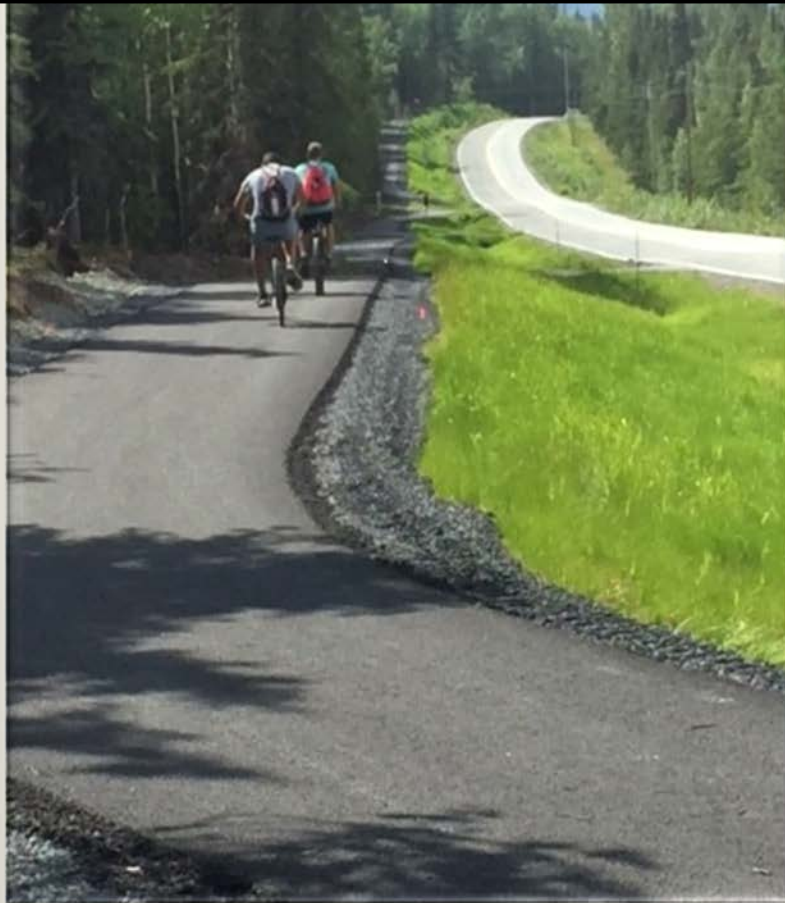


2017

Cooper Landing Walkable Community Snug Harbor Pathway Project



Dwayne Adams
Earthscape
7/6/2017

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Project Overview

Cooper Landing residents have actively promoted the development of transportation alternative solutions in their community for many years. Initial efforts date back to 1975, with the mantle of responsibility taken up by the Cooper Landing Community Club (CLCC). CLCC is a non-profit organization of which the walkable community group is a committee. The “CLWCP” was founded by the non-profit CLCC, (a 501(c) 3) which pre-existed the CLWCP.

The many years of citizen involvement dating back to 1970’s resulted in a gravel roughed-in “safety path” in parts of town and the production of the Cooper Landing Alaska Walkable Community. The Walkable Document was completed in 2010 and was adopted by the Kenai Borough Assembly as part of the Borough’s Transportation Plan.

The 2009-2010 study effort identified candidate projects that would assist in providing safety improvements throughout the community. Since the publishing of the project report, the community has been successful at gaining construction of pedestrian projects on and near the Kenai River Bridge (at the Kenai Lake outflow) and, most recently, along Snug Harbor Road.

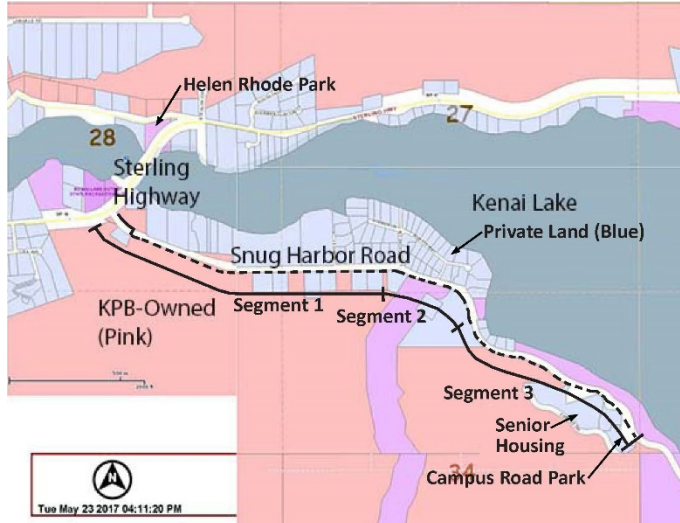


Figure 1 Road segments and ownership

The Snug Harbor Road Project, originally funded through the Forest Highway Program was carried over to the Federal Lands Access Program (FLAP). That project has provided for the improvement of approximately 1.8 miles of roadway, from the intersection of Snug Harbor Road with the Sterling Highway, to the intersection with Campus Drive. Campus Drive is a borough road that leads to the senior housing complex. To support the Snug Harbor Project the Kenai Borough has agreed to simultaneously pave Campus Drive.

The project Snug Harbor Road project includes three different segments:

- Segment 1: 0.82 miles of separated pathway construction. The separated pathway is eight feet wide with two-foot gravel shoulders on each side of the trail. This segment is identified in ADOT&PF design drawings as the portion between Stations 100+00 and 143+43.39.
- Segment 2: 0.31 miles of road shoulder widening. Work included sawcutting the existing roadway edge and adding four feet of asphalt concrete pavement to the existing paved road. This segment is identified in the State of Alaska Department of Transportation and Public Facilities (ADOT&PF) design drawings as that portion between Stations 400+00 and 416+40.15.
- Segment 3: 0.73 miles of road reconstruction with wide shoulders. The reconstruction includes an asphalt concrete pavement surface with two 10-foot wide travel lanes and four feet of paved shoulder on each side. This is identified in the ADOT&PF design drawings as that portion between Stations 300+00 and 338+38.82.

