed early in the settling of this area, routes which have historical significance in regards to early coal mining activities and homesteading and routes which have been used traditionally as access into the backcountry” (p. 81).

Action 8:

Amend Chapter 21.61 Conditional Use Permits, Section 21.61.060 Standards for Planned Unit Developments, to include the following statement under subsection c. Development Plan: “Non-motorized transportation plan to include internal circulation patterns, identification of access points into and out of the site, and connections with existing non-motorized transportation systems adjacent to the site.

Action 9:

Amend Chapter 21.61 Conditional Use Permits, Section 21.61.060 Standards for Planned Unit Developments, subsection c. Development Plan 1.k. to read: “A conditional use permit application and a development plan for a Planned Unit Development shall be submitted to the City for administrative review and recommendation to the Homer Advisory Planning Commission. They shall include the following: k. “The substance of

covenants, grants of easements or other restrictions to be imposed upon the use of the land, buildings and structures, including proposed easements for public utilities **and public access.**”

Action 10:

Amend Chapter 21. 61 Conditional Use Permits, Section 21.61.060 Standards for Planned Unit Developments to include the following statement: “Where practical, safe, and where other means of access have not been provided, **public access easements** will be required to public lands.”

Action 11:

Amend Chapter 21. 61 Conditional Use Permits, Section 21.61.060 Standards for Planned Unit Developments to include the following statement: “Development shall not preclude the existence of historical access route(s) in use on the property at the time of development.”

“When you work in a bureaucracy, trying to make program changes sometimes seems like trying to slow dance with a cow: it’s not much fun, it annoys the cow and you step in a lot of manure.”

–Beth Timson, ‘From Waterbars to Polygons: The Evolution of a State Trails Program’, “Trends”, 33(2), 1996



Policy 5

Policy 5: **Promote the Dedication of Public Access Easements and Rights of Way**

To realize an interconnected network of trails, public access easements should be established. Landowners responding to the 2004 Homer Non-Motorized Transportation and Trail Plan Community Survey supported the idea of granting public access easements across their properties. Eighty percent of respondents would consider allowing a public access easement on their properties if a tax incentive was offered. Similarly, eighty percent would consider allowing a public access easement to cross their properties if a community organization volunteered to maintain that public access way. The 1983 Homer Comprehensive Plan recommended the dedication of private property along bluffs, drainages, and other undevelopable areas as greenbelts and eighty-three percent of the 2004 survey respondents continue to support this recommendation.

Policy 5.1:
Update and amend the Homer City Code, Title 22: Subdivisions

Action 1:
Amend code to include a Section entitled "Public Access Easements and Rights-of-Way." This section should address the requirement of public access easements in new subdivisions in order to provide connectivity between new developments and the community's non-motorized

transportation system and public facilities such as schools, libraries, museums, parks and recreation areas.

One example is a Salt Lake City ordinance that reads: "The sub-divider shall dedicate trails necessary to provide public access to public lands and other trails shown on the city master plans or required by the planning Council. Trails shall be located so that the route is feasible for both construction and long-term maintenance; side slopes shall not exceed seventy percent and rock cliffs and other insurmountable physical obstructions shall be avoided. The specific location of the trail right-of-way shall be verified on the ground before the approval of the subdivision. The amount of land required for trail dedication without compensation shall not exceed five percent of the land within the subdivision excluding trails located within a standard street right-of-way" (*Sample City*, p.8).

Action 2:
To the Public Access Easements Section of Title 22: Subdivisions, add the following subsection: **"It is the policy of the City of Homer to accept public access easements when they are offered by landowners provided that these easements are located within the transportation corridors identified by the Non-Motorized Transportation and Trail Plan and/or implement the goals contained therein, and are consistent with or implement other adopted land use or development plans including, but not limited to, the Comprehensive**



Lookout Mountain Park; Developer: John Fowler, Surveyor: Kenton Bloom; Engineer: Jack Cushing



Plan, the Transportation Plan, and the Economic Development Plan. The City can accept easements that compliment plans and goals and can require neighborhood trail segments which do not connect or extend city-wide trail systems.”

Policy 5.2:

Establish a clear and simple method for dedicating public access easements and rights-of way for non-motorized use.

If citizens wish to dedicate public access easements across their properties, the process should be simple and the method clear. The State of Alaska Department of Natural Resources has developed a simple method for mapping trail easement dedications on state land. This method could be amended to suit the needs of the Homer community. An explanation of this method and a sample public access easement form are included in Appendix B.

Action:

Develop a standard form for the dedication of public access easements. Make this form available to any interested landowner and keep a steady supply on hand at the appropriate city office. Notify the community of the existence of this form by placing a notice in the legal section of local newspapers and sending news releases to all local survey, planning, and land management agencies.

Policy 5.3:

Provide incentives for landowners to consider granting public access

easements across their properties.

Incentives may take many forms. Examples include tax exemptions, fee simple purchase, maintenance of the public access easement by volunteers, and public recognition through media attention.

Action:

Provide a variety of incentives for landowners who grant public access easements across their properties.

Policy 5.4:

Begin a discussion with the Kenai Peninsula Borough and Kachemak City to discuss the acceptance of public access easements.

The Kenai Peninsula Borough requires that a public access easement identified on a plat indicate the party to which the easement is dedicated. The Borough will not serve as the party to whom a public access easement is dedicated.

Action:

Engage in a discussion with the Borough and Kachemak City to explore alternative options to their positions on this matter.

Policy 5.5:

Establish a method to allow existing utility and drainage easements to be used as pedestrian easements.

Action:

Develop a set of guidelines to be used in evaluating existing utility and drainage easements for their use as pedestrian easements.



Policy 6

Policy 6: *Identify All Possible Sources of Funding for Building and Strengthening the Non-Motorized Transportation Infrastructure*

Obtaining funding for non-motorized transportation projects is an ongoing process that requires creativity, ingenuity, and perseverance. A number of different strategies should be developed and sources identified. Funding for non-motorized transportation projects will likely come from a combination of local, federal, and state sources, grant funding, and public/private partnerships.

Policy 6.1:
Establish a city-sponsored funding source dedicated to building a non-motorized transportation and trail infrastructure in Homer.

The city should consider establishing a funding source for local non-motorized transportation projects. Possible sources of funds for the trail bank could include a portion of the monies dedicated to the Homer Area Roads Program (H.A.R.P.) or profits from the lease or sale of land inventoried among the city's orphan properties.

Sixty-four percent of respondents to the 2004 Homer Non-Motorized Transportation and Trail Plan Community Survey indicated that identifying, constructing,

and maintaining sidewalks and bikeways within the city is of greater priority than identifying, constructing, and maintaining recreational trails outside the city limits. Sixteen percent placed a greater priority on recreational trails and another sixteen percent said city bikeways and sidewalks were of equal priority to recreational trails.

Action:
Establish a city-sponsored, city-administered non-motorized transportation and trail fund.

Policy 6.2:
Pursue funding opportunities from federal and state revenue sources.

Action:
Each year submit one or more non-motorized transportation and trail projects to federal or state agencies for funding consideration.

Policy 6.3:
Pursue funding opportunities from foundations and other non-profit revenue sources.

Action:
Each year submit one or more grant applications to foundations or other non-profit revenue sources that are not government agencies.



Policy 6.4:

Seek to establish private/public partnerships

The Homer Chamber of Commerce, the Islands and Ocean Visitor Center, the Pratt Museum, and the South Peninsula Hospital are demonstrating their commitment to Homer's non-motorized transportation and trail system. Each of these entities is building one or more trails on their properties that will connect to and enhance the communities to non-motorized transportation and trail system.

Action:

Each year establish at least one or more private/public partnerships to achieve non-motorized transportation or trail improvements within the city limits.

Policy 6.5:

Organize local fundraising events

Action:

Each year organize and host at least one local fundraising event in support of non-motorized transportation and trail improvements in Homer.



Policy 7

Policy 7: ***Maintain a Current Non-Motorized Transportation and Trail Plan***

The Non-Motorized Transportation and Trail Plan has been written to be dynamic and flexible. As the community grows and this plan's recommendations are implemented, priorities will change and different needs will arise. The community's progress will be reflected in the additions of and amendments to new policy statements and action items.

Action:

Update the Non-Motorized Transportation and Trail Plan every five years.



Policy 8

Policy 8: *Promote Alternatives to Motorized Transportation*

Policy 8.1:
Provide bicycle parking infrastructure at schools, shopping districts, civic buildings, and recreational destinations.

Action:
Strongly encourage all schools, public buildings, and the central business district to provide bicycle parking infrastructure in their respective locations. Install these same infrastructure at all facilities managed by the city.

Policy 8.2:
Educate the community about bicycle and pedestrian safety.

Action:
Establish school programs and partnerships with law enforcement to promote pedestrian and bicycle safety. Provide safety information at the department of motor vehicles, bicycle rental locations, the Homer visitor’s center, and at tourist lodging facilities. Publish route maps. Actively promote a “Share The Road” campaign to educate the public, encourage respect and courtesy, and increase awareness of the many different modes of transportation.

Policy 8.3:
Promote safe routes to school.

Action:
Begin a discussion with the school district about identifying safe routes to school and encouraging children to walk or ride their bicycles to class.

Policy 8.4:
Provide safe conditions for non-motorized transportation.

Action:
Establish a maintenance program and identify the agencies and organizations accountable for implementing the maintenance program.



Crossing Guard Cartoon
Source: LizzyRockwell.com



Bike Racks
Source: LizzyRockwell.com



Near Term Improvements

Near term improvements for Homer's non-motorized transportation infrastructure should address immediate safety concerns and the needs of the community's most vulnerable citizens: its children, its disabled, and its seniors. These improvements include safe road crossings on Homer's primary pedestrian routes, the identification of safe, non-motorized routes to school, the addition of ADA accessible sidewalks for the community's senior and disabled citizens, and the creation of safer bicycle conditions. For the purposes of this report, a near term improvement is one that will be realized in the next two years.

The City and the State recognize the immediate need for safe crossings and have scheduled 2004 summer roadwork to install crosswalks at several locations on Sterling Highway and Pioneer Avenue. The State will be painting crosswalks on Sterling Highway at the intersections of Pioneer Avenue, Main Street, Poopdeck Street, and Lake Street. The City will install crosswalks using thermoplastic bars, or hot tape, at Bartlett Street, Main Street, Svedlund Street, Kachemak Way, Heath Street, and Lake Street. While paint on pavement lasts about one year in Homer, hot tape lasts at least three years. The City has used hot tape for stop bars with success. The process for installing hot tape involves melting the asphalt and inserting plastic bars to create the line width, line length, or symbol desired.

Providing Homer's children with safe

non-motorized routes to school is a priority. Identifying route alignments, gaining the support of parents and school officials, acquiring any necessary easements, educating the community about new and changing trail patterns, and then constructing these routes is of primary importance. The City of Homer is already taking steps to make non-motorized transportation to school safer for children. The Soundview Avenue and W.R. Bell Trails identified in the City of Homer Capital Improvement Program 2004 to 2009 will provide a safe route to West Homer Elementary and Homer Middle School for children living in the City View, Fairview, Mountain View, and Reber Road/West Hill areas. The East Trunk Trail/Beluga Lake Trail System will provide a safe route to Paul Banks Elementary School for children living in the residential areas south of East End Road and in the vicinity of Beluga Lake. Improvements to Pioneer Avenue, Heath Street, Fairview Avenue and East End Road will increase the safety of students using non-motorized transportation to reach Homer High School and the University of Alaska Kachemak Bay Campus.

Private entities are also participating in the effort to promote overall system connectivity and safe routes to school. The Pratt Museum has purchased adjacent lands and will be constructing trails to connect with the overall trail system and provide public access to the Boys and Girls Club, Homer Middle School, and West

"....to bring the pedestrian back into the picture, one must treat him with the respect and honor we now accord only to the automobile: we should provide him with pleasant walks, insulated from traffic, to take him to his destination, once he enters a business precinct or residential quarter."

—Lewis Mumford, US social philosopher and urban planner, 1895—1990



Homer Elementary and along Woodard Creek into the residential areas north of the museum. The Islands and Ocean Visitor Center and the Homer Chamber of Commerce are building trails on their respective properties that will provide a route parallel to but separate from the Sterling Highway. The South Peninsula Hospital is also building a trail system that will connect Karen Hornaday Park to a pedestrian access easement that extends east to Bayview Avenue.

During the 2004 construction season, ADOT&PF will be installing a sidewalk on the west side of Bartlett from Pioneer to the Pratt Museum and on the east side of Bartlett from Pioneer to the hospital. The east sidewalk will be replacing an existing gravel path. The west sidewalk should extend to Soundview Avenue and include a crosswalk across Bartlett to the east sidewalk so that the Kenai Peninsula Independent Living Center will be located on a safe passageway with a safe crossing. Another near term improvement is the identification and construction of an ADA accessible route connecting the Senior Center to Pioneer Avenue. The Senior Center is just one block from Pioneer, and the construction of a safe, accessible means for the residents to travel to the Central Business District would be a relatively small project with a great impact. Other near term improvements include the construction of sidewalks on both sides of Main Street to provide a safe means for pedestrians to travel between

Old Town and the Central Business District and the construction of sidewalks on Heath Street from at least Pioneer Avenue to the high school and preferably from Sterling Highway to the high school, a route well traveled by high school and college students.

