



## CLT and RTCA Meeting

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**DATE:** 08/19/25

**WHERE:** In-person, Cooper Landing, Cadieux household

**TIME BEGUN:** 1:00 p.m.

**PURPOSE:** Prepare for Open House and other planning

**PRESENT:** K Pace, RTCA, S Thomas, RTCA, R Eddy-Harvey, RTCA, D Story, CLT, J Cadieux, CLT

### **DISCUSSION:**

- DS presented timeline and other posters he prepared for the Open House
- DS obtained printed roll-plots from DOT regarding new 45-60 Sterling Hwy realignment project also for the Open House
- Short discussion of the impact of the new Sterling Highway alignment to this project
- ST and REH presented brochures and posters that RTCA staff produced for follow-up with community, legislators, and others as a way of sending the receiver away with a means to recall the website address and a QR code to access the Story Map.
- Discussion of Open House physical set-up: There's a main projector/screen set-up area and then we will want a secondary site for possibly the Pitch Deck or other informational items.
- ST created a video of the Story Map that can continuously play or be shown as a presentation.
- May also have slide show on re-loop.
- The end of the SM has a slide show that starts a bit into instead of at the beginning. Determination is that it is perhaps good to encourage viewing more than once.

### **Agenda for Open House and Obtaining Feedback from the Community:**

- Are we on the right track for communicating this project?
- We are information sharing: Videos, posters, roll-plots, brochures, Story Map (SM), Pitch Deck
- Get community attendees thinking as a lead up to the charette later this autumn
- Definition of Charette: A meeting in which all stakeholders in a project attempt to identify and resolve differences and map solutions.
- We will obtain a "garden" of ideas and encourage others to comment with support stickers.
- No negative comments on others' ideas.
- What garden beds:

- One at each roll-plot but we do not want to engage directly on the MP 45-60 Project
- One at each significant poster
- The SM and Pitch Deck
- Town Road Project
- Phase 1B: Gives us the first two miles of separated pathway from MP 45-47 on town road.
- Tight Diamond:
  - End point of the pathway on the new alignment.
  - How will that intersect with Sportsman's Landing?
- Ask attendees:
  - What do you like about the planning done thus far?
  - Do you see any planning gaps?
  - What (infrastructure) obstacles to integrating walking/biking exist in your life?
  - What do you want to get to via a pathway?
  - What's the farthest you've ever walked/biked to run an errand?
  - Mileage: List distances from location to location so folks may see how reachable they are.
- Ideas to be gathered in advance of the charette
  - Present the Story Map
  - Encourage milling through materials
  - Write questions with emails as a garden of ideas
  - Each roll-plot can have a garden of ideas or questions as well. Encourage them to provide their emails for us to get back to them.
  - There needs to be a way of getting back in touch with people.
- Thank all of our volunteers at the beginning of the Story Map presentation. Timing will be based on when most folks are in greatest numbers.
- Janette work on list of volunteers and their contributions for David and he will add-to as well.
- Planned physical layout:
  - Food nearest the kitchen
  - Seating for eating nearest kitchen and perhaps in the middle (placed outside ultimately)
  - Meandering in a loop around the walls of the room

ST, REH will drift the river for that perspective on the project. Be at AWA at 9:00 a.m. Back by noon.

#### **Social Media and other Communication**

- Has been further developed and is getting posted to every couple of days on both FaceBook and Instagram.
- We want to do due-diligence to ensure that folks have information they need and folks have a chance to say what they think.

#### **Other thoughts and ideas:**

- The timeline needs to be visible so that folks learn or remember how much has been accomplished and determinations made. We don't want to re-negotiate every step.
- DS: These distances can be bikeable by regular people. We want to do regular things without getting in a motor vehicle.
- Peripheral planning efforts are occurring:
  - How do we fit into those?
  - Now is the time to have a say.
  - Be proactive.
  - Communicate to the community why now is an important time for them to participate and have their ideas heard.
- The "Bypass" has sucked up a lot of the oxygen. We need planning for the town road.
- What we want is to know what you (the community) want.
- Good story from Shirley Wilmoth at The Hutch BnB: Guests backpacking the Resurrection Pass Trail. Shirley asked guests, "How will you get to the lodge when you get off the trail?" Most assume they will walk but instead they must make arrangements with the she and George for a pick-up because walking is not safe.

## **MEETING with CLCC BOARD**

**Present:** K Lessard, L Temple, members of RTCA and CLT as indicated above

**Time:** 2:10 p.m.

### **Discussion:**

- CLT was awarded a grant from the NPS RTCA Program and have been working with us on community outreach, funding preparation, Pitch Deck and Story Map
- KP: Has worked throughout AK for NPS over the past 15 years. List of work was given but not captured in notes
- ST: Cartographer, creating maps and story with pictures to present the Town Road Project
- "StoryMap" each viewer may go through at their own pace to learn about the project
- REH: Planning Fellow from Pittsburgh, has participated through RTCA, how to present this project to various audiences including funders, stakeholders, community.
- LT: In CL for 21 years, also a home in Homer, runs several businesses in town, Vice-President of CLCC board. Wants the community members to have safe access to our [geographical] community. She is also involved Safe Trails.
- KL: Board member, lived in CL for 28 years, business owners in town, background in nursing, has four children and grandchildren
- We, DS and JC, are working on CL Town Road Pathway Planning Project for many years as the latest extension of the long standing, community goal of a Walkable Community.
- Q: After reading all of the minutes of the CLT meetings, what is your (CLT) primary focus.
- A: Toward Walkable Community Goals: Obtain funding to plan and then build a pathway from about MP 47-56 on the "town road" to connect to all of the assets in between. The start at MP 44.5 and run to MP 56 where the new Sterling Hwy alignment will intersect the town road. This type of work is typically handled by government agencies. We have had to