Accompanying the road prism and trail additions was the development of signage and striping to define uses and to provide cautions and other notifications to motorists and other users. The completed project provides an improved environment for pedestrians and bicyclists along Snug Harbor Road. Also, it provides connections between Cooper Landing Senior Housing and the US Post Office, as well as other residences and businesses along Snug Harbor Road, and safer connections for all. Lastly, it provides improved access to federal lands as the original grant required.

While the roadway improvement project was a successful component of the envisioned Cooper Landing “walkable community,” the roadway is missing enhancements that would make it a safer and better functioning multi-use pathway. Also, while the roadway improvement project connected homes and facilities along Snug Harbor Road, it still does not connect to other key community assets including Cooper Landing School, Cooper Landing Community Library, Helen Rhode Park, and the numerous businesses located along the Sterling Highway.

In the interest of identifying ways in which to increase connectivity from Helen Rhode Park to the Senior Center, Cooper Landing Walkable Community Project applied for and received a grant from the Kenai Mountains - Turnagain Arm Corridor Communities Association, which receives and administers funds appropriated by Congress and other sources to support communities within the Kenai Mountains – Turnagain Arm National Heritage Area. The “National Heritage Area” was designated by Congress and administered by the National Park Service, in the interest of supporting community-driven initiatives that “...enhance and preserve local historic, scenic and outdoor recreational resources.” In addition, the grant was written to set a standard for the non-motorized pathways called for in the 2010 Cooper Landing Walkable Plan to help users identify a system of connected pathways in a community that is divided by an interstate highway and the Kenai River as well as having several neighborhoods that are separated by physical and visual barriers.

This project that was funded by the Corridor Communities Association addresses a need for pathway enhancements and connectivity between Helen Rhode Park and the facilities along Snug Harbor Road. It evaluates natural features such as terrain, identifies opportunities afforded by available rights-of-way or land ownership, and proposes specific design elements that could be incorporated into the project area. The project area is identified to include the Sterling Highway from Helen Rhode Park to Snug Harbor Road, and Snug Harbor Road from its Sterling Highway junction to the Cooper Landing Senior Center turnoff from Snug Harbor Road.

To move the project forward, the Cooper Landing Walkable Communities Project dedicated a portion of their grant funds to hire consultants to facilitate workshops and to assemble a document that would serve to guide further improvements within the project area. Those consultants included planner and facilitator Linda Crider, as well as Dwayne Adams from Earthscape, a landscape architecture and planning office in Alaska.

Opportunities and Constraints

Following is an overview of the project corridor and its opportunities and constraints.

Land Ownership

At the northwestern end of the project, Helen Rhode Park is located on Alaska State Park land. The park improvements and upkeep are administered by CLCC. The Sterling Highway gravel trail that connects to the south is within ADOT&PF rights-of-way. The Snug Harbor Trail is likewise located within ADOT&PF rights-of-way. There is an ample amount of Kenai Peninsula Borough land that adjoins the right-of-way of Snug Harbor Road (See Figure 1). This provides opportunities for development of wayside improvements within the corridor. These improvements could include safety improvements, seating, and interpretive signage.

Rights-of-way

Both the Sterling Highway and Snug Harbor Road are ADOT&PF rights-of-way. As such, improvement projects must meet the standards that are applied to improvements within the rights-of-way. This includes placement of items in the right-of-way that may compromise “clear zones”, which is that area that is provided for safety and recovery of errant vehicles after loss of control. Also, drainage must not be impaired and improvements must not induce erosion or other undesirable environmental effects. Ease of maintenance is also a concern and improvements should not compromise efficient and effective snow removal or routine maintenance. Signage must comply with the “Manual on Uniform Traffic Control Devices” for any regulatory signage (stop signs, yield signs, etc.).

Maintenance of anything, including signs that are placed in the DOT right-of-way, require an agency to assume maintenance responsibility. CLWCP, KMTA and ADOT&PF had already developed such an agreement for two safety signs. The community is hopeful that the agreement can be expanded.

Topography

The right-of-way of Snug Harbor Road is located at the base of rolling topography that presents many



Figure 2 Cut and fill w/ unfinished shoulders

grade changes along the corridor. This leads to stretches of trail that are relatively long and steep. Also, the topography has resulted in cuts and fills that have left undressed slopes and resulted in some pavement edge failure that require replacement.

Drainage

Drainage is closely related to topography and some areas exist that require some adjustment of grades to accommodate runoff. Also, it appears that some rocky slopes have suffered creep and glide related to water-rich soils sliding on frozen soils during breakup. This results in some sluffing that is apparent in several rock slopes.

The new Snug Harbor Trail has numerous locations where drainage creates birdbaths and has created small volunteer drainages off trail shoulders. These may simply be related to the unfinished nature of the trail shoulders; however, attention should be provided to ensure these are not permanent issues

that will plague the trail into the future. Ditching should be reviewed to determine that the drainage provisions are adequate for anticipated runoff.

Community Input

To engage the community in meaningful discussion of connectivity and enhancement opportunities, Cooper Landing Walkable Community Project organized a two-day workshop that was held on June 23 and June 24, 2017. The event was widely advertised within the community. Also, the Kenai Peninsula Borough (KPB), sent a representative to discuss how the KPB might assist the project.

Following is a summary of the agenda and public process.

- The Cooper Landing Walkable Community Project focused on the Snug Harbor Road trail. While the effort focused on a defined section of pathways in Cooper Landing, participants at the



Figure 3 Bus tour of Snug Harbor Road project

meeting were coached that the meeting was intended to set the design standard for future items such as maps, benches, signs, etc., so that users would realize that they are on a “trail system” no matter which segment of trail within the community they are using.