Creating safer bicycling conditions on Homer's most traveled bicycle routes is a high priority. These routes include Sterling Highway, Pioneer Avenue, Ocean Drive, Kachemak Drive and East End Road between Lake Street and Kachemak Drive. Pioneer Avenue and Sterling Highway can be made more bicycle friendly with the addition of striping using either paint or hot tape. A wide outside lane on East End Road from Lake Street to East Hill Road and a separated multi-use pathway from East Hill Road to Kachemak Drive are scheduled for construction during 2004. These additions will significantly increase bicycle safety along this stretch of road. To further the continuity of this route, Kachemak Drive must become safer for non-motorized transportation. A rehabilitation project for Kachemak Drive that includes a separated multi-use pathway has been identified as an essential need of the City's Capital Improvement Program. Because of the right of way acquisition requirements and the significant cost of the project, it is not scheduled for completion until 2009. An interim solution, such as striping a bicycle lane, should be considered for safe bicycle travel along this route.

".... the bicycle boom is not a fad. It comes at (or is symptomatic of) a time when traffic jams are intolerable to commuters, heart disease kills too many sedentary executives, the population grows ever more pollution-aware and ecology-minded, and millions of people are looking to the simple pleasures of life."

-Steve Sherman, 'Bike Hiking', 1974



Bicycling uphill



Identification of a safe route for all means of non-motorized transportation between the Central Business District and the Homer Spit is also an important near term improvement. Although construction of this route is probably unlikely within a two-year period, its identification and the acquisition of any necessary easements is a priority. Construct an additional pathway on the east side of the Beluga Slough causeway, where it could connect to Lakeshore Drive, a quieter, less busy street. This route brings travelers eastward to A Street and FAA Drive, which would then connect again to Ocean Drive shortly before the beginning of the Homer Spit Trail.

To summarize the recommended near term improvements for Homer's non-motorized transportation and trail system:

Near Term Crosswalk Additions

- Sterling Highway and Pioneer Avenue
- Sterling Highway and Main Street
- Sterling Highway and Poopdeck Street
- Sterling Highway and Lake Street
- Pioneer Avenue and Bartlett Street
- Pioneer Avenue and Main Street
- Pioneer Avenue and Svedlund Street
- Pioneer Avenue and Kachemak Way
- Pioneer Avenue and Heath Street
- Pioneer Avenue and Lake Street
- Bartlett Street and Soundview Avenue

Near Term Steps to Success for Developing Safe Routes to School:

- Identify route alignments
- Gain support of parents and schools
- Acquire necessary easements
- Initiate an education campaign
- Raise funds
- Begin construction

Near Term Sidewalk Additions:

Bartlett Street:

- west side from Pioneer Avenue to Soundview
- east side from Pioneer Avenue to South Peninsula Hospital

Svedlund Street:

- west side from the Senior Center to Pioneer Avenue (at minimum)

Main Street:

- both sides from Bayview Avenue to Ohlson Lane

Heath Street:

- both sides Sterling Highway to Homer High School

Near term improvements for safe bicycling conditions:

Sterling Highway:

- bicycle lane striping from Pioneer Avenue to Lake Street

"...maybe we need to start offering classes to hikers and bikers and equestrians and everyone else on how to just play nice together outside."

–Tom Price, Southern Utah Wilderness Alliance, 1999



Pioneer Avenue:

- bicycle lane striping from Sterling Highway to Lake street

East End Road:

- wide outside lane from Lake Street to East Hill Road

East End Road:

- separated pathway from East Hill Road to Kachemak Drive

Kachemak Drive:

- bicycle lane striping

Ocean Drive:

- bicycle lane striping on south side

Near term improvements to connect the Central Business District with the Homer Spit

- Construct an additional pathway on the east side of the Beluga Slough Causeway
- Provide paved shoulder on Lake Shore Drive and A Street
- Stripe bicycle lane on Ocean Drive between Sterling Highway and Lakeshore Drive

"Trails consolidate and connect communities, rather than encourage them to expand and fragment."

– David Burwell, President, Rails-to-Trails Conservancy, 1997



Capital Needs

Creating a functional, safe non-motorized pedestrian system in Homer will require a significant capital investment in infrastructure. The cost for each project will depend on the type of features constructed or repaired and the conditions existing at each project site. While some projects such as lane striping are inexpensive and can be installed quickly with relatively simple equipment, others will require more time and involve a combination of heavy machinery, imported materials, and earthwork.

When determining the estimated capital costs for a proposed non-motorized transportation project, it may be helpful to consider the following questions:

Project Location

Have all of the necessary parcels or easements been acquired by the developing body?

Is the site relatively easy to access?

Site Features

Are there any site constraints that may impact the equipment mobilization and construction process? Examples include erosion, poor drainage, and steep topography.

Does the site contain habitat for any threatened or endangered plants or animals?

Are there wetlands or streams adjacent to or intersecting the project area?
If so, is flooding a factor to be considered?

Will it be necessary to build a bridge or raised boardwalk?

Are there any environmental permitting requirements?

If so, will the time line associated with these permits impact project development costs?

Will the developing body complete and submit the permit applications or will it be necessary to hire a consultant?

Are there significant natural features that will attract trail users? How will access be provided?

Will it be necessary for the non-motorized route to cross an intersection? If so, how will it be crossed: at grade, in a tunnel, over a bridge?

Development Process

What sort of infrastructure is needed for this project? For example, will it include sidewalks, bike lanes, crosswalks, multi-use paved pathways, improved gravel trails, unimproved rural trails that wind through the brush, restrooms or outhouses, water fountains, benches, lighting, signs, trail heads, litter barrels, parking areas, etc?

"Greenway-making is as much a matter of scrounging as it is of making genteel applications to government and foundation funding sources. The fact is, scroungers make by far the best greenway leaders simply because, by rooting around, they somehow find the grants, the in-kind services, donated materials, and significantly, the gifts of land. There is no way to provide tips for the art of scrounging; scroungers are born, not made."

—Charles Little, Greenways for America, 1990



Once the amenities are identified, each will then require further consideration. For example, if a sidewalk is to be built, how long, wide, and thick will it be? What sort of base material will be used and how thick does the base material need to be? What about a leveling course? What type of finish will the concrete have? Will it have curb ramps? Will the installation of gutters and storm drains be necessary?

Where will the materials come from? Will there be freight costs?

Will it be necessary to purchase new equipment to construct the project?

Will the route require utilities such as electricity, phone, sewer, or water? If so, are they already present in the project area?

Will it be necessary to hire a design professional to design the non-motorized transportation amenity?

In what season will the project be constructed?

Long Term Costs

What are the replacement costs?

What type of upkeep and maintenance will this amenity require? For example, in Alaska painted lane striping requires yearly repainting.

Finally, it is also helpful to look at the cost estimates of projects in Homer as a means of determining approximate capital needs. Although every project is different due to a multitude of variables, reviewing recently estimated projects will give developers of non-motorized transportation infrastructure a general idea of the capital investment required for their projects. The following prices are based on recently completed projects built in Homer. An eight-foot wide primitive trail with a packed gravel surface to a depth of eight to twelve inches has an approximate cost of \$10-\$12 a linear foot. An eight-foot wide gravel trail that includes a geo-fabric separation layer, a packed gravel surface to a depth of twenty-four inches, and has been designed to be paved in the future if desired has an approximate cost of \$25-\$30 a linear foot. For a six-foot wide paved trail with amenities such as landscaping, lighting, trail signs, litter barrels, and benches, an approximate cost is \$45-\$50 a linear foot.

"Fiscally we are budgeted for the 1950's while our problems are those of the 1970's."

—E.H. Ketledge and R.E. Leonard, 'The Impact of Man on the Adirondack High Country', The Conservationist, 25(2), 1970



Funding Opportunities

Funding opportunities for trail development are numerous, and resources are available from both private and public sources on national, state, and local levels. While recognizing that funding is available, generating revenue for land acquisition, trail development, and trail maintenance does require creativity and perseverance. A number of funding opportunities are presented below. This information was obtained from the American Trails Organization (www.americantrails.org) and the Walking Info Organization (www.walkinginfo.org). Each of these organizations provides an abundance of fund raising information on their web sites.

Federal Funding

There are a number of federal funding programs for which pedestrian and bicycle transportation projects are eligible. These programs are listed below followed by the types of projects for they provide funding:

Surface Transportation Program

Surface Transportation Program (STP) was designed to provide states with flexible federal funding to improve all modes of transportation. These funds are distributed by the State of Alaska Department of Transportation and Public Facilities. The types of project funded through this program include:

- Bicycle lanes on roadway
- Paved shoulders
- Shared-use path
- Intersection of trail and highway

- Overpass, underpass, tunnels, bridges
- Sidewalks
- Curb cuts and ramps
- Crosswalks
- Signal improvements
- Traffic Calming
- "Share the Road" signs

STP- Transportation Enhancements Program

This program provides funding for transportation enhancement projects that strengthen the cultural, aesthetic, and environmental qualities this country's intermodal transportation system. The types of project funded through this program include:

- Bicycle lanes on roadway
- Paved shoulders
- Signed bike routes
- Bicycle parking facilities and programs
- Bicycle use promotion programs
- Shared-use path
- Intersection of trail and highway
- Overpass, underpass, tunnels, bridges
- Trailhead facilities
- Land acquisition for trails
- Pedestrian access path or boardwalk
- Sidewalks
- Crosswalks
- Curb cuts and ramps
- Signal improvements
- Traffic calming
- Walking promotion program
- Safety campaigns and publications
- "Share the Road" signs
- Helmet use promotion

"The best way to save land is to buy it outright...."

–William Whyte, The Last Landscape, 1968



National Highway System Program

The National Highway System Program provides funding for improvements to rural and urban roads that are part of the national highway system. The types of project funded through this program include:

- Bicycle lanes on roadway
- Paved shoulders
- Signed bike routes
- Shared-use path
- Intersection of trail and highway
- Overpass, underpass, tunnels, bridges

Congestion Mitigation and Air Quality Improvement Program

Congestion Mitigation and Air Quality Improvement Program provides funding for projects that reduce transportation-related emissions. The types of project funded through this program include:

- Bicycle lanes on roadway
- Paved shoulders
- Signed bike routes
- Bicycle parking facilities and programs
- Bicycle use promotion programs
- Maps or publications
- Shared-use path
- Intersection of trail and highway
- Overpass, underpass, tunnels, bridges
- Sidewalks
- Curb cuts and ramps
- Crosswalks
- Signal improvements
- Traffic calming
- Walking promotion program

- Safety campaigns and publications
- "Share the Road" signs
- Helmet use promotion

Recreational Trails Program

Recreational Trails Program provides funding for the development of both motorized and non-motorized recreational trails. The types of project funded through this program include:

- Mountain bike trail
- Shared-use path
- Intersection of trail and highway
- Trailhead facilities
- Land acquisition for trails
- Trail maintenance
- Training
- Pedestrian access path or boardwalk
- Back country hiking trail
- Safety campaigns and publications
- "Share the Road" signs
- Helmet use promotion

Section 402 State and Community Highway Safety Program

The Section 402 State and Community Highway Safety Program provides funds for projects designed to reduce the number of injuries and deaths occurring on highways. The types of project funded through this program include:

- Maps or publications
- Training
- Safety campaigns and publications
- Police patrol
- "Share the Road" signs
- Helmet use promotion

"Can anybody remember when the times were not hard and money was not scarce?"

–Ralph Waldo Emerson, US essayist, 1803–82



Transportation, Community and System Preservation Pilot Program

The Transportation and Community and System Preservation Pilot Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation and community and system preservation and to identify private sector-based initiatives (1998, FHWA Fact Sheet). Projects likely to be funded by the Transportation and Community and System Preservation Pilot Program include:

- Bicycle use promotion programs
- Traffic calming
- Walking promotion program

National Scenic Byways Program

National Scenic Byways Program identifies roads with outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities as National Scenic Byways. The program provides funding for scenic byway projects and for planning, designing, and developing scenic byway programs. Types of projects likely to be funded by the National Scenic Byways Program include:

- Bicycle lanes
- Paved shoulders
- Signed bike routes
- Maps or publications
- Shared-use path
- Intersection of trail and highway
- Pedestrian access path or boardwalk

- Sidewalks
- Curb cuts and ramps
- Crosswalks
- Signal improvements

State Funding

Unless otherwise noted, the following information was taken directly from the Alaska Department of Natural Resources Division of Parks and Recreation web site. The address of this site is: <http://www.dnr.state.ak.us/parks/aktrails/index.htm>.

Forest Legacy Program

The purpose of the Forest Legacy Program is to protect important forest lands threatened with conversion to non-forest use, such as a residential subdivision. Management of lands placed under the Forest Legacy Program would allow continued use of regular forest activities, such as timber harvesting, hunting, fishing, recreation and other traditional uses.

The program is entirely voluntary. Landowners who wish to participate may either sell the property as fee simple title (all rights, both surface and subsurface), or only sell a portion of the property rights and retain some ownership of the land. Conservation easements are the vehicle used for the transfer of certain property rights, providing for certain land use restrictions as stated in the conservation easement, yet maintaining the forest intact



to provide for traditional forest uses. In order to be eligible, land must be within a Forest Legacy Area, as set forth in the Alaska Forest Legacy Program Assessment of Need, dated August 23, 2002. Also, a government agency - local, state or federal, must be willing to manage either the land or the conservation easement. The Forest Legacy Program will cover 75 percent of the costs of a conservation easement or fee-title purchase. The other 25 percent must be matched by either the landowner or an assisting entity, such as a non-profit organization or non-federal government agency. Other costs that can be covered by the program include appraisals, surveys, closing costs, title work and insurance, and other real estate transaction expenses.