take this on but aren't ideally suited for it. We rely upon our partners and have gained from our partnership with RTCA and others. We've submitted large federal grants like FLAP and State administered TAP. Toward Trails Goals: Continue to advocate, brush summer use trails like the Safety Path and start of Slaughter Gulch Trail, brush snow trails in autumn then groom in winter.

**Land Managers** we work with:

- Federal lands: United States Forest Service, USFS, and Kenai National Wildlife Refuge, KNWR
- State Park: River
- KRSMA: Kenai River Special Management Area
- CEA: Chugach Electric Association doesn't own land but manages it in the power lines
- Cook Inlet Region Incorporated, CIRI/Kenaitze Indian Tribe
- Kenai Peninsula Borough, KPB
- State of Alaska Department of Transportation and Public Facilities, DOT or DOT&PF

**Further Discussion**

- We hope the Safety Path extension will stay within DOT right of way (ROW) as much as possible for greatest ease and to avoid having to do an environmental impact study (EIS). There isn't a comprehensive right of way study that has been completed though parts are known.
- Current Statewide Transportation Improvement Program (STIP) runs 2024-2027
- Our pathway project is not in that STIP list of projects as we weren't awarded a TAP grant, Federal money administered by the State.
- Can we get into the next one?
- We want to know if anyone has a problem with the Town Road Pathway Project.
- We want to address anyone's concerns.
- LT: Often get asked of visitors renting bikes from her business, "Where can we go from here? Can we ride through town?" It is not safe so she does not send them to town.
- Kenai 250 bike race has run for 10 years.
  - Bike tourers will want to ride that route at a leisurely pace.
  - Folks will want to access CL from the Alaska Long Trail.
- LT: The survey that she did for Safe Trails has been highly valuable. Suggests a survey so data can be gathered. (A survey is anticipated as a part of the Town Road Pathway Planning Project.)
- Design projects like ours are not as valued with funding entities e.g. FLAP. While build projects are more highly valued we've determined that a separate planning phase is needed because of the complex, sensitive route. We would of course combine it with a build project if the money was available.
- RTCA:
  - Technical assistance provided
  - Initial kick-off meeting of CLT/RTCA with DNR and KPB Planning
  - CLT asked RTCA what are we doing wrong because even while CLT are told they are a slam dunk for funding, we haven't yet been selected for funding.

- CLT applications have been good. What are the obstacles?
- RTCA ID'd a story telling problem. How can we help CLT get their message across and invite participation.
- Pitch Deck: How to get through the tour of the project and need for funding in 10 slides?
- Story Map: How do we get our story across? We've gotten okay from Kenaitze Indian Tribe. Need: Get peoples' attention.
- Also help create an Action Plan with the information we gathered and the communication tools we've created.
- Q: As a stakeholder and land owner along the Town Road, how much input can she expect to have on this project design?  
A: It will depend on how much input you're willing to provide. We need to plan because there are so many unknowns. We need common ground, e.g. a right of way study, to begin speaking in real terms for each neighbor and property owner.
- Q: Have you considered a pathway along Bean Creek Road to the community center?  
A: Yes, 2018-19 we put in a footpath from CLCC Hall westward along Bean Creek Rd to Bean Creek (waterway). Sideroad trails have always been in the top ranking of items for the community within the CLWCP. Snug Harbor pathway was the first of those addressed because of the opportunity of a FLAP grant award.
- Reading recommendation: Killed by a Transportation Engineer
- The State of Alaska gets no maintenance dollars for pathways so they are always looking to have others commit to the maintenance if they build a pathway.
- The State of Alaska sees pathways as urban community options, not rural.
- The induced demand is demand that has been realized, or "generated", by improvements made to transportation infrastructure, leads to e.g. widening highways, etc.
- Latent demand is that unseen group of people who will use infrastructure if it is there. E.g. You don't build a bridge based on how many people you see swimming the river.
- People are using the deficient infrastructure that our Safety Path is now. Imagine who will use it when it's modernized.
- Q: Presentation in Open House Wednesday. Do you have a survey at this point or means to gather information?  
A: We will have information in the form of posters, videos, slides, and we'll have a way for folks to write down ideas and/or indicate support for an idea.

#### **ACTION ITEMS:**

JC: List of volunteers to DS Wednesday morning for his additions

ST and REH: Drift river to get that perspective on the project's difficulties.

All: Meet noon at Hall for lunch then immediately begin to prepare for Open House

**TIME ENDED:** 4:00 p.m.