- Twenty-one individuals attended the first day of the meeting. Attendees toured the project area via a donated tour bus provided by Kenai Princess Lodge. The tour provided a chance for workshop attendees to understand the improvements that have been made. It also provided an opportunity to understand ownership patterns, as well as opportunities and constraints to enhancements.
- The Kenai Borough Planning Department, using 24 GPS points developed by volunteers, developed maps with suggested possible additions located at each of the GPS points. Each participant received his or her own copy of these. After the tour, attendees placed yellow “sticky-notes” on a consolidated project map to identify opportunities and constraints that they each noted while touring the project corridor. Those comments are included as an appendix to this report.
- Cooper Landing Walkable Community Project organization provided a review of project goals and expectations. Led by Deb Carlson and Sandra Holsten, the presentation included a discussion of the project’s goals to enhance connectivity and to provide enhancements that improved safety and usability of the Snug Harbor Trail. Also, Dwayne Adams of Earthscape provided a review of “walkable community” projects that have been completed in Seward and Fairbanks, as examples of how those communities addressed needs in their specific settings.
- Marcus Mueller of the KPB explained the opportunities for approval and possible funding for projects on Kenai Peninsula Borough land. Marcus outlined the following items that are part of any KPB evaluation of projects on its lands:
 - The project must provide for the community good
 - It must provide the best value of the alternate approaches for use
 - Projects succeed when:
 - There is a strong champion of the project
 - Collective talents of the organizing group are included

- An established entity is in place to sponsor the project
- A coherent design exists for the project and addresses the questions of, “what is proposed,” and “where it is proposed to be located”
- Uses are articulated and address, “who it is for,” and “how it will be used”
- A management plan is in place that addresses:
 - Maintenance
 - Regulation
 - Includes a business plan
 - Has mechanisms to measure results to achieving project intent

Marcus also explained that success requires continual education and advocacy since political leaders and KPB staff change on a routine basis. Marcus also explained that it is up to the sponsoring organization to identify and pursue funding opportunities.

- The full group identified their “vision” of what the trail corridor represented and then identified potential solutions to address goals and expectations.
- Dwayne Adams of Earthscape presented a realm of project “Site Categories and Elements” to stimulate discussion of potential solutions to some of the concerns expressed by attendees. Attendees expressed their feelings about the appropriateness and desirable approach regarding:
 - Gateway nodes
 - Gateway elements
 - Wayfinding
 - Seating
 - Picnic tables
 - Fire pits and barbecues
 - Bike racks
 - Trash receptacles
 - Dog waste stations
 - Boulders
 - Thematic elements
 - Art
- Based on the input from the community, Dwayne Adams generated concepts to illustrate solutions. The concepts addressed the above elements and how they might be incorporated into Helen Rhode Park, Snug Harbor Trail, and into Campus Drive Park at the termination of the Snug Harbor Road trail project. These concepts were presented to the group on the second day of the workshop and attendees (13 individuals) provided input regarding their preferences for inclusion into the project.
- After discussion of the concepts, Dwayne Adams provided a spreadsheet that listed the ideas and approaches that had been identified in group discussions and in the earlier “sticky note” exercise. Attendees were provided seven adhesive dots to place on the items that they felt were most important to the community. These guided the determination of appropriate elements for design and construction and were the basis for the development of priorities.



Figure 4 Hand-hewn trail and park amenities

Recommendations

General Considerations

- In general, any amenities should be of a scale and construction type that reflects the “hand hewn” nature of Cooper Landing. To the degree practical, amenities should be fabricated by local artists or craftsmen, or should be relatively simple, straightforward in design.
- The trail should be identified by use of a cast metal or possibly wood logo that is affixed to the face of signage. This could be used for any trail-related amenity to provide consistency in the image of the trail system in general, and Snug Harbor Trail in the immediate future.

- Helen Rhode Park should serve as a secondary gateway to the Cooper Landing Trail system. It should provide orientation material. Existing log “Cooper Landing” signage should be retained but possibly altered to provide longevity to the sign. It could also incorporate aluminum fish figures that were fabricated by an artist and purchased by the Cooper Landing Walkable Community group.
- Mile markers should be provided at approximate 0.5-mile increments and should be constructed of 4x4 posts with a medallion affixed with an “identity logo” and the trail mileage either routed or also affixed via a medallion.



Figure 5 Example of 4x4 wayfinding post with medallion



Figure 6 Helen Rhode Park and welcome sign



Figure 7 "Bird" bike racks at Islands and Oceans, Homer

- Benches should be provided at midway hill locations as well as the tops of climbs to provide rest stops for those physically challenged by hilly terrain.
- To the extent that bike racks are provided, they should be items that provide character and identity to the trail. Where possible and funds allow, bicycle racks could be custom racks that reflect the area's character. This could include steel forms with fish, mountains, a river form/shape, or possibly birds, and placed at origin/destination points (i.e. post office, Campus Drive Park).
- Where color is employed in logos or site amenities, there should be inclusion of "Kenai River turquoise" in the color palette.

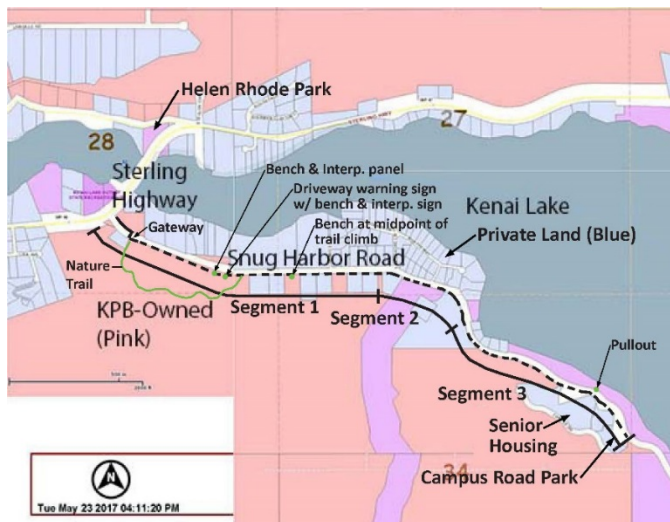


Figure 8 Proposed Improvements for Snug Harbor Road Trail

Snug Harbor Road

The public process identified nodes where either benches or interpretive opportunities might be appropriate:

- A small gateway feature should be provided at the Snug Harbor Road trail, in proximity to the church driveway, immediately east of the Sterling Highway. This should be a smaller "gateway" element that clearly indicates the start of the trail. This location should be noted with a milepost element that shows 0.0 miles for the Snug Harbor Road trail.