In Alaska, the Department of Natural Resources, Division of Parks and Outdoor Recreation is the lead state agency for Forest Legacy, working in conjunction with the USDA Forest Service. For more information on the Forest Legacy Program in Alaska, contact:

Tina Long, Alaska FLP State Coordinator
Alaska State Parks:
State of Alaska
Department of Natural Resources
Division of Parks and Outdoor Recreation
550 W. 7th Ave, Suite 1380
Anchorage, AK 99501-3561
Phone: (907) 269-8709
Fax: (907) 269-8907
email: Tina_Long@dnr.state.ak.us

Land and Water Conservation Fund

This program can be used to provide partial funding for the acquisition of outdoor recreation lands and/or development of outdoor recreation facilities. The federal LWCF grant program, administered through the Alaska Division of Parks and Outdoor Recreation, can provide up to 50% matching assistance for the cost of the project.

State agencies and local governments having park and recreation powers qualify to apply. The project must be accessible to persons with disabilities and be identified as a priority in the Homer region by the State Comprehensive Outdoor Recreation Plan (SCORP). For more information on this Land and Water Conservation Fund, please contact:

Joy Bryan-Dolsby, Grant Administrator & Alternate State Liaison Officer
State of Alaska
Department of Natural Resources
Division of Parks and Outdoor Recreation
550 W 7th Avenue, Suite 1380
Anchorage, Alaska 99501-3561
Phone: 907-269-8692 Fax: 907-269-8907
E-mail: Joy_Bryan-Dolsby@dnr.state.ak.us

Recreational Trails Program

The Recreational Trails Grant Program offers 80/20 federal matching funds for for trail development, trail maintenance, environmental protection or safety education programs relating to trail use.



Applicants are allowed to request up to a maximum of \$30,000 per application. For more information on the Recreational Trails Program, please contact:

Margaret Brodie

Alaska State Parks
550 W 7th Ave, Suite 1380
Anchorage AK 99501-3561
phone: (907) 269-8699
fax: (907) 269-8907
e-mail: margaret_brodie@dnr.state.ak.us

Alaska Trails

Alaska Trails is a statewide, non-profit trail organization whose motto is, "We're known by the tracks we leave." With a membership composed of trail enthusiasts, land management agencies, and business enterprises with an interest in trail promotion and development, Alaska Trails assists and supports agencies and organizations responsible for trail planning, programming, policies, construction, funding, reserving trail rights-of-way, and maintenance throughout Alaska. Alaska Trails states that its mission and purposes are:

To raise and provide funds to organizations for acquisition, development, maintenance, promotion, safety and education.

To educate through forums, conferences, informational materials, training and other activities.

To assist public and private organizations in the formulation of coordinated programs, policies and standards.

To preserve and improve public trail access and related facilities.

To promote sustainable trail systems for all users.

To encourage the formation of local trails organizations.

To develop and provide technical assistance and project support for trails.

To promote health, social and economic benefits of trails.

To foster cooperation among diverse groups through facilitation and planning.

For more information about Alaska Trails and its funding resources, please contact

Joe Westfall

PO Box 140264
Anchorage, AK 99514-0264
phone: (907)-333-0739
email: Joe@Westfallia-werke.us

The above information was derived from the Alaska Trails web site: (<http://wave.prohosting.com/aktrails/>) and the National Park Service Rivers, Trails, and Conservation Assistance Program web site: (<http://www.nps.gov/akso/riversandtrails/aktrails-nonprofit.htm>).



Local Funding

Public Funds

Bond measures, portions of local sales taxes, and capital improvement program funds are the most common sources of locally generated non-motorized transportation and trail monies. Examples from communities around the U.S. include San Diego's ½-cent sales tax earmarked for transportation spending, a half percent of which is set aside for bicycle projects. In the year 2000 this amounted to one million dollars for bicycle transportation. Bernalillo County, New Mexico, which includes the city of Albuquerque, sets aside five percent of street bond funds for non-motorized transportation projects. Voters in Pinellas County, Florida voted to implement a one-cent sales tax increase to pay for their trail system. The city of Colorado Springs has implemented an excise tax for which four dollars for every bicycle sold in the city is given for the installation and maintenance of bicycle lanes and bicycle trails.

Fundraising Efforts

A number of communities have held trail development fundraisers. Jackson County, Oregon held a "Yard Sale" in which each yard along a proposed trail was sold for forty dollars. Other communities have held "Buy-a-Foot-of-Trail" campaigns. Springfield, Missouri holds an annual adventure race. In 2003 fifty-four teams participated in the race and more than \$17,000 was raised for greenways and

trails development and maintenance. A small outdoor equipment retailer in the Colorado Springs area has implemented a "Change for the Better Program" in which he donates twenty-five cents from every sale to the local trails coalition program and asks his customers to match it. This retailer's efforts have raised approximately \$12,000 a year. For more ideas, see the American Trails Organization's "Eighty-Five Funding Ideas for Trails and Greenways" document that is included in Appendix B.

Additional Sources of Funding

There are a number of foundations that distribute grant funds for non-motorized transportation and trail development including the Robert Wood Johnson Foundation, Youth Corps, and the Conservation Fund. Financial resources may also be obtained from private donations and corporate giving. For those corporations whose revenues depend upon the sales of outdoor recreation equipment, ensuring continued access to a variety of recreational activities is good business.



Appendix A; ADA-Related Design Resources

Accessible Pedestrian Signals, 1988. U.S. Access Board 1331 F Street NW, Suite 1000; Washington, D.C. 20004.

Accessible Rights of Way: A Design Manual, 1999. U.S. Access Board 1331 F Street NW, Suite 1000; Washington, D.C. 20004.

Designing Sidewalks and Trails for Access, Part One, 1998. FHWA, HEPH-30, 400 Seventh Street SW, Washington, D.C. 20590.

ADA Accessibility Guidelines for Buildings and Facilities, 1998 (ADAAG). U.S. Access Board 1331 F Street NW, Suite 1000; Washington, D.C. 20004.

Uniform Federal Accessibility Standards, 1984 (UFAS), available from the U.S. Access Board 1331 F Street NW, Suite 1000; Washington, D.C. 20004.

Universal Access to Outdoor Recreation: A Design Guide, 1993. PLAE, Inc., MIG Communications, 1802 Fifth Street, Berkeley, CA 94710.

Recommended Street Design Guidelines for People Who Are Blind or Visually Impaired. American Council of the Blind, 1155 15th Street NW, Suite 720, Washington, D.C. 20005.

Source: *Accommodating Bicycle and Pedestrian Travel: A Recommended Approach*, 2003. U.S. Department of Transportation, Federal Highway Administration. Washington, D.C.



Appendix B; Model Trail Easement Language



MODEL TRAIL EASEMENT LANGUAGE

THIS IS A DRAFT INSTRUMENT SUBJECT TO APPROVAL AND MODIFICATION AS TO FORM AND SUBSTANCE BY THE ALASKA DEPARTMENT OF LAW AND ACCEPTANCE BY THE DEPARTMENT OF NATURAL RESOURCES

TRAIL EASEMENT

THIS TRAIL EASEMENT ("Trail Easement") is made this ____ day of _____, 2____, by _____, whose address is _____, ("Grantor"), and the **State of Alaska, Department of Natural Resources, ("Grantee"), [or grantee may be a municipality]**, its successors and assigns, whose address is Department of Natural Resources, 550 West Seventh Avenue, Suite 1050A, AK 99501-3579, as grantee, under the authority of AS 34.17.010 - AS 34.17.060.

WHEREAS, Grantor is the owner in fee simple of the surface estate of the property that is the subject of this Trail Easement;

NOW THEREFORE, pursuant to the laws of Alaska and in particular Alaska Statute 34.17.010 - 34.17.060, and for good and valuable consideration, Grantor does hereby grant and convey to the Grantee, its successors and assigns, forever, with warranties of title, subject to conditions, restrictions and limitations of record, a Trail Easement of [insert width but not greater than 50] feet in width, in perpetuity, for the purpose of access by the public for recreational use, along, over, and across the surface estate of lands owned by Grantor, which lands are more particularly described as follows:

[insert legal description of the property subject to the Easement — must be approved by the Department of Natural Resources and Department of Law or the municipality receiving title]

Said Trail Easement is more particularly described as follows:

[insert legal description of the trail — must be approved by the Department of Natural Resources and Department of Law or the municipality receiving title]

executed the above and foregoing TRAIL EASEMENT, and who acknowledged to me that he signed the foregoing instrument freely and voluntarily and for the use and purposes therein mentioned.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal the day and year first above written.

Notary Public in and for Alaska

My commission expires: _____

(SEAL)

CERTIFICATE OF ACCEPTANCE

THIS IS TO CERTIFY that the State of Alaska, Department of Natural Resources (or municipality) GRANTEE, herein, acting by and through its Commissioner, hereby accepts for public purposes the TRAIL EASEMENT described in this instrument and consents to the recording thereof.

**STATE OF ALASKA, DEPARTMENT OF
NATURAL RESOURCES**

By: _____
Commissioner

ACKNOWLEDGMENT

STATE OF ALASKA)
) ss.
_____ JUDICIAL DISTRICT)

SUBJECT, however, to valid existing rights, including but not limited to, easements, rights and reservations, if any, of record.

1. USE OF THE TRAIL EASEMENT:

The Trail Easement is solely for the purpose of access for recreational purposes by the public. Recreational purposes include [insert permitted uses and any limitations on use].

2. COVENANT:

Grantor hereby covenants to and with the Grantee and its assigns, that Grantor is lawfully seized of the surface estate in fee simple of the above-described property, have good and lawful right and power to sell and convey the Trail Easement, that the same is free and clear of encumbrances, except as shown above, and that Grantor will forever warrant and defend this Trail Easement against the lawful claims and demands of all persons.

TO HAVE AND TO HOLD unto the Grantee, its successors and assigns forever.

IN WITNESS WHEREOF Grantor and Grantee have set their hands on the day and year first above written.

GRANTOR

ACKNOWLEDGMENT

STATE OF ALASKA)
) ss.
_____JUDICIAL DISTRICT)

THIS IS TO CERTIFY that on the ____ day of _____, 2____, before me, the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared _____, to me known and known to be the person who

The foregoing instrument was acknowledged before me this ____ day of _____,
2____, by _____, who is known to me to
be the Commissioner of the Department of Natural Resources, State of Alaska, and who ac-
knowledged to me that he signed as accepting the foregoing TRAIL EASEMENT conveying to
the Grantee, the easement described therein, and he acknowledged to me that he executed the
foregoing instrument freely and voluntarily.

Notary Public in and for Alaska

(SEAL)

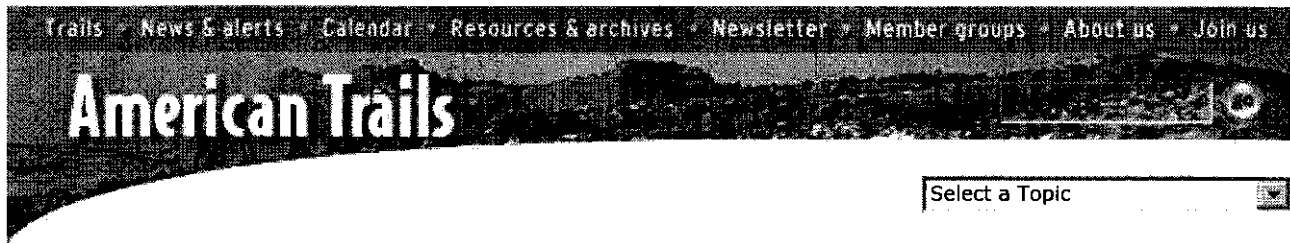
My commission expires: _____

AFTER RECORDING RETURN TO:

State of Alaska Department of Natural Resources
550 West Seventh Avenue, Suite 1050A
Anchorage, AK 99501-3579

Appendix C; Funding Resources





Funding and Resources

Eighty-Five Funding Ideas for Trails and Greenways

Get creative! That's the advice that successful trails activists invariably give. Finding funds for trails and conservation projects is the ultimate creative challenge. Here are some successful examples of trail and greenway funding from across the nation.

Compiled by Stuart Macdonald, American Trails Newsletter Editor

\$\$\$ -- Bristol Brewing Company and Palmer Lake Brewing hosted the first annual craft lager beer festival featuring beers from over 25 breweries from New Mexico, Wyoming and Colorado. The great news is that profits will go to the Trails and Open Space Coalition of the Colorado Springs region. The June 14 afternoon event was held in Manitou Springs Memorial Park. The \$15 donation brought unlimited beer tasting plus a commemorative glass.



\$\$\$ -- The Moving Mountains Industry Achievement Award, started in 2000 by a group of nonprofits, recognizes outstanding corporations who support the maintenance of backcountry resources. Recent winner Cascade Designs, nominated by the Washington Trails Association, donated products and helped install steps on the Snow Lake Trail. For the past five years a quarter of Cascade Designs staff has volunteered for a least a day of trail work.

—tunnel on the New River Trail State Park (VA)

\$\$\$ -- Koobi, a Colorado Springs maker of bicycle saddles, gave \$24,000 to International Mountain Bicycling Association's National Mountain Bike Leadership Fund. The two-year commitment will award \$500 cash grants to 16 local clubs to help preserve trail opportunities. Pete Schweiver, Koobi CEO, said, "IMBA leads a growing and well-crafted effort to protect our trails and open spaces through its advocacy programs and long-term strategic vision."

\$\$\$ -- Ninety-five equestrians participated in the annual 30/50 Napa Valley Endurance Ride on scenic trails of the San Francisco Bay area. Over the last seven years the ride has raised \$16,000 for Skyline Park and the Bay Area Ridge Trail. Jessica Tuteur, a long-time supporter of the Trail and a Skyline Park neighbor, is the organizer of the benefit ride. Information: Jessica Tuteur at (707) 258-1937 or www.napanet.net/~jessicat/home.html.