Figure 9 Typical wayside elements

- A second and larger gateway feature should be provided at the eastern edge of the post office property, where the Snug Harbor Trail departs from the property. (GPS N60°29.380'/W149°48.649')
- A nature trail could be considered on the Borough land between the Post Office and the "Eagle tree". It should start after the post office and end somewhere before Nelson Creek/No Name Creek.

Trapping and motorized use would have to be addressed early in the public process to ensure uses are compatible with walkers and adjacent property owners.



Figure 10 Nelson Creek Wayside

- The Creek known as No Name Creek and/or Nelson Creek near the top of the separated bike path hill should have a deck/platform that would allow trail users to enjoy the year-round stream. This should be set back from the pathway on the east side, projecting over the creek, to recognize ice build-up and to not obstruct walkers and bikers. It could also include an interpretive message about damage to streams and watersheds. (GPS N60° 29.305' W149° 48.214')
- A “Driveways Ahead” sign should be placed at top of the hill. Also, provide a bench since this is the high point after a climb and an appropriate place for resting. Also, it is an appropriate place for an interpretive sign addressing riparian forests, as well as being a logical location for the endpoint for a nature loop trail that began near the trail gateway feature. (GPS N60° 29.302'/W149° 48.156')
- Provide a bench for resting at the midpoint of a trail climb. (N60° 29.304' W149° 47.810')
 - A small wayside for walkers/cyclists should be provided, offering a view through a forest to Kenai Lake. This may be an opportunity to provide an interpretive panel that discusses the turquoise color of Kenai Lake. (N60°29.012'W149° 46.316')
 - Meeting attendees were favorable to the idea of placing boulders at locations along the Snug Harbor Road trail with the intent of having a repeating thematic element. Locations included: KPB property between Holsten's and Nelson Creek (N 60° 29.302' W 149° 48.117'); KPB property between Pierce's and Neis' (N60° 29.304' W149° 47.810), and; KPB property between Mitchell's and Knocks' (N60° 29.306 W149° 47.587).

Kenai River/Lake Bridge

The Kenai River /Lake bridge has received a relatively new pedestrian walk, added to the western bridge side. This has been a welcome addition to address public safety. The attendees to the public meetings identified needs and opportunities that would assist in making the approaches and Sterling Highway trails safer and more usable.



Figure 11 South bridge approach

- The bridge approaches do not meet accessibility standards for firmness of the pathway surface, width of the surface, and protections from falls over the edge, particularly on the south end of the bridge. These should be improved to meet standards.
- A caution sign should be provided alerting motorists to the intersection of the Sterling Highway with Snug Harbor Road and the location of Snug Harbor Road Trail. This should include notification to motorists of the possibility of turning emergency vehicles.

Probably the single most unresolved issue regarding trails serving Cooper Landing, and particularly the Snug Harbor Road trail, is how to connect the Snug Harbor Road trail to the western side of the Sterling Highway. While that is of importance, it is part of a larger issue, that of connecting the two sides of a community that is bifurcated by a major arterial that is important to truck traffic, commuters, recreational users, and the Cooper Landing community. While a bypass is contemplated in the future, that project is many years in the future, while the need for safety improvements is immediate. The safety issue at this location owes to several activities and developments, all within less than 1500 feet of the Snug Harbor Road:

- The newly constructed Snug Harbor Trail needs a logical connection to the Sterling Highway Trail
- The US Post Office near the intersection generates pedestrian demand from Cooper Landing to the Post Office.



Figure 12 Common traffic congestion in proximity of Kenai River Bridge

- Cooper Landing School is located just north of Helen Rhode Park. Children from Snug Harbor Road could use the trail for access to the school if the intersection were safer.
- The major boat launch facility for Kenai River float trips is located directly adjacent to the Sterling Highway path and visitors staying at bed and breakfasts along Snug Harbor Road could cross to the launch facility if the intersection were safer.



Figure 13 View from Safety Trail to new Snug Harbor Road trail

- Associated with the boat launch facility, off King Salmon Drive, are many commercial establishments that generate traffic and turning movements onto the Sterling Highway.

- Cooper Landing Emergency Services are located directly across from the Post Office and must gain access to the Sterling Highway from Snug Harbor Road. Traffic on the Sterling Highway is reported to delay the ability of emergency vehicles to turn onto the Sterling Highway because drivers are often distracted and unaware of the presence of emergency vehicles trying to turn onto the Sterling Highway.

Given these multiple activities and potential safety conflicts, this study recommends that ADOT&PF conduct a safety study of the Snug Harbor Road/Sterling Highway intersection and determine how best to resolve the many conflicts that exist. Among potential solutions, consideration should be given to the following:



Figure 14 Shoreline under south bridge approach

- Routing of the Snug Harbor Road path under the Kenai River/Lake Bridge on the southern embankment where rock revetment exists. Engineering studies should evaluate the possibility of placing masonry unit structures that would allow notching of a pathway at the southern embankment. It will need to be recognized that flooding is possible, given that a 10-foot clearance from the bridge bottom is necessary. However, flooding is a temporary event and waters move relatively slowly at this location. The benefits of having the crossing for 99% of the time outweighs inconvenience that occasional flooding may pose.

- Cautionary warning including combinations of signage and a flashing light that would highlight the intersection, presence of turning vehicles and pedestrians, and the possibility of turning emergency vehicles.
- Realignment of Snug Harbor Road through KPB property at the western end of the roadway, providing a new intersection with the Sterling Highway across from King Salmon Drive. This would consolidate intersections into one location, provide better sight distance for the intersection, and would remove the intersection from an area of roadside “gawking” (owing to presence of the river and boat launch).

Helen Rhode Park/Campus Drive Park

Helen Rhode Park and Campus Drive Park both serve as points of beginning of trail use. Helen Rhode also provides the opportunity to inform visitors of larger community trail and other recreation assets with wayfinding features including maps of watersheds and trails. Following are recommendations for those parks.

Helen Rhode Park

Helen Rhode Park is often used by travelers, as a rest stop as they pass through Cooper Landing, or as a place of orientation as they enter the community. This use seems appropriate and will probably

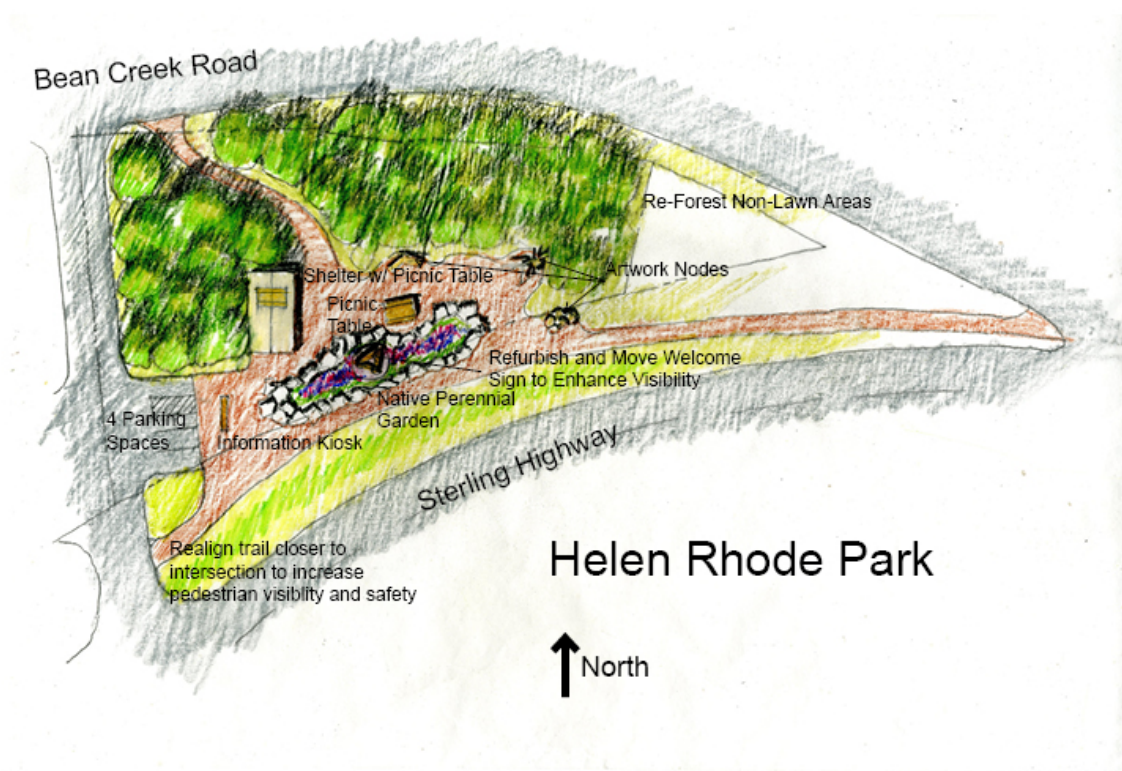


Figure 15 Helen Rhode Park Proposed Layout

continue, intended or not. As such, proactive measures should be taken to address the use and should include the following:

- A four-spot vehicle parking area should be provided, one spot which would provide handicap parking.
- The park should offer picnic tables and benches to accommodate travelers. One bench should be under a roof structure. The roof structure should be constructed of materials appropriate to

the community, perhaps constructed of wood with shingles or metal roofing, typical of area structures and homes.

- An existing “Cooper Landing” sign should be retained, possibly moved to a new location with greater visibility from both northbound and southbound traffic on the Sterling Highway. The park sign should be refurbished to provide a permanent foundation and possibly updated with artwork to draw more interest to the sign.
- The Safety Trail that crosses Bean Creek Road, at the southwestern corner of the park should be relocated closer to the intersection such that pedestrian have a safer crossing location, instead of the almost mid-block crossing that is currently offered.
- A sign should indicate that all trash is to be hauled since there will not be maintenance to a level that would include servicing receptacles or hauling trash.
- Interpretive material would be appropriate at Helen Rhode Park to indicate where trails or other recreation amenities and public services are located.
- A small garden should provide a highlight that draws attention to the park. It should feature native plant materials with identifying placards or information. The existing park sign should be relocated to the garden center and elevated for greater visibility. A garden and native flower garden, possibly created by youth and leaders, could be part of this full garden development. As an interim step, existing flowering plants could be identified. This may lend an opportunity to identify and discuss issues associated with noxious/invasive plants as well.

Campus Drive Park

Campus Drive Park is currently the location of a camp serving as lodging for road crews and is owned to a large part by the KPB. After construction is complete it will be regraded to facilitate desirable use of the area and to discourage undesirable uses. The park is intended to meet the needs of trail users as well as the senior housing population at the end of Campus Drive.