\$\$\$ -- The New England Mountain Bike Association is sponsoring a fundraising raffle for its Land Preservation Fund to help purchase of the fabled riding area in Massachusetts known as "Vietnam." Grand Prize is a six-day mountain bike camping tour through Bryce Canyon and Zion National Parks for two with Escape Adventures. To learn more about mountain bikers buying mountain bike trails visit www.nemba.org.

\$\$\$ -- John Mueller of Sutter Equipment Company donated a new SWECO 480 Trail Dozer to the International Mountain Bicycling Association. The machine will live at Tony Boone's Arrowhead Trails facility in Salida, CO, and will be put to work at IMBA Trailbuilding Schools and trail consulting visits. For information on the Sweco: Sutter Equipment Co., 80 Chamberlain Ave., Novato, CA 94947; Phone (415) 898-5955.

\$\$\$ -- The state of Indiana is selling license plates to promote the Lewis and Clark Bicentennial celebration and the role the explorers played in Indiana history. The plates cost \$25 plus the \$15 license fee, and proceeds will be used for Lewis and Clark events and educational materials about the expedition. The plates depict a silhouette of the explorers. Information: www.LewisandClarkinClarksville.org.

\$\$\$ -- The South Carolina Department of Transportation has launched an initiative to find funding sources to supplement Transportation Enhancements dollars. DOT Executive Director Elizabeth Mabry is on record supporting the growing demand for biking and walking trails: "I continually hear that the public wants these accommodations, not only for safety purposes, but because they improve the quality of life," she said. "They restore neighborhoods and a sense of community." One local effort underway began when the Beaufort County Council earmarked \$1.6 million for trails as part of a \$63 million list of road projects that could be funded through a proposed one percent local option sales tax. The proposed tax, which must be approved by voters, would last for three years. Local greenway advocates said they would support the tax if the council agreed to let a citizen-based steering committee decide how the \$1.6 million would be spent.

\$\$\$ -- Niel Everbrook, CEO of Vectren, an Indiana-based provider of natural gas and other energy, donated \$15,000 to the Cardinal Greenway. The money, to be divided between the cities of Muncie, Marion, and Richmond, will be used for maintenance as well as for local extensions to the trail. "Vectren wants to be part of the community and loves supporting projects like the greenway," said Diana Roach, director of programming for the 30-mile trail. "People expect the trail to be clean and maintained just like a city park, but they don't realize we depend on volunteers and the donations of generous people to do so."

\$\$\$ -- Emily Gregor, an active trail supporter for many years, bequeathed part of her estate to the American Hiking Society, which plans to put the funds into the AHS Endowment so that her gift can keep providing income for trail projects in perpetuity.

\$\$\$ -- MCI/WorldCom's long distance phone service program for businesses continues to donate substantial royalties to the International Mountain Bicycling Association. Businesses that subscribe to this program receive low long distance rates, and MCI donates a royalty, based on the subscriber's phone charges, to IMBA. More than a dozen IMBA corporate supporters are currently subscribers. Information: Rod Kramer, IMBA Development Director (303) 545-9011 or rod@imba.com

\$\$\$ -- The American Discovery Trail benefits from the Deutsche Bank Americas Foundation, whose \$2,500 Environmental Sustainability Grant is used to purchase trail markers. Contact: American Discovery Trail Society (800) 663-2387 or adtsociety@aol.com.

\$\$\$ -- The Hub Bike Shop of Aspen, Colorado, gives people an incentive to volunteer on projects. Each day a person volunteers on a Roaring Fork Outdoor Volunteers (RFOV) project, their name goes into a jar for a drawing to win a mountain bike at the end of the season. RFOV has also received free space from Basalt Mini Storage to store tools used by volunteers. Information: rfov@sopris.net.

\$\$\$ -- The First Annual Denver Duck Derby was a benefit for the Platte River Greenway Preservation Trust. It's part of the Riverfest Festival which includes a trail relay race using different travel modes. Prizes included a year's use of a VW, airline tickets, shopping sprees, and resort weekends. Information: (303) 455-7109.

\$\$\$ -- Clif Bar supports an on-going program to fuel trail work sessions with Clif Bars and Clif Shot. The donations go to clubs that are part of the International Mountain Bicycling Association network. They also contributed to the design and production of the IMBA Membership Handbook.

\$\$\$ -- Trails4All of Orange County, CA, has a new "Trails4Chairs" wheelchair accessibility program, which identifies and assesses trails that could be suitable for all-terrain wheelchairs. Financial support has come from Bank of America, San Diego Gas & Electric, and the California Trails & Greenways Foundation.

\$\$\$ -- In Durango, Colorado, the Animas River Trail is being supported by part of a 1/2 cent sales tax increase. City voters approved the tax to fund a new recreation center as well as the trail and greenway rehabilitation along the river.

\$\$\$ -- Marin County, California, residents will have a new 11-mile trail thanks to an 800-acre land donation by Lucasfilm Ltd. A key part of the Bay Area Ridge Trail, the new section connects to trails that link the town of Novato with the Golden Gate Bridge. The trail will be managed by the county's Open Space District and will be open to hikers, bikes, and horses.

\$\$\$ -- A new fiber optic cable on national forest land in Utah will help restore a historic path into the Ogden Valley. US West (now Qwest) is laying the cable along the historic trail and will provide funds and a new, gentler route for the North Ogden Divide Trail. The existing trail is four miles of rocky, 20-30 percent grades. The Utah Back Country Horsemen are working on the project with the company.

\$\$\$ -- HIKE FOR HOPE raises money to fund a cure for women's cancers. The Desert Women's Council sponsors the 3rd Annual HIKE FOR HOPE Saturday, March 10 at Indian Canyons, Palm Springs, CA. Information: (760) 779-0151 or www.hike4hope.com

\$\$\$ -- Weiser River Trail Board member Dick Pugh said, "We have long needed a permanent income source to supplement memberships and grants. I was very excited when a Trail member offered to initiate this fund with a gift of \$20,000." The new fund has been established with the Idaho Community Foundation, which handles administration and investment of the donations, and makes the 5% annual distribution. If ownership of the trail is ever transferred to another charity or agency, the distributions will go to the new group. Information: ICF, (208) 342-3535.

\$\$\$ -- Coffee lovers can support Volunteers for Outdoor Colorado simply by visiting their local Starbucks Coffee Shop. Starbucks has created a limited-edition "enjoy Colorado" coffee tumbler and will donate a portion of the proceeds to VOC. Information: Volunteers for Outdoor Colorado, (303) 715-1010. The American Discovery Trail received a grant of \$12,000 from the Coleman Company, maker of outdoor recreation products. Contact: American Discovery Trail Society (800) 663-2387 or adtsociety@aol.com.

\$\$\$ -- In Colorado, Bob Ramsay honored his late wife, Kay Ramsay by donating a 177-acre property to Larimer County Open Space Program: a \$325,000 gift. But he also wanted to see that an outstanding trail was built for visitors to learn more about nature and experience the magnificent scenery. So Bob also donated \$121,000 to build trails, including a wheelchair-accessible boardwalk along the lake and wetlands. And finally, Bob spent his own time in helping construct the trails, and learned what most of us already know-- trail building is no easy task!

\$\$\$ -- The Continental Divide Trail Alliance received \$1,500 from Mountains & Rivers, an outdoor retail store in Albuquerque, from the proceeds of the Banff Mountain Film Festival. This is the third consecutive year the store has hosted the event and made CDTA the beneficiary. CDTA also received a \$100,000 grant from the Gates Foundation after meeting a challenge of raising \$1 million for trail work in Colorado. Gates awarded the funds on the basis of CDTA's Ten Year Strategic Plan to complete

over 50 trail projects.

\$\$\$ -- More than a thousand volunteer trailworkers will receive free heavy-duty work gloves thanks to a new alliance between eBay and the International Mountain Bicycling Association. eBay, the world's online marketplace, has joined IMBA as a corporate member and paid for a shipment of custom work gloves to help support and reward volunteer trailworkers.

\$\$\$ -- The Access Fund uses membership dollars to fund projects that preserve or enhance climbing opportunities and conserve the climbing environment. Grants approved for the fourth funding cycle in 2001 totaled \$29,339 and were distributed to support five separate projects organized by local climbing organizations, public agencies, and land trusts. Overall, the Access Fund provided project funding for 20 projects in 2001 totaling \$70,250.

\$\$\$ -- The Newton, Iowa, School District agreed to have a public trail on 50 acres it purchased adjacent to its high school. The district will also provide \$75,000 for the construction of the school's portion of the Newton Community Campus Hike and Bike Trail.

\$\$\$ -- The Carolina Heartlands Rail-Trail has received help from the North Carolina Corrections Department. Between 20 and 90 inmates a day have worked on clearing trees, brush, and trash from the right-of-way. The young crews, mostly first-time offenders in a bootcamp-style program, have tackled the 12.5 miles between Wadesboro and McFarlan.

\$\$\$ -- Over \$17,000 were raised for Portland Trails by the group's First Annual Giveaway/Getaway. The Portland (Maine) Marriott ballroom was the setting for food and prizes. Over 300 supporters joined elected officials and the media.

\$\$\$ -- North Carolina Rail Trails and the Sand Hills Area Land Trust are working to acquire six miles of the Aberdeen & Rockfish Railroad in Harnett County. The railroad has agreed to work with the land trust for a conservation tax credit in return for donating the railroad property. Contact: Al Capehart (919) 542-0022.

\$\$\$ -- The 13th annual KFRX Easy Pickin's Bicycle Tour in Lincoln, NE, raises funds for area trails projects. This year's Corporate Challenge honors the greatest participation by companies, organizations, and clubs. Several hundred riders pay \$12 for the event. Contact: (800) 728-0856 or RodenburgR@aol.com.

\$\$\$ -- The Stroudwater Trail in Portland, ME, benefitted from a conservation service day that placed 20 tons of crushed rock. Most of the 200-person volunteer force was made up of L. L. Bean employees.

\$\$\$ -- Connecticut Governor John G. Rowland unveiled a new Greenways License Plate that will fund the state's Greenways Assistance Center Grant Program. The grant program will support greenways development, planning, and design for municipalities and non-profit land use organizations. For \$50 an "off-the-shelf" Greenways License Plate with random numbers and letters can be purchased, from this \$35 goes into the Greenways Grant fund. For \$70, an existing vanity plate, low number or current plate can be transferred; from this, \$50 goes into the Greenways Grant Fund. Contact: <http://dmvct.org>.

\$\$\$ -- The Michigan Mountain Biking Association reports that auto maker Subaru became the official sponsor of the group for 1999, providing cash and the use of a vehicle to support trail maintenance and improvements.

\$\$\$ -- Evansville, IN, is building a canoe launch facility as part of the city's major greenway project

along Pigeon Creek. The state of Indiana put up 75% of the cost from the federal tax on motorboat fuel. State and federal officials have dedicated revenues from that tax for buying and developing – public boating and fishing sites. The Pigeon Creek greenway will provide a wider range of recreation by including water trails along with paved trails.

\$\$\$ -- The Great Plains Trails Network led the fund raising effort to buy and develop the MoPac East Trail, a 25-mile trail that extends from Lincoln east to Elmwood, NE. GPTN volunteers raised \$500,000 from 4,000 individuals and corporate donors. The project builds on public support from a previous bond issue that passed with a 76% approval rate.

\$\$\$ -- Acadia National Park will be the first to have an endowed trail system in 127 years of national parks. The Friends of Acadia are raising funds for a \$13 million restoration of the National Park's 130 miles of trails. The park committed \$4 million in entry fees as a challenge grant in an effort to leverage its fee-demonstration funds. Major donors insisted on a federal match for the private funds.

\$\$\$ -- Brewers contributed their good spirits and cash to trail projects this year. In Michigan, the smooth, dark Big Ring Ale comes from the Michigan Brewing Company of Webberville. The Michigan Mountain Biking Association's Dwain Abramowski notes this "has opened another much needed source of funding."

\$\$\$ -- Meanwhile, in Leadville, Colorado, the local Boomtown Brewpub brought kegs of a new beer to the grand opening of the Mineral Belt Trail in July. Part of the proceeds from the ongoing sale of the Mineral Belt Pale Ale will be donated for future improvements to the trail.

\$\$\$ -- The Walkabout Comfort Shoe Store held a fundraiser for Portland Trails. For every pair of Dansko clogs, shoes, or sandals sold, Walkabout gave \$3 and Dansko donated \$2. Another local retailer, L. L. Bean, gave a \$500 gift certificate to be given to a Portland Trails member in a random drawing.

\$\$\$ -- Bike suspension maker RockShox provides many \$250 grants for volunteer trail projects. One example is the Discovery Program of Orange, VA, which will use the funds to construct a beginner mountain bike trail, renovate a section of existing trail, and conduct a trail study that will provide recommendations to local land managers. Participants include Prospect Heights Middle School and the Walnut Creek Park Trail Volunteers. Information: Dan Vardamis of IMBA at info@imba.com or (303) 545-9011

\$\$\$ -- The Poudre River Trail near Windsor, Colorado, received help from over 200 volunteers from the Church of Latter Day Saints. Trail preparation, tree pruning, fence building, mowing, and debris removal were some of the work day accomplishments. Volunteers were treated to root beer floats at the end of the day.

\$\$\$ -- The state of Montana received 12 miles of trail easements on 2,415 acres along the Missouri River north of the Great Falls, donated by Montana Power Co. This is a major contribution to the River's Edge Trail which extends from the city of Great Falls along the scenic route of the Lewis and Clark expedition.