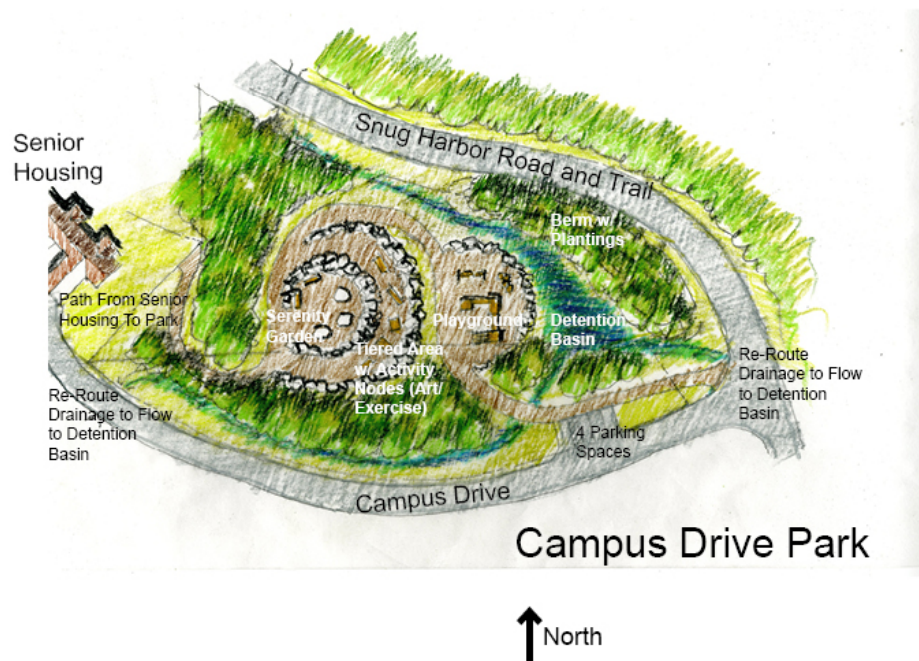


Figure 16 Campus Drive Park Proposed Layout

- The park should provide limited day-use parking for trail users, offering approximately three parking spots and one handicapped spot. Overnight parking should not be allowed.
- A trail should connect from the senior housing complex to Snug Harbor Road. The trail must be held to a maximum grade of 5%.
- The roadway/trail contractor has agreed to grade the area after his use, creating a berm to discourage camping or undesirable use. The berm should be vegetated to allow regeneration of desirable plant species.
- A small basin could be provided behind the berm, filled by runoff from a nearby drainage just east of the senior housing and drainage from a culvert under Campus Drive. Grading should provide enough depth to retain water to a depth of approximately 18" with routing of overflow to the culvert that is designed to capture the drainage and move it under the roadway. The existing drainage that is located near Senior Housing should be re-routed to feed the basin.
- Upper areas of the park should be accessible from the housing area via the earlier mentioned access trail. The upper areas should provide two dedicated use areas.

- The first use area, nearest the housing, should provide a quiet “solitude” area featuring seating and views to the lake to the extent that views are possible. Seating could feature both benches and boulders. Art could be incorporated into the space to provide some focus and interest.
- A second use area, below the quiet area, should provide a series of nodes that could be either exercise stations or activity areas (art walls/temporary art). This area should connect to the incoming trail from the senior housing via a set of stairs to encourage lower body development for seniors that visit the park.

Priorities

Top Issues

After reviewing the opportunities and constraints of the corridor, meeting attendees prioritized initiatives that had been identified. Three safety issues dominated as the key issues of importance to the community and included the following:

- Bean Creek Road Pedestrian Crossing: Provide signing and striping, and relocate the Safety Trail along the Sterling Highway closer to the Sterling Highway, to provide a safer pedestrian crossing at Bean Creek Road, at Helen Rhode Park.
- Kenai River/Lake Bridge: Improve approaches to provide ADAAG accessible pathways within the rights-of-way.
- Sterling Highway Crossing: Study alternatives that would provide the safest crossing of the Sterling Highway.

These three priority concerns were unanimously the key concerns of the community. The participants felt that these were not simple matters of accommodation, but were driving safety concerns. There area between Helen Rhode Park and the turnoff to Snug Harbor Road is congested, has a congregation of pedestrians, and is the location of key emergency services for the community. Participants felt these three issues had to be addressed in an expedient manner.

Secondary Issues

In addition to the safety issues above, several other items surfaced as being important to the community and their resolution achievable. Following is description of trail and park improvements that received the most interest:

- Kenai River/Lake Bridge: Improve approaches to provide ADAAG accessible pathways within the rights-of-way.
- Update Welcome Sign: The existing welcome sign in Helen Rhode Park needs to be relocated to a place to the southwest. It also needs a permanent foundation and upgrading, including providing artwork as part of the signage.



Figure 17 Mutt Mitt

- Mutt Mitts: Helen Rhode Park and the Snug Harbor Trail need to have mutt-mitt stations so that users can police and bag the waste from their dogs. The park and the trail are used extensively by pet owners and provisions are necessary to post signage and the mutt mitt stations.
- Snug Harbor Trail Gateway and Node Improvements: Snug Harbor Road has locations where small gateways, benches, and interpretive materials are needed. These should be addressed comprehensively to provide consistency in the appearance of the nodes.
- Campus Drive Park: Currently, a work camp occupies land that is intended to become a park serving the senior housing and trail users. As part of the agreement to temporarily occupy the land, the contractor has agreed to reshape the area to provide a berm that would discourage undesirable activities such as motorized activity. When doing this, it may be possible to work with the contractor to provide

some shaping that would facilitate other park elements such as a retention basin, a small parking pad, and some of the park activity areas. Also, the contractor has boulders that could be incorporated into the park and it is possible to work with the contractor to move these. One issue though is that with provision of parking and regrading, signage is needed to clearly indicate that camping and fires are prohibited.

Other improvements were also of importance to the community, though with the limited numbers of volunteers that are available, the completion of those improvements may take time. However, there may be opportunities that make them achievable in a shorter timeframe, thus they should be noted as community priorities. These include:

Helen Rhode Park
Helen Rhode forest management-remove invasive species, cull cottonwood trees, revegetate some existing lawn areas.
Gazebo/Information Structure-provide a covered log structure suggestive of Cooper Landing "log style construction" that provides cover for one picnic table and an information kiosk.
Picnicking Area-provide two picnic table nodes for visitors to stop and eat lunch, while learning about area recreation resources.
Walkways-provide stable, firm, slip resistant trail surfaces within the park
Art and sculpture-incorporate art and sculpture at nodes and in garden areas within the park.
Bridge
Fish art on bridge pedestrian rails-provide small light-weight thematic art pieces (such as salmon images) adhered to pedestrian railings on the bridge.
SHR Pathway
Mileposts-place mileposts each 0.5 miles along the Snug Harbor Road pathway.
Nature Path on KPB land east of Post Office-Establish a nature trail with interpretive stops on KPB land beginning near to the post office/SHR trail start, ending at a wayside stop at the top of a long climb on the KHR trail.
Rock Art with chalk-provide boulders along the trail that would also feature chalk supplies to allow kids to decorate the boulders with chalk drawings.
Bear awareness signs-provide bear awareness signs along the pathway.
Trail diary log-provide a trail head diary/log near the Post Office so that people can write down observations, such as moose/bear sightings.
Catholic Church trail sign-The Catholic Church has a trail that is keyed to "Stations of the Cross" but lends itself to a nice walk in the woods. Discussions should be held with the church to determine whether it is appropriate to provide a simple sign that identifies this opportunity and might be of benefit to the public.
Campus Drive Park
Benches in open garden areas-as Campus Drive Park is improved, benches should be provided in the "solitude garden" with appropriate recognition of donors.
Benches up trail-because the trail has an elevation rise of 60-70 feet from the lower Campus Drive Park area to the Senior Housing, benches should be provided at intervals sufficient to allow users to rest before continuing.
Gliders/swings-provide gliders and swings, both singular and with double/multiple seating for park users either in the serenity garden or in the activity node area.