\$\$\$ -- The Share the Trails Team Triathlon is an annual event that brings equestrians, bicyclists, and hikers together in southwest Colorado. The Steamworks Brewing Co. in Durango brewed a special "Share the Trails Ale" for the event. Proceeds from sales of the golden raspberry wheat beer, only \$2 a pint at the brewpub, will benefit the San Juan Mountains Association, sponsor of the Triathlon. Information: Steamworks Brewing Co., 801 E. 2nd Ave., Durango CO 81301 (970) 259-9200

\$\$\$ -- The Bay Area Ridge Trail in the San Francisco Bay area received \$250,000 for trail

development from the California's Department of Motor Vehicles Personalized License Plate Fund. Napa County's State Legislators were credited with providing the political support, along with Mike Miller of the county's planning department and a board member of the Bay Area Ridge Trail Council.

\$\$\$ -- The Bay Area Ridge Trail is also a beneficiary of Earth Share of California, a coalition of environmental groups that qualify for workplace charitable giving campaigns. Employees can designate BART for their contribution, and the group will also receive a share of the undesignated contributions. Information: Bay Area Ridge Trail Council, 26 O'Farrell St., Ste. 400, San Francisco CA 94108 (415) 391-9300. On the Web at: www.ridgetrail.org

\$\$\$ -- The American Hiking Society has started a National Trails Endowment, a fund to provide grants to hiking clubs for trail development and stewardship. The Sporting Goods Manufacturers Association provided a matching grant of \$50,000. So far, \$26,000 has been raised by just five AHS members. Information: American Hiking Society, 1322 Fenwick Ln., Silver Spring MD 20910.

\$\$\$ -- Friends in high places: The Clinton Administration has included in its budget request \$15.1 million to purchase the last privately owned sections of the Appalachian Trail. Although most of the famous hiking trail is on federal land, there has been a long-standing push to secure the remaining privately-owned parcels, mostly in Virginia, Maryland, Vermont, and Maine.

\$\$\$ -- In Nebraska, State Senator Beutler sponsored a bicycle tax bill, LB683 a bill to collect a \$2.00 fee on bicycle sales. As much as \$100,000 a year would go to the trails general fund, to be used at least half for local trails projects and up to half for state trails maintenance. Trail activists were, however, unable to get the bill passed this year. Information: Rich Rodenburg, Bike Pedalers, 1353 S 33rd, Lincoln, NE 68510; (402) 474-7000; e-mail: rich@bikeped.com; or <http://www.bikeped.com>

\$\$\$ -- Trails4All in Orange County, CA, has started a program to raise funds to support volunteer trail projects. Stores sell the "EnviroDollar Coupons" and some stores also match donations. Participating stores are listed in the Trails4All newsletter and their employees can win raffle items for supporting the program. Trails4All also helps stores set up a "Trails Advocacy Dept." with trail maps, sign samples, rules-of-the-trail, etc. Information: Jim Myer (714) 834-3136; e-mail: JMeyerT4A@aol.com. On the Web at: <http://www.trails4all.org/>

\$\$\$ -- The Bikes Belong Coalition recently approved five grants to bicycling organizations to advance the creation of urban bike paths. The grants, ranging from \$4,500 to \$10,000, will help the groups obtain TEA-21 planning and construction grants of millions of dollars. The current round of grants go to:

- Alliance for Transportation Choice of Portland, ME
- LA County Bicycle Coalition, Los Angeles
- Washington, DC, Area Bicyclist Association
- Marin County Bicycle Coalition, California
- Bicycle Federation of Wisconsin.

\$\$\$ -- Cyclists can sponsor a mile of the Great Divide Mountain Bike Route from Canada to Mexico. The Trailblazer Fund of Adventure Cycling is raising funds for trail development at \$100 a mile. Information: PO Box 8308, Missoula MT

\$\$\$ -- The most important tool for raising funds for South Dakota's George S. Mickelson Trail has been the Bridge Builder Program. It allows individuals or businesses to adopt a bridge by helping fund its construction. To date, 72 of the trail's 97 bridges have been adopted. Bridges cost between \$3,000 and \$21,000 depending upon length. Information: Susan Edwards, Executive Director of the Parks and Wildlife Foundation (605) 773-4503; e-mail: susane@gfp.state.sd.us

\$\$\$ -- The Lilly Endowment provided a \$4.2 million grant for the Monon rail trail and a trail along the Water Company Canal in Indianapolis. The philanthropy, which is based in the city, noted that "much of the Lilly Endowment's work in this community is dedicated to providing pleasant and agreeable public spaces for recreation."

\$\$\$ -- The state of Illinois has a funding program derived from motor vehicle title transfer fee revenues. This provides over \$5 million each year for local and state projects, primarily trails and bike paths. Contact: Illinois Dept. of Conservation; dwestfall@dnrmail.state.il.us

\$\$\$ -- Nebraska's 23 Natural Resource Districts build and maintain a considerable mileage of trails as part of larger conservation goals. A local tax levy supports the districts, which take a watershed-based approach to protecting and managing land, water, and wildlife resources throughout the state. At least one district has also received a major ISTEPA grant to aid in trail acquisition and development.

\$\$\$ -- "Gift catalogues" are one way to publicize the many ways that trail projects need money. We've received gift catalogues recently from three trail organizations: the Eagle County Trail System and the Cache La Poudre River Trail in Colorado, and the Wood River Trails in Idaho. Contributors can purchase drinking fountains, interpretive signs, trees, wildflowers, or give to the endowment fund. You can also buy a foot of paved trail for \$100 or a mile of parallel equestrian trail for \$5,000. Those who would like to make a bigger impact can also restore an old railroad trestle for \$30,000 or build a serious missing link of trail for \$75,000.

\$\$\$ -- A dinner and auction by Trails 2000, an advocacy group in Durango, Colorado, raised \$30,000. This remarkable sum didn't come from selling water bottles. Event organizers came up with many creative donations, from paintings and photographs to airline tickets. A "Romantic Get-Away" in a bed and breakfast also included locally-made chocolates and a gift certificate to a lingerie store. (From IMBA Trail News)

\$\$\$ -- In Iowa, the Amana Refrigeration Company gave \$15,000 to Amana Colonies Trails, Inc., for trail development. The company pledged another \$10,000 in matching funds.

\$\$\$ -- In southern Indiana, the city of Evansville is the beneficiary of funding from the local Casino Aztar. The riverboat casino will give the Pigeon Creek Greenway \$50,000 a year over a five-year period, and in addition is contributing \$25,000 toward construction of the bike path.

\$\$\$ -- A partnership between American Honda Motor Company and Tread Lightly! resulted in the Restoration for Recreation program. The first project restored a three mile stretch of damaged and heavily-used trails along Utah's Wasatch Front near Farmington. American Honda donated \$100,000 to the program, which will target areas of multiple use that need serious restoration work. Information: Tread Lightly!, 298 24th St., Ste. 325, Ogden UT 84401; (800) 966-9900; Fax (801) 621-8633; on the Web at: www.treadlightly.org

\$\$\$ -- Another major corporate project is the Subaru/ IMBA Trail Care Crew. During 1997 the crew travelled to 40 states and worked on more than 100 projects with local volunteers. Information: Scott Gwozdz, International Mountain Bicycling Assoc., PO Box 7578, Boulder CO 80306; (303) 545-9011; e-mail: imbascott@aol.com

\$\$\$ -- Amid much current discussion on fees, the Blaine County Recreation District in Idaho shows that the public will pay significantly for a really good groomed system of cross-country ski trails. Skiers bought over 8,000 day passes and 2,600 season passes (prices range from \$70 for singles to \$130 for a family) for the North Valley Trail System groomed trails. With a ski season of nearly four months, the District also provides a trail condition hotline. Information: Blaine County Recreation District, PO Box 297, Hailey ID 83333; (208) 788-2117.

\$\$\$ -- The three-mile Russell Blvd. Bikeway in Davis, California, linking the city with the University of California campus, was funded partly with fines levied against oil companies for overcharging customers.

\$\$\$ -- Rail trails may end up with some saleable materials to finance construction and maintenance. The Old Creamery Trail between Vinton and Dysart, Iowa, is offering railroad ties for landscaping for a "reasonable donation" to the trail fund. Fort Morgan, Colorado is considering a deal to allow a contractor to remove the railroad ballast in exchange for finish grading of the future trail.

\$\$\$ -- A "giant pot of kielbasa" was the star when mountain bike activists in Belfast, Pennsylvania, held a fundraising concert to launch their new organization, the Jacobsburg Trail Volunteer Association. Excellent weather, fun events, great tunes, and good food brought a smashing success, according to organizer Colette Flory.

\$\$\$ -- Two new local tax programs in Colorado are benefitting trails: in Eagle County, which includes Vail and other ski areas, voters passed a transportation tax that earmarks 10% for trails, about \$300,000 a year. In Colorado Springs, 20% of a new open space sales tax is designated for trail acquisition and development. The new program is funded by a 0.1 percent sales tax which amounts to a single penny on a \$10 purchase, but will add up to an estimated \$5-6 million per year. For information contact Lee Milner, 1427 Sausalito Dr., Colorado Springs CO 80907; 719/471-0365

\$\$\$ -- Friends of Central Iowa Biking Bike Garage Sale broke previous records with 43 bikes sold in 8 hours to net about \$550 for advocacy and bikeway development in the community.

\$\$\$ -- The Colorado Trail Foundation feeds hundreds of volunteers each summer on trail construction and maintenance projects. Much of the food is donated from generous companies like Krusteaz (pancake mix), Original Nut House (peanuts and trail mix), and Mrs. Sutler's Snacks (trail mix). For information, contact Pat Nagorka, Colorado Trail Food Committee Chair, 303/841-2777.

\$\$\$ -- The Off-Highway Vehicle Volunteer Program of San Bernardino National Forest is adding a new element to their Adopt-a-Trail program. In addition to the volunteer clubs and organizations they plan to add a cash sponsor to each adopted trail. This will help dealers and other businesses show their commitment to caring for trails as well as provide funds for the tools and other expenses of the volunteers. For information contact Kristine Komar, 909/884-6634 X 3121.

\$\$\$ -- Trek Bicycles made a \$100,000 challenge to help pay for "Another Billion for Bikes" -- a national lobbying campaign for bicycle project funding through ISTEA reauthorization. Bell Sports, Scott Sport Group, GT, Cannondale, Giant, and Bianchi matched Trek's challenge. For information on the campaign call 888/464-7832 or e-mail to GoISTEA@aol.com.

\$\$\$ -- The Florida Trail Riders in the Withlacoochee State Forest took up the challenge of building a fence to separate their OHV trail from a forest access road. Suncoast Trail Blazers pledged a mile of fence and ten other clubs contributed funds and volunteer labor to complete the project, which was part of the match required for a National Recreational Trails Fund grant.

\$\$\$ -- A Montgomery County Conservation Corps crew is assisting with efforts to clean up and restore the C&O Canal Trail after floods in recent years. The Corps is involving other conservation corps groups from elsewhere in Maryland and Washington, D. C.

\$\$\$ -- Adventure Cycling has started a "Trailblazer" program for the Great Divide Mountain Bike Route. So far donors have "purchased" 216 miles of the route at \$100 per mile. Proceeds will go toward developing, mapping, and publicizing the off-pavement touring route that follows the Continental Divide from Montana to New Mexico.

\$\$\$ -- The Howell Wetlands Outdoor Education Center of Evansville, Indiana, is building a half-mile boardwalk from recycled-plastic lumber. Indiana Power and Light Co. gave \$5,000. The utility has contributed \$147,000 to environmentally-oriented projects in the last three years. Another \$10,000 came from the Wal-Mart Foundation.

\$\$\$ -- Another utility company involved in trails is the Salt River Project, which is helping the Arizona Trail with a \$3,400 grant to produce directional and interpretive signs. Other corporate partners for the Arizona Trail are Hughes Missile Systems, BHP Copper, and Pace American, Inc.

\$\$\$ -- A pivotal 40-acre section of the Ice Age Trail between the cities of Madison and Verona, Wisconsin, has been acquired with the help of the Madison Area Youth Soccer Association. The group's payments over 50 years for leasing 30 acres of the parcel for a soccer complex will cover a substantial part of the \$600,000 acquisition.

\$\$\$ -- Mitigation requirements for developments and highway projects are routine, but an unusual twist helped fund the Clear Creek Greenway near Golden, Colorado. After a massive beer spill into the creek by Coors Brewing Company, the brewer agreed to donate \$1 million to stream projects, including a long-sought corridor for the trail.

\$\$\$ -- Indiana drivers are paying extra for special license plates that benefit greenways open space, parks, and recreation. In 1995, about \$1.9 million was netted from sales of 75,740 plates. The plates cost an additional \$35, of which \$25 goes to the Indiana Heritage Trust. The state of Maine also has a "loon" license plate which funds parks and wildlife. Since 1993 over 80,000 of the \$20 plates have been sold.

\$\$\$ -- In Idaho, cross-country skiers help pay for parking area plowing and trail grooming through the Park 'N' Ski program. Skiers can use 18 sites statewide by the purchase of a \$15 annual sticker.

\$\$\$ -- In Colorado's San Luis Valley the Juvenile Restitution Program has become a key source of labor for trail projects. Mountain Trails Youth Ranch supervises the young people, who have committed crimes and are required to earn money owed for damages. Several community agencies and the State Off-Highway Vehicle Program combine to support the program.

\$\$\$ -- As part of a major training exercise, the Connecticut Army National Guard reconstructed an abandoned railroad between Vernon and Bolton. The combat engineer battalion will leave three miles of trail that will be part of the Central Connecticut Greenway system.

\$\$\$ -- We hear so often about adjacent landowners opposing trails it's nice to hear about the other side of the coin: In Colorado Springs, the Rock Island Rail Trail is being partly funded by the Rustic Hills Improvement Association of local homeowners. Other work on the trail was done by a Boy Scout troop who cleaned up ten miles of left-over railroad ties in the corridor.