Implementation

Beyond prioritizing improvements and assigning responsibilities to volunteers to shepherd projects, there are other implementation steps that are necessary to achieve the goals of the meetings and intentions of the community.

Coordination with ADOT&PF for completion of Snug Harbor Road trail: The contractor for the project is completing key aspects of the project. After those key activities such as grading and paving are completed, the contractor will address other deficiencies such as erosion control along the trail, signing, and striping. The community should take an active role in communicating expectations regarding the final product and in ensuring that the project as depicted in the design drawings is completed as designed. A group of community members should walk the trail and identify deficiencies that they note. A representative that has worked with ADOT&PF should represent the group with a single voice and should contact the ADOT&PF Project Manager and request that he/she walk through the project and discuss noted deficiencies and concerns. This should be formalized in writing such that it can provide specific direction to the contractor, through the ADOT&PF Project Manager.

Follow-up with Kenai Mountains/Turnagain Arm National Heritage Area (KMTANHA): Cooper Landing Walkable Community needs to provide a report to KMTANHA to fulfill the grant requirements, including filing of this report. With completion of that task, the community should discuss opportunities for funding specific identified priorities with focus placed on improvements proposed for Snug Harbor Trail.

Coordinate with ADOT&PF for Sterling Highway crossing options: Cooper Landing Walkable Community Project should request a meeting with ADOT&PF Central Region planning to discuss possible funding for a pedestrian crossing of the Sterling Highway. The request should specifically identify the three alternatives earlier discussed.

Meet with Cooper Landing Community Club: Cooper Landing Walkable Community Project should meet with the Community Club to discuss outcomes of the workshop and present this report. The discussion should include descriptions of improvements to Helen Rhode Park and Campus Drive Park and how those proposed improvements might best be achieved.

Community identification: The suggestion of incorporation of art on the Welcome to Cooper Landing sign, on the Kenai River/Lake bridge, and on placards that are placed on furniture on the trail requires that the community agree on what type message and logo is appropriate for Cooper Landing. Cooper Landing Walkable Community Project has successfully hosted “wine and cheese” gatherings in the past. Such a format, preceded by a call for artist proposals, might be an opportunity to move this community identification initiative forward.

Appendix A - Participant Comments

Priority	Element	Funding Source	Responsible Party
Helen Rhode Park			
C	Helen Rhode forest management		
C	Gazebo/Information Structure		
X	Bathroom		
A	Update Welcome Sign	Donations	Walkable Committee
X	Interpretive Signage		
A	Intersection Improvements		Walkable Committee
B	Picnicking Area		
C	Walkways		
C	Art and sculpture		
Bridge			
A	Make approaches safe and accessible		Walkable Committee
	Fish art on bridge pedestrian rails		
Sterling Highway Crossing			
A	Safe pedestrian crossing of the Sterling Highway from the Safety Trail		Walkable Committee
A	Directional signs to SHR path from across road		
SNR Pathway			
A	Dog poop stations		Karl
C	Mileposts		
A	Gateway at trail start and stop	KMTA Grant	Walkable Committee
B	Nature Path on KPB land east of Post Office		
C	Rock Art with chalk		
B	Caution/regulatory signage e.g. no-motorized		
C	Bear awareness signs		
A	Pedestrian crossing signs		
C	Trail diary log		
A	Art pieces at nodes with quotes	KMTA Grant	Kathy, Deb, Janette
A	Benches at mid-points and tops of hills	KMTA Grant	Walkable Committee

B	Erosion Control	ADOT&PF	
C	Catholic Church trail notice- Stations of the Cross		
	Rocks instead of benches		
	Boulders for erosion control		
	Rumble strips		
Campus Drive Park			
A	Berm	Contractor	Norman. Sandra/Janette for fund ap
A	Boulder Circle	Contractor	Norman
B	Benches		
X	Exercise stations		
B	Benches up trail		
B	Gliders/swings		
C	Trail parking (not overnight)		
C	Art work along trail		
A	Signage--no overnight camping/no fire		
B	Drainage basin/sedimentation basin/creek route	KPB	

Appendix B – Potential Funding Sources

Workshop participants discussed funding opportunities that may exist that could forward some of the initiatives identified in the workshop. Participants identified numbers of successful businesses whose owners or principals were active in the Cooper Landing community, as property owners or as business people. Also, participants identified philanthropic organizations that might have missions that aligned with those of the Cooper Landing Walkable Community Project. The following chart identifies some of those opportunities.

Foundation/Philanthropic Organization	Focus/Terms
Rasmuson Foundation http://www.rasmuson.org/grants/	Two-tiered approach to funding, those up to \$25,000 and those above. Alaska-wide and focuses on capital projects. Not first funder, most funder, or last funder. Will require board donation from sponsor and may require proof of board training.
ConocoPhillips http://alaska.conocophillips.com/in-communities/applications/Pages/default.aspx	Focuses on education and youth. Supports civic and arts groups as well as environment and industrial safety programs.
BP Foundation http://www.bp.com/en_us/bp-us/where-we-operate/bp-in-alaska/bp-in-the-community.html	Dedicating to helping communities by supporting STEM education, economic development, practical approaches to environmental issues, and humanitarian relief. Particular emphasis in Alaska is on education and work force development.
Kenai Mountains/Turnagain Arm National Heritage Area http://www.kmtacorridor.org/grants/	Focuses on recognizing, preserving, and interpreting the historic, scenic, and natural recreational resources and cultural landscapes of the Kenai Mountains and Turnagain Arm historic transportation corridor, promoting and facilitating public enjoyment of these resources.
US Forest Service Grants and Agreements https://www.fs.fed.us/working-with-us/grants	Opportunities of various types on or near US Forest Service lands that focus on forest health and stewardship.
National Forest Foundation https://www.nationalforests.org/grant-programs	Community capacity and land stewardship opportunities. Grant opportunities change with focus of the organization and opportunities that are presented.
Princess Cruises Community Foundation http://www.princess.com/princess_community_foundation/	Young organization in process of building its capacity. Focuses on assisting communities in which it does business, particularly communities in need that have been impacted by disaster. Also, focus on organizations committed to children, education, environment, and community health and welfare.
State of Alaska Department of Transportation and Public Facilities	Statewide Transportation Improvement Program (STIP) provides funding priorities for four years, current plan being 2016-2019. Within this are the Recreational Trails