\$\$\$ -- The frogs, geese and waters of the Alcovy River Greenway near Atlanta are making money with the help of Soundfisher Productions' Steve Hulse (404/493-8218). Hulse has hiked, canoed and boated through Georgia's wilds to record natural sounds and put them to music. His first audio portrait "Sound Journey: The Natural Sounds of Georgia," has paid for itself and now brings in \$1,400 a month for Alcovy greenway.

\$\$\$ -- In Ketchum, Idaho, local bike dealers decided to contribute \$5 from each bike sale and 50¢ from each bike rental to a trail maintenance fund. To insure confidentiality of sales information, dealers send checks monthly to a CPA. The funds are divided equally between the Wood River Trail and the area's backcountry trails. It has provided good publicity for the shops in addition to helping trails.

Appendix D; Public Involvement



Please join us for a workshop to gather public input
in the development of a

Homer Non-Motorized Transportation and Trail Plan

Monday, February 23, 2004

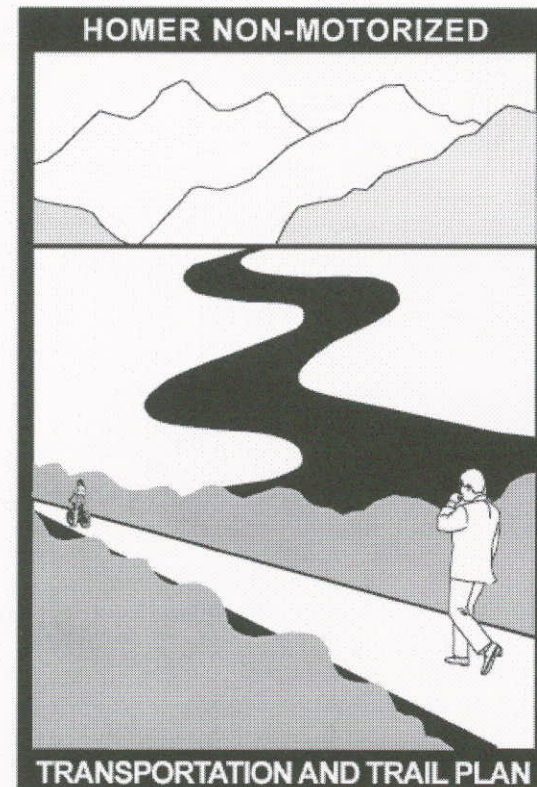
6:30pm - 8:30pm

at the

Islands and Ocean
Visitor Center Auditorium

Sponsored by the City of Homer
and DOWL Engineers

*For more information contact
Kevin Doniere or Clotho Spinner
at DOWL Engineers, 907.562.2000
or Anne Marie Holen at the City of Homer, 235.8121*



CITY OF HOMER

491 E. PIONEER AVE • HOMER, AK 99603
907-235-8121 • FAX: 907-235-3148 • www.homer.ci.ak.us

NEWS RELEASE

Contact: Anne Marie Holen, City of Homer, 235-8121 ext. 2246; Barb Seaman, Kachemak Heritage Land Trust, 235-5263; Heather Beggs, Pratt Museum, 235-8635.

February 3, 2004 • TWO PUBLIC MEETINGS TO ADDRESS TRAILS, “WALKABILITY”

It’s not a figment of anyone’s imagination that Homer is experiencing a surge in growth.* And while this is still a small town, many area residents are concerned that without careful planning, opportunities to preserve certain small town characteristics will be lost. One of those qualities is “walkability.”

The City of Homer, along with various local non-profit organizations and interested community members, is hoping to help mitigate the effects of growth by planning and developing an extensive network of trails and other non-motorized transportation improvements. This effort will kick off with public meetings on Friday, February 20 and Monday, February 23.

The February 20 gathering will feature a 2-hour presentation by non-motorized transportation expert Dan Burden, founder of Walkable Communities, Inc. of High Springs, Florida. Burden has more than 25 years of experience developing, promoting, and evaluating alternative transportation facilities, traffic calming practices, and sustainable community design. Prior to founding Walkable Communities, Burden spent 16 years as coordinator of Florida’s Bicycle and Pedestrian Program within the state Department of Transportation.

Besides having a reputation as an engaging speaker and knowledgeable “walkability” advocate, Burden is also known for his skills as a photographer, having published photos in *The New York Times*, *National Geographic*, and Sierra Club publications, among others. He is planning to arrive in Homer early enough to take photographs for use in his presentation at 6 p.m. at the Pratt Museum. His two-hour presentation will be followed by a one-hour “community discussion.” The next morning, Burden will meet with a smaller group to look at specific issues relating to non-motorized transportation in the city center.

Another opportunity to share thoughts and ideas will be the first public meeting related to development of a new Non-Motorized Transportation and Trail Plan for the City of Homer. Kevin Doniere and Clotho Spinner, landscape architects with DOWL Engineers of Anchorage, will conduct the meeting at the Islands and Ocean Visitor Center auditorium from 6:30 to 8:30 p.m. on February 23. Using a workshop format with maps and other visual aids, Doniere and Spinner will begin to identify specific community needs and desires relating to trails, sidewalks, crosswalks, and other improvements. The final trail plan will be completed in June 2004.

#

*86 City of Homer building permits were issued in 2003, an increase of 28.4% over the previous year. In the last three years, Homer saw a 42.4% increase in number of permits issued compared to the previous three years. While annexation (2001) played some role in the increase, most of the building activity has been within the “old” city limits.

Experts explore nonmotorized transportation

BY CARLY BOSSERT
STAFF WRITER

In four days they participated in three community forums on walkability, tested the trails during the Kachemak Bay Nordic Ski Club's Wine and Cheese Tour and got to know Homer's trail enthusiasts in their natural habitat.

"We were talking about how much we would have missed if we hadn't participated," said Clotho Spinner, one of the two DOWL Engineer landscape architects who visited Homer over a four-day weekend to gather information for the town's Trail and Non-motorized Transportation Plan.

"Some people we met four or five times. We heard their stories over a four-day period."

Spinner and Kevin Doniere were in town primarily for a public comment session held Monday night at the Alaska Islands and Ocean Visitor Center.

"It went really well," said Ann Marie Holen, an administrative assistant in the city manager's office who coordi-

nated their visit. "There was a lot of input from people in the audience and then we had the opportunity to actually draw on a couple of maps where we'd like to see trails."

Spinner also thought Monday's session, which roughly 60 people attended, went exceptionally well.

"It was fantastic we were just, I don't know what the right word is to describe it, euphoric over the public involvement. We were shocked. It was fantastic, we just

had no idea so many people would be there."

Spinner and Doniere gave a brief introduction to the plan, its

timeline and their objectives.

Then, they asked the audience to place colored dots on maps and lists to identify their top concerns and goals.

"People were really concerned about public access, maintaining public access as development continues," Spinner said. "They are very concerned about safety and maintenance being two halves of the same coin in many situations."

Talk focused as much on recreation trails as pedestrian corridors in town.

The ultimate goal, Holen said, is to create a web of both, connecting one end of Homer to the other.

"I think the community is ready. I think the city council is ready," Holen said.

The city has contracted out for at least three other trail plans in the past. Only one, a bike plan, was adopted by the council.

"This one's going to get adopted," Spinner said, identifying the difference between the plan she and Doniere are working on and past ones. "Our intention is to get it done with the help of the community. You need the will of the people and the will of the people elected."

To keep Homer involved in the process, Spinner and Doniere will return to Homer in March for another round of public input.

The plan has to be complete by June. At that point, it will go to the council for consideration.

"It is a tight time thing but that's not bad. A tight time plan means you have to make decisions," Spinner said. "It keeps every one interested."

Additional copies of a survey from DOWL Engineers are available at City Hall both upstairs and by the city clerk's office.

"I think the community is ready. I think the city council is ready."

— Ann Marie Holen

Nonmotorized trail plan update comes to schools

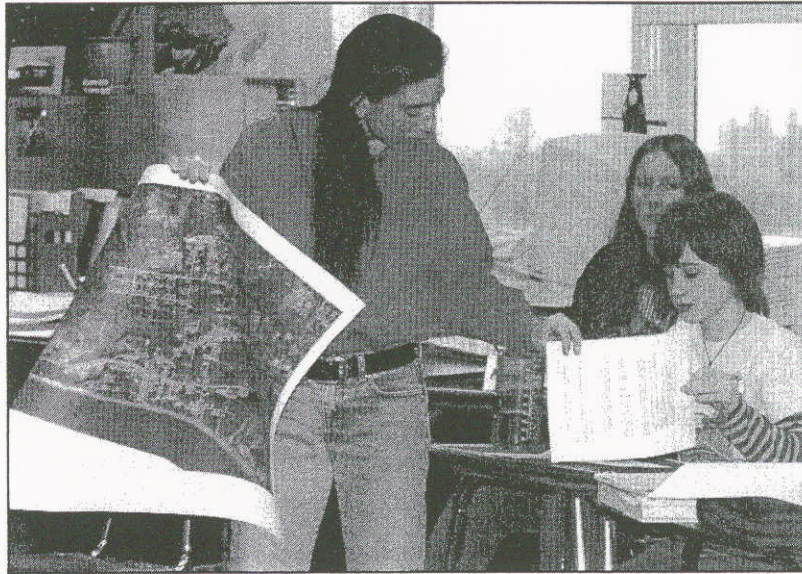


Photo by Carly Bossert, Homer News

Clotho Spinner, a landscape engineer with DOWL Engineers, enlists the help of Homer Middle School Quest students Tuesday. The students will be working with DOWL to assess Homer's trail systems.

BY CARLY BOSSERT
STAFF WRITER

Homer's youths are going to have a vested interest in another community project.

Architects for the New Library Project enlisted the help of a teen focus group earlier this year, and Tuesday, Clotho Spinner, a landscape architect with DOWL Engineers, spent time with students at Homer's West Homer Elementary, Middle and High schools soliciting their assistance in forming Homer's nonmotorized trail plan.

"When you look at all the users in Homer," Spinner said at a public hearing Monday for the trail plan, "the trails should be accessible to all people, particularly those who don't drive."

Youths who aren't old enough to drive and elderly and disabled residents who can't drive need special consideration, Spinner said.

Currently, in Homer, elementary students are not allowed to walk to either of the two elementary schools. According to

state Department of Transportation regulations both the Sterling Highway and East End Road qualify as dangerous routes and it is illegal to send a child to school on foot on either roadway.

That will change, though, if Homer adopts the recommendations outlined in the DOWL Engineers plan, which will be presented to the city in May.

It will identify alternative routes that could be established to not only access the schools but the rest of Homer's town center and business district.

"That's one of the focuses of this plan, is to help the kids get to school on their own power. The point is getting the infrastructure all the way up to the front door," Spinner said, showing a slide of West Homer Elementary's entrance where a sidewalk ends half-way up one side of

the roadway.

That is only one example of Homer's partially existing trail network.

"Functionally, what we're finding is you have an infrastructure that's mostly in place. The walkway, the route that people take is pretty well-established," Spinner said. "What you don't have is connectivity."

Adopting DOWL's suggestions will help bring Homer's trail advocates' dreams to reality, she said.

"In order to get all of this implemented you have to have policy to help the plan become something other than just a plan on the shelf," Spinner said.

In the past 20 years, Homer has had at least four trail plans designed. Only one, a bicycle plan, was ever adopted.

Since the beginning, Spinner said, she and Keven Doniere, another engineer with DOWL, have asked what was missing from each of those other plans.

"There's nothing that we found, no really one answer. The political climate wasn't necessarily behind it at the time. The community wasn't entirely passionate about it because they didn't feel the trails they were using were in danger," Spinner said.

The 1984 plan in particular, she said, is inspiring.

"That plan in many ways serves as the basis for our plan," she said. "I think it's amazing that you have these resources."

"Homer's really on the cusp. They're not messing around. It's pretty exciting to watch."

— Clotho Spinner

Now, the stars are aligning, Spinner said, and it seems as if this time will be different.

"I think the community recognizes the importance now that they maybe didn't then," she said.

These concerns and renewed enthusiasm in creating a more walkable community has been reflected in recent city council

efforts.

The city and DOT are working together to put pedestrian medians on both the Sterling Highway and Pioneer Avenue this summer.

All city repaving done this season also will include narrowing of the vehicle lanes and installation of bicycle and pedestrian paths (see related story, page 19A)

"I think we're all looking at ways of inducing practices at lower speeds voluntarily," said Councilmember John Fenske, the only city representative in the group of roughly a dozen people at Monday's meeting. "Hopefully that will provide a psychological slow down. It'll give an opportunity to see at least what the psychological effect will be."

Spinner agreed that these efforts were a step in the right direction.

"It's a start. It's better than nothing," she said.

But it's important that volunteers stress the importance of adopting this plan, Spinner said.

"The city needs an adopted plan to go by," she said.

Even though the 1984 plan wasn't adopted, many elements suggested 20 years ago are visible today.

That is due in part, she said, to Homer's active trail supporters.

"Homer also has this incredible new volunteer effort. Harness these people. If

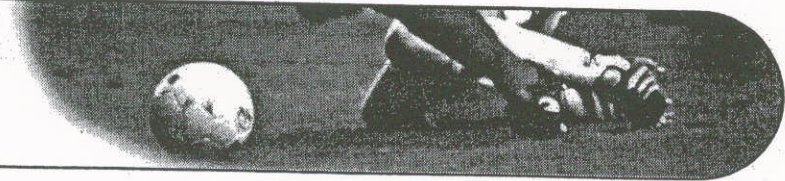
you could just harness these folks it could be amazing. They're here and they want to help," she said to an audience of primarily the individuals to whom she was referring.

"Homer's really on the cusp. They're not messing around. It's pretty exciting to watch."

This was the team's second visit to Homer.

Spinner and Doniere will be back in about a month to hear the results of the student's assessments and to share again what they have developed for Homer.

Carly Bossert can be reached at carly.bossert@homernews.com.



Wednesday, April 14, 2004

HOMER TRIBUNE

page 15

Students help design plan for connecting trails

By Randi Somers
Homer Tribune

Many of the trails that network the landscape on the Kenai Peninsula don't connect, and Homer students are currently helping an engineering firm design a plan to correct the problem.

DOWL Engineers' Landscape Architect Clotho Spinner met with students last week to explain the project. Their input will be incorporated into a plan DOWL will present to the Homer City Council next month.

Among the problems they hope to correct is students' walking routes to their schools. Paul Banks and West Homer elementary students can't legally walk to school on the Sterling Highway and East End Road.

"Each class has a different project," Spinner said. "The elementary students are identifying safe routes from their homes to their schools; middle school students are inventorying existing trails, and Francie Roberts' ninth grade geometry students are identifying a route from the high school to the Islands and Ocean Visitor Center, via the Pratt Museum," she said.

Middle School Quest teacher Sandra Hudson's students are inventorying and evaluating trails throughout the area and identifying points at which they can be connected. Hudson said that fellow teacher Tim Daugherty

is very involved with trails and he brought the idea to her. "He felt this would be a great opportunity to help develop citizenship and civic leadership," she said.

DOWL will present a draft master plan to the Homer City Council the first week in May, Spinner said, "then the community has a four-week comment period and the final master plan will follow. It will mean building new segments of trail to connect existing routes."

Homer City Councilman Mike Yourkowski said that the City received a \$30,000 grant to create an overall trails plan and contracted with DOWL for the job. "The city expects a lot of public input to create a plan that will be a template for action," he said. A number of earlier plans have done little more than occupy shelf space, but he said he hopes this one will see results.

Yourkowski said that the road standards committee, on which he serves, is currently focusing on sidewalks and crosswalks. Bartlett - a main street leading from Pioneer up to the hospital - "will be rebuilt this summer with sidewalks all up the east side and past the Pratt Museum on west side," he said. "We're also working on repaving Main Street, Kachemak Way and Ben Walters (all heavily used walking routes) and creating walkways, up to six feet wide, along one side (of each of those streets)."



HOMER TRIBUNE/Randi Somers
Middle School Quest students Claire Laukitis, (left) and Tygan Meyer examine a map of the Homer area with Landscape Architect Clotho Spinner, planning ways to connect trails.

Attention Trails Advocates!

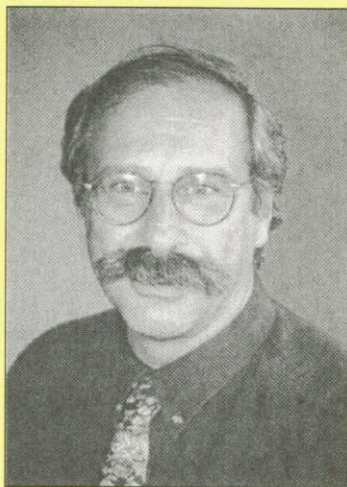
Do you like to walk, run, bicycle, ski, roller-blade?
Would you like to get around town more easily without having to drive?
Would you like to see Homer become more pedestrian-friendly?

THEN WE NEED TO HEAR FROM YOU!

Share your thoughts and ideas at two public meetings:

Friday, Feb. 20, 5-8 p.m.

A presentation and
Community Discussion at the
Pratt Museum featuring
**DAN BURDEN, founder of
WALKABLE COMMUNITIES, Inc.**

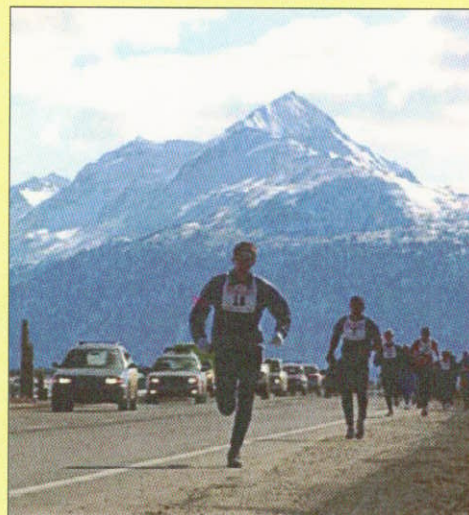


Dan is a nationally recognized authority on pedestrian and bicycle facilities and programs. He has helped citizens and local governments in more than 200 towns and cities assess and improve their community's "walkability."

Sponsored by the Pratt Museum, Kachemak Heritage Land Trust, and the City of Homer with additional assistance from the Homer Foundation and local volunteers.

Monday, Feb. 23, 6:30-8:30 p.m.

A workshop to gather public input in the
development of a new
**Non-Motorized Transportation
and Trail Plan**
for the City of Homer



To be hosted by KEVIN DONIERE and CLOTHO SPINNER, landscape architects with DOWL Engineers, at the Islands and Ocean Visitor Center Auditorium.

Sponsored by the City of Homer and DOWL Engineers, with thanks to the Kachemak Bay Research Reserve. For more information, call 235-8121 ext. 2246



They're ba-a-ack!



WHO: Kevin Doniere & Clotho Spinner,
Landscape Architects with DOWL Engineers

WHAT: Will conduct another Public Meeting

WHEN: Monday, April 5, 6-8 p.m.

WHERE: Pratt Museum

WHY: To share what they've learned so far about Homer's trails and other "walkability" issues, and gather more ideas and information to ensure that the new Homer Trails and Walkways Plan meets the needs and desires of Homer-area citizens.



The Public Is Invited...

*To preview the Homer Non-Motorized
Transportation and Trail Plan
in almost final form. Comments appreciated!
Pratt Museum, 6-8 p.m. May 3, 2004.*



A Community Survey for the Homer Non-Motorized Transportation and Trail Plan

Thank you for taking the time to complete this survey! Your answers will help to create a successful pedestrian and trails network in the community of Homer. Please return this survey to DOWL Engineers, 4040 B Street, Anchorage, AK 99503 or Anne Marie Holden, Special Projects Coordinator for the City of Homer, 411 Pioneer Avenue, Homer, AK 99603

Question 1. Should the community or City Council establish a broad-based Trails Coalition or Trails Commission?

93% Yes 6% No 1% No ANSWER

Question 2. In which of the following activities do you enjoy participating?

91% Hiking/Walking	21% Rollerblading
46% Clamming	49% Bay Fishing
34% Stream/River Fishing	79% Biking
76% Cross Country Skiing	45% Running
38% Horseback Riding	

Question 3. If tax incentives were offered, would you consider allowing a public access easement on your property?

81% Yes 6% No 13% No ANSWER

Question 4. If a community organization volunteered to maintain a trail that would cross your property, would you consider allowing a public access easement?

80% Yes 7% No 13% No ANSWER

Question 5. Are you concerned that trails attract vagrants and increase the likelihood of criminal behavior?

13% Yes 81% No 6% No ANSWER

Question 6. In 1999 the Alaska legislature passed Senate Bill 45 to encourage private landowners to allow public access to their land for recreational uses. This bill allows landowners to create conservation easements on their properties and maintain immunity from suit unless they contribute to a hazard by gross negligence or reckless action. With the knowledge that allowing public access for recreation should not cause concern for liability, would you consider allowing an easement on your property?

80% Yes 6% No 14% No ANSWER

Question 7. Do you support the Homer Comprehensive Plan's recommendation to dedicate private property along bluffs, drainages, and other unusable areas to the City as greenbelts?

87% Yes 7% No 6% No ANSWER

Question 8. If sidewalks and bikeways connected your neighborhood to the central business district, would you utilize these routes?

98% Yes 2% No

Question 9. If sidewalks and bikeways connected your neighborhood to local schools, would you encourage your children to take these routes instead of taking the bus?

87% Yes 4% No 9% No ANSWER

Question 10. Do you consider Homer's existing sidewalks and bikeways to be safe circulation routes?

11% Yes 72% No 17% ANSWERED BOTH YES AND NO

Question 11. How would you rank Homer's existing park and recreation facilities?

2% Excellent 14% Good
48% Fair 34% Poor 2% No ANSWER

Question 12. Within the central business district and town center areas, would you support improving parking and public safety by creating a system of linked pedestrian and bicycle routes and designated, centralized parking areas while limiting vehicular access?

91% Yes 7% No 2% No ANSWER

Question 13. Would you support legislation to identify trail access ways in new subdivision developments and to encourage trail access ways in existing developments?

93% Yes 6% No 1% No ANSWER

Question 14. Which of the following has greater priority?

61% Identifying, constructing and maintaining sidewalks and bikeways within the city

— or —

19% Identifying, constructing, and maintaining recreational trails outside the city limits.

14% CHECKED BOTH OPTIONS 6% CHECKED NEITHER

Question 15. Using the numbers 1, 2, 3 prioritize the following statements, with 1 being of the highest priority.

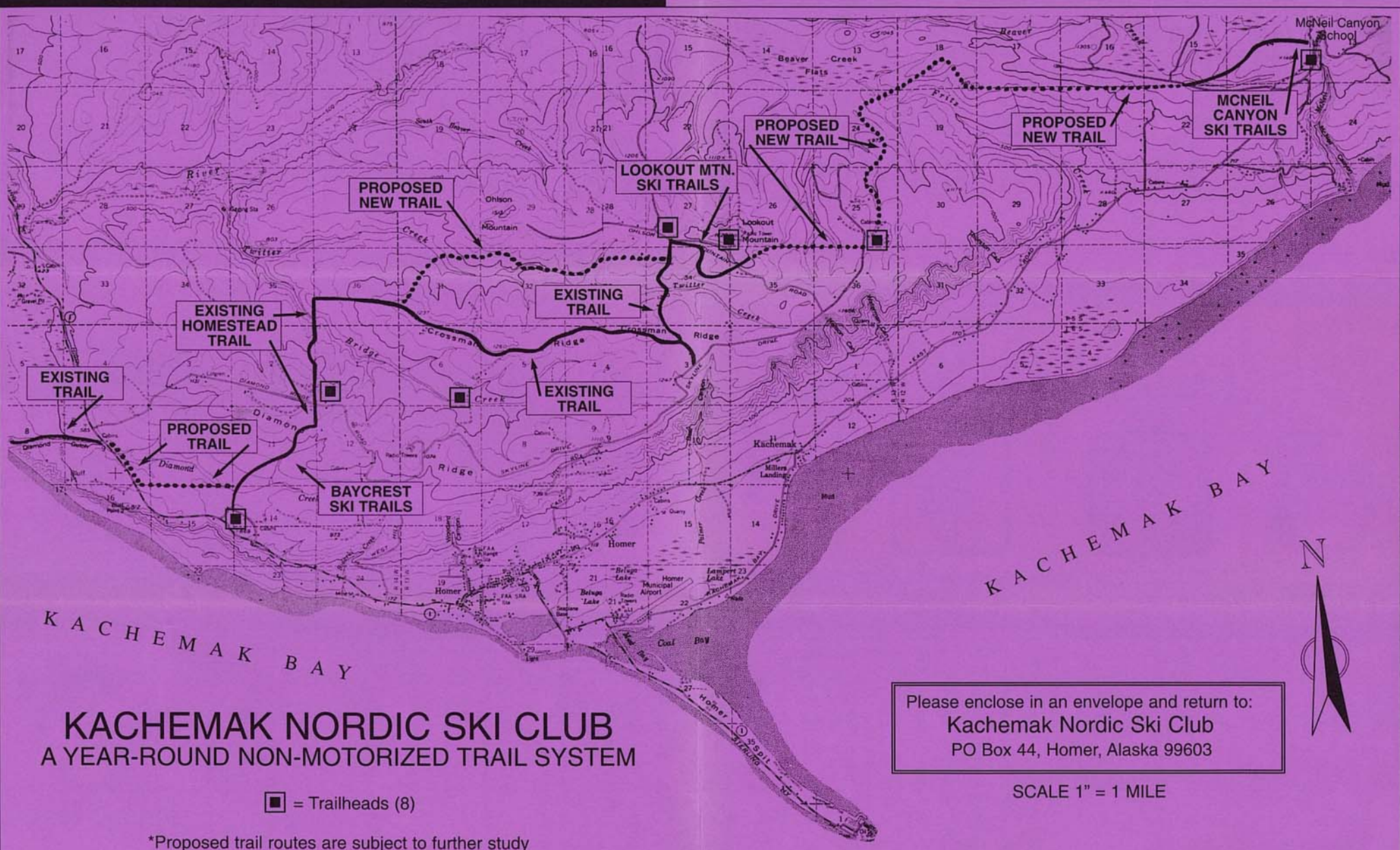
48% 2 creating or maintaining new trails or sidewalks near your home to provide safe pedestrian routes

50% 1 creating new trails and sidewalks to connect your neighborhood with an existing pedestrian network

58% 3 construction and maintenance of rural and backcountry trails

Comments:

(There's more room on the back →)



Please enclose in an envelope and return to:
 Kachemak Nordic Ski Club
 PO Box 44, Homer, Alaska 99603

SCALE 1" = 1 MILE

■ = Trailheads (8)

*Proposed trail routes are subject to further study

KACHEMAK NORDIC SKI CLUB

A YEAR-ROUND NON-MOTORIZED TRAIL SYSTEM

KACHEMAK BAY

KACHEMAK BAY

Inventory of a Non-Motorized Transportation Route
Homer, Alaska

Date: 5/2/04

Completed by: Becca Fraiman

Route name: Homestead Trail

Route beginning: Diamond Ridge Road

Route ending: Roger's Loop

Estimated length: 2 1/2 miles

Route type: Beach access or bluff access trail
(circle all that apply) Interpretive/nature trail (features interpretive material)
Paved
Gravel surface
Wooden boardwalk → on part of it
Unpaved

Overall difficulty: Universally accessible
Easy
Medium
Difficult

Route Amenities: Trailhead sign
Trailhead register
Trailhead parking
Trail signs/markings along route
Restroom/outhouse
Litter barrels
Benches
Lighting
Bike racks

Type of Use: Walking/hiking
Running
Inline skating
Cross country skiing
Biking
Horseback Riding
Skateboarding
Other (list): _____

Does this trail cross private property? Not sure

Hannah Bradley
History, Period 5
May 3, 2004

I went on the Beluga Slough Trail, and I thought it was really quite nice. I thought it was very safe for people to use, as it is nicely paved for the first part, and then leveled gravel, grate boardwalk, and plastic boardwalk after that. It wasn't especially rickety or steep either. This trail is very pleasant to be on; it is very open and interesting to be on, as there are interpretative markers, and the beach, slough and forest are interesting to look at as well. This trail would be great for walking and hiking, and maybe even for running to the more motivated among us. Most of it is extremely handicap accessible, except for the part of the plastic boardwalk from about Bishop's Beach to Bunnel Street, as this is very uneven and crooked. This is also the only big problem with the trail, but I think that it could easily be fixed if the plastic was re-laid to be flatter, like the other part that is on pilings. Overall, I really like this trail, as it leads up to some really nice amenities, like the gazebo, restrooms, and ocean at Bishop's Beach, the Islands and Ocean Center, and the Two Sisters Bakery.