	Program, Transportation Alternative Program, and the Highway Safety Improvement Program, which may apply to projects identified in this study. The current STIP: http://dot.alaska.gov/stwdplng/cip/stip/assets/STIP.pdf Safe Routes to Schools project receives approximately \$1 million in federal funding each year. http://www.dot.alaska.gov/stwdplng/saferoutes/assets/RTSGuidebook.pdf Alaska DOT&PF is also conducting the Alaska Statewide Bicycle and Pedestrian Master Plan which will help identify Alaska's non-motorized needs and need for safe streets. This will help shape the funding of non-motorized projects in the future. http://www.akbikeped.com/ The Highway Safety Improvement Program provides funding but project must meet specific criteria. The criteria are within their handbook: http://www.dot.alaska.gov/stwddes/dcstraffic/assets/pdf/hsip/hsip_hdbk_170101.pdf For the Trails and Recreational Access for Alaskans (TRAAK) program, project evaluation criteria are as follows: Alaska (TRAAK) Program), the evaluation criteria are (1) the project's effect upon health and quality of life; (2) whether the project enhances the safety of a user of a trail; (3) whether a municipality, another state agency, or a federal agency has made a contribution to finance capital costs in the form of money or material contributions; for purposes of this paragraph, material contributions include land and building materials; (4) whether a municipality, another state agency, or a federal agency has made a commitment to assume ownership or to finance maintenance and operations costs; (5) departmental maintenance and operations costs and priority; (6) whether the project bridges gaps or removes barriers between existing trail systems or provides interpretive or rest area continuity; (7) whether the project is tied to a recreational, educational, or tourism event or activity, and the public's support of that event; (8) whether the project has significance because of historical, cultural, natural, archaeological, or recreational considerations; (9) whether the project stabilizes or renovates an historic transportation property; (10) capital cost; and (11) the degree to which the project exhibits innovation in the manner in which it addresses the
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	project's challenges. See http://www.dot.alaska.gov/creg/planning/assets/Planning_Regulations.pdf
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The current STIP includes projects of relevance to this study:

Project 2673 within the STIP, programmed for FY18, allocates \$22 million to “Construct a new two-lane highway with 12-foot driving lanes, paved shoulders, and passing and climbing lanes where necessary from MP 45 to MP 60. It does not suggest trail improvements are part of that project.

ADOT&PF lists project 26150 “Cooper Landing Walkable Community Project - Sterling Highway Survey & Mapping” as a TRAAK project. However, the STIP does not show funding for that project. It is described as, “Conduct a right-of-way survey and map the Sterling Highway through Cooper Landing from Quartz Creek Road to Skilak Lake Road (MP 45-60). This effort is needed to determine the feasibility and costs for implementing the Cooper Landing community's recommendations identified in the March 2010 Cooper Landing, Alaska Walkable Community Project: Alternative transportation planning to address congestion and road impacts near the Russian and Kenai Rivers.”

Appendix C – GPS Point Locations of Trail Improvements

The public process identified nodes where either benches or interpretive opportunities might be appropriate:

- A small gateway feature should be provided at the Snug Harbor Road trail, in proximity to the church driveway, immediately east of the Sterling Highway. This should be a smaller “gateway” element that clearly indicates the start of the trail. This location should be noted with a milepost element that shows 0.0 miles for the Snug Harbor Road trail. (GPS N60° 29.437’ W149° 48.718’)
- A second and larger gateway feature should be provided at the eastern edge of the post office property, where the Snug Harbor Trail departs from the property. (GPS N60°29.380’/W149°48.649’)
- A nature trail could be considered on the Borough land between the Post Office and the “Eagle tree”. It could be a loop or a simple up and back short side trip. Trapping and motorized use would have to be addressed early in the public process to ensure uses are compatible with walkers and adjacent property owners. (Possible start at GPS N60°29.380’/W149°48.649’, possible end at GPS N60° 29.305’ W149° 48.214’)
- The Creek known as No Name Creek and/or Nelson Creek near the top of the separated bike path hill should have a deck/platform that would allow trail users to enjoy the year-round stream. This should be set back from the pathway on the east side, projecting over the creek, to recognize ice build-up and to not obstruct walkers and bikers. It could also include an interpretive message about damage to streams and watersheds. (GPS N60° 29.305’ W149° 48.214’)
- A “Driveways Ahead” sign should be placed at top of the hill. Also, provide a bench since this is the high point after a climb and an appropriate place for resting. Also, it is an appropriate place for an interpretive sign addressing riparian forests, as well as being a logical location for the endpoint for a nature loop trail that began near the trail gateway feature. (GPS N60° 29.302’/W149° 48.156’)
- Provide a bench for resting at the midpoint of a trail climb. (N60° 29.304’ W149° 47.810’)
- A small wayside for walkers/cyclists should be provided, offering a view through a forest to Kenai Lake. This may be an opportunity to provide an interpretive panel that discusses the turquoise color of Kenai Lake. (N60°29.012’W149° 46.316’)
- Meeting attendees were favorable to the idea of placing boulders at locations along the Snug Harbor Road trail with the intent of having a repeating thematic element. Locations included: KPB property between Holsten’s and Nelson Creek (N 60° 29.302’ W 149° 48.117’); KPB

property between Pierce's and Neis' (N60° 29.304' W149° 47.810), and; KPB property between Mitchell's and Knocks' (N60° 29.306 W149° 47.587).

Appendix D – KPB Mapping

Cooper Landing Walkable Community Project (CLWCP)

Proposed Pathway Markers