Inventory of a Non-Motorized Transportation Route
Homer, Alaska

Date: 5/2/04

Completed by: Hannah Bradley

Route name: Beluga Slough Trail

Route beginning: Islands and Ocean Visitors' Center

Route ending: Bishop's Beach or Bunnel Street

Estimated length: 1/2 mile

Route type: Beach access or bluff access trail
(circle all that apply) Interpretive/nature trail (features interpretive material)

Paved

Gravel surface

Plastic/Wooden boardwalk

Unpaved

Overall difficulty: Universally accessible

Easy

Medium

Difficult

Route Amenities:

Trailhead sign

Trailhead register

Trailhead parking

Trail signs/markings along route

Restroom/outhouse - at Bishop's Beach + Visitor's Center

Litter barrels

Benches

Lighting

Bike racks

Type of Use:

Walking/hiking

Running

Inline skating

Cross country skiing

Biking

Horseback Riding

Skateboarding

Other (list): _____

Does this trail cross private property? No

The High School Trail

By Thorey Munro, Emily Kizzia, Emmy Olsen, and Reba Temple

For all of our lives we have known about the high school trails. At least twenty times a year we have run up and down them, rain or shine, snow or ice. The trails are generally even and wide, making them easy to travel along, except for some muddy parts. In some parts the trail runs right through a luscious raspberry patch where you can satisfy your hunger. Another section winds through a forest with a bed of pine needles and moss silencing your footsteps, which then leads to alders that form a beautiful whispering tunnel of green in the summer. There are several well-maintained bridges that are fun to cross and if you know where to look, you can find a rope swing to cross the creek with. If you just want a little exercise, the trail is conveniently located in the middle of town, although it feels as if you're in the middle of nature. These trails are used for many things all though the year. In the fall, they are a cross-country running course, and in the winter the trails provides a training track for the ski team. In the summer, since part of the trail runs right along side the tennis courts, people go for a run and play a match, or practice their pitching in the baseball field day and night. All year round these trails are heavily used by students going to and from the high school. There is also a continuous flow of people walking their dogs. Occasionally, we've run into people riding horses and biking along them, and you can usually spot a moose or two along the way.

When we were little, our parents would walk large groups of us four and five year olds down the trail to run off some of our energy. They felt safe because the trail is trimmed back enough so that you can always see quite a few feet in front of you and there is never a time when you don't know what's around the next corner.

Until recently, we would rate the trails about a nine or a ten. However in the last few months, work is being done to part of the trail and many trees have been cut down and partially hauled away and the trail has turned to a pig's heaven due to the power line work being done. We've heard that they are subdividing the land above the trails, and instead of putting the power lines underground, they are for some reason putting them above ground. These poles are larger than your average power pole and take away that feeling of being in the middle of nature. The poles run right from where we access the trail and run all the way down to the high school. In our opinion, it is ruining the essence of the trail. In the past, it has been beautiful and generally well kept, but now trees and mud have made parts of it difficult to walk, and practically impossible to bike. This might improve as the work continues and summer dries out the trails, but the power poles will still dominate the experience.

Inventory of a Non-Motorized Transportation Route
Homer, Alaska

Date: May 1st, 2004

Completed by: Reba, Thorey, Emily, and Jimmy

Route name: High School Trail

Route beginning: End of Elderberry Road

Route ending: High School

Estimated length: 1/2 mi

Route type: (circle all that apply)
Beach access or bluff access trail
Interpretive/nature trail (features interpretive material)
Paved
Gravel surface
Wooden boardwalk
Unpaved

Overall difficulty:
Universally accessible
Easy
Medium
Difficult

Route Amenities:
Trailhead sign NO
Trailhead register NO
Trailhead parking NO
Trail signs/markings along route NO
Restroom/outhouse NO
Litter barrels NO
Benches NO
Lighting NO
Bike racks NO

Type of Use:
Walking/hiking
Running
Inline skating NO
Cross country skiing
Biking
Horseback Riding
Skateboarding NO
Other (list): Sledging

Does this trail cross private property? Yes

Dylan, Gascara

Calvin and Coyle Trail Summary

The Calvin and Coyle Trail was a very interesting experience. It had a well marked trail head and good signage. Parking looked like it was a bit of an issue but it could accommodate several cars if they pulled off of the road. The access road continues on onto marked private property. There is a trail head sign but no sign in sheet or other amenities.

The trail was in pretty poor condition when we hiked it but there were still traces of snow and I think that most of the water on the trail was left over from snow melt and will go away fairly quickly. The trail also hadn't been cleared since the winter and there were several deadfall sites along the trail. There was evidence though that it had been cleared in previous years and I think that this summer it will be a solid, dry, and unblocked trail.

After hiking for about twenty minutes we reached the overlook of the Homer Airport Critical Wildlife Habitat Area. The overlook is a well constructed wood platform with benches and several information signs. It was dry and it looked like a great place to come hang out. We didn't see anything wild except for squirrels but I bet that there is some great wildlife viewing when people stop to take the time.

On the way back we took the other side of the loop. Every so often there were signs that talked about the various natural things along the trail. Most were in good shape and were where they were supposed to be.

In conclusion I would say that the trail should be good this summer but for now if you want to hike it would be wise to bring boots and maybe a chain saw.

Inventory of a Non-Motorized Transportation Route
Homer, Alaska

Date: 4/30/04

Completed by: Dylan & Gareth

Route name: Calvin & Coule Trail

Route beginning: End of R

Route ending: Beluga wetland (owl look)

Estimated length: 3/4 mile

Route type: (circle all that apply)
 Beach access or bluff access trail
 Interpretive/nature trail (features interpretive material)
 Paved
 Gravel surface
 Wooden boardwalk
 Unpaved

Overall difficulty:
 Universally accessible
 Easy
 Medium
 Difficult

Route Amenities:
Trailhead sign
Trailhead register
Trailhead parking
Trail signs/markings along route
Restroom/outhouse
Litter barrels
Benches
Lighting
Bike racks

Type of Use:
 Walking/hiking
 Running
 Inline skating
 Cross country skiing
 Biking
 Horseback Riding
 Skateboarding
Other (list): Game trail

Does this trail cross private property? NO

“The Loop”
By Courtney Stage and Lindsay Olsen

The trail we walked is a well traversed path, however it is not official. Traversing over both private and borough land, it was invigorating. This route, on the whole, is safe for people. However, some obstacles we faced were: sharp grass, private property, and vicious animals. The route gives you a feeling of trespassing. In order to complete it you have to walk through someone's front yard, up their driveway, and across their bridge. We knew the person who owned the property, but it would be nerve racking for a newcomer. The trail was covered with alder leaves that had fallen last fall. It's not maintained, which makes the experience more natural. The best thing about the trail was its natural characteristics. The only major obstacle on this trail is the house. This obstacle could be avoided if the trail started farther up the hill. There was also a fork in the trail that could have been marked with a sign to let people know where each routes lead to. East End road could also be a problem if one was walking with animals. A foot trail has been created alongside the road, but it's not always traversable. Overall it was an exhilarating experience.

Inventory of a Non-Motorized Transportation Route
Homer, Alaska

Date: 5/3/04

Completed by: Lindsay Olson + Courtney Stage

Route name: The Loop (non-official)

Route beginning: Fernwood Rd.

Route ending: Postlock Rd.

Estimated length: 2 miles

Route type: Beach access or bluff access trail
(circle all that apply) Interpretive/nature trail (features interpretive material)

Paved

Gravel surface

Wooden boardwalk

Unpaved

Overall difficulty: Universally accessible

Easy

Medium

Difficult

Route Amenities: Trailhead sign ___
Trailhead register ___
Trailhead parking ___
Trail signs/markings along route ___
Restroom/outhouse ___
Litter barrels ___
Benches ___
Lighting ___
Bike racks ___

Type of Use: Walking/hiking
Running
Inline skating ___
Cross country skiing ___
Biking ___
Horseback Riding
Skateboarding ___
Other (list): _____

Does this trail cross private property? Yes

Trail Paragraph
Luke Westerburg

The Calhoun Trail is safe for almost anyone who uses it because there aren't very many steep inclines, and there isn't danger of being hit by passing cars. It is interesting and pleasant to travel this route because it is an abrupt change from the downtown area around it. Walking and hiking work best on this route, as it was very muddy when I walked it and unsuitable for biking because of this. However, it is probably bikeable in the summer. The only thing that could be improved would be maybe some more information about the trail at a trailhead. There are not any major barriers or obstacles to walking on the trail that I saw.

Ethan Martin
5/3/04
Quest-5
Trail Project

Rueben Call Trail

Location: Dimond Ridge

This route runs right in front of my house and is visually the most stunning trail I've ever been on. Also known as the Homestead Trail, this trail goes around the front of Dimond Ridge and forks off down into a winding trail down through the trees that eventually ends up over at Baycrest. The other trail circles back around and comes out a little ways further down Dimond Ridge Road. Both trails are safe for hikers and people just out to enjoy some fresh air. Bikers could use it, however the trail narrows at places. The only thing I can think of to improve it is, possibly make the trail a little bit wider. It gets overgrown at times. Of course that adds to the natural feel of this trail and actually I'd rather see it stay the same way. There is a great wooden bench at the fork in the trail that overlooks Kachemak Bay and the woodlands surrounding it. This is truly a great trail and measures should be taken to protect it.

Leslie Whip, Anna Duz, Marina Critchett, Lars Matkin

On April 25, 2004, we, as students of Ms. Hudson, hiked a trail known as Diamond Creek Trail. Upon our arrival there was a parking area large enough for three vehicles. The trail was wide enough to ride a horse on most of the way, although towards the end of the trail by the beach some erosion had occurred making the trail smaller and very saturated.

The trail is safe for a walker; however, some fallen trees across the trail and may need to be removed. Mud is also a factor and proves to be slightly dangerous where the trail grows narrow. The trail also runs along a steep and unstable cliff.

The trail was very interesting and there was a lot of wildlife. We feel that there should be some signs warning people of the close wildlife such as moose.

The trail is very easy to see and easy to follow. It was also very scenic.

It would help if there was gravel so it wasn't as muddy. It would also help if the fallen trees were cleared for the trail so horse and bicycles could go on it easier. The trail to the beach also needs to be widened and the cliffs supported. It would also be nice if there was a picnic table at the end of the trail.

The main obstacles are the fallen trees on trail and this could be fixed if the trees were cut up and moved.

Quest for Trails Analyze Your Findings

- Is the route safe for the people who use it?

This route is safe for people, well marked, and is moderately difficult. I would not recommend it for handicapped people because of the roots and sloping hills along the trail. But it is a pleasant and pleasing trail.

- What does it feel like to travel on this route?

Traveling this trail feels like a magical journey through a moss covered forest with several creeks. This trail makes you feel far away from civilization, and yet very peaceful in nature.

- What works well on this route and why?

Walking, running, cross country skiing, or biking all work very well on this trail.

- What can be improved?

More of the trail would be very nice since it's relatively short.

- Any major barriers or obstacles?

No, there are no serious obstacles or barriers along this route.

Inventory of a Non-Motorized Transportation Route
Homer, Alaska

Date: May 4

Completed by: Claire Lawkitts & Tygan Meyer

Route name: Walter Johnson trail

Route beginning: Meadow Road (top, near pond)

Route ending: Olsen Mountain

Estimated length: 3 1/2 miles

Route type: Beach access or bluff access trail
(circle all that apply) Interpretive/nature trail (features interpretive material)
Paved
Gravel surface
Wooden boardwalk
Unpaved

Overall difficulty: Universally accessible
Easy
Medium
Difficult

Route Amenities: Trailhead sign ___
Trailhead register ___
Trailhead parking ___
Trail signs/markings along route ___
Restroom/outhouse ___
Litter barrels ___
Benches ___
Lighting ___
Bike racks ___

Type of Use: Walking/hiking X
Running X
Inline skating ___
Cross country skiing ___
Biking ___
Horseback Riding ___
Skateboarding ___
Other (list): _____

Does this trail cross private property? YES

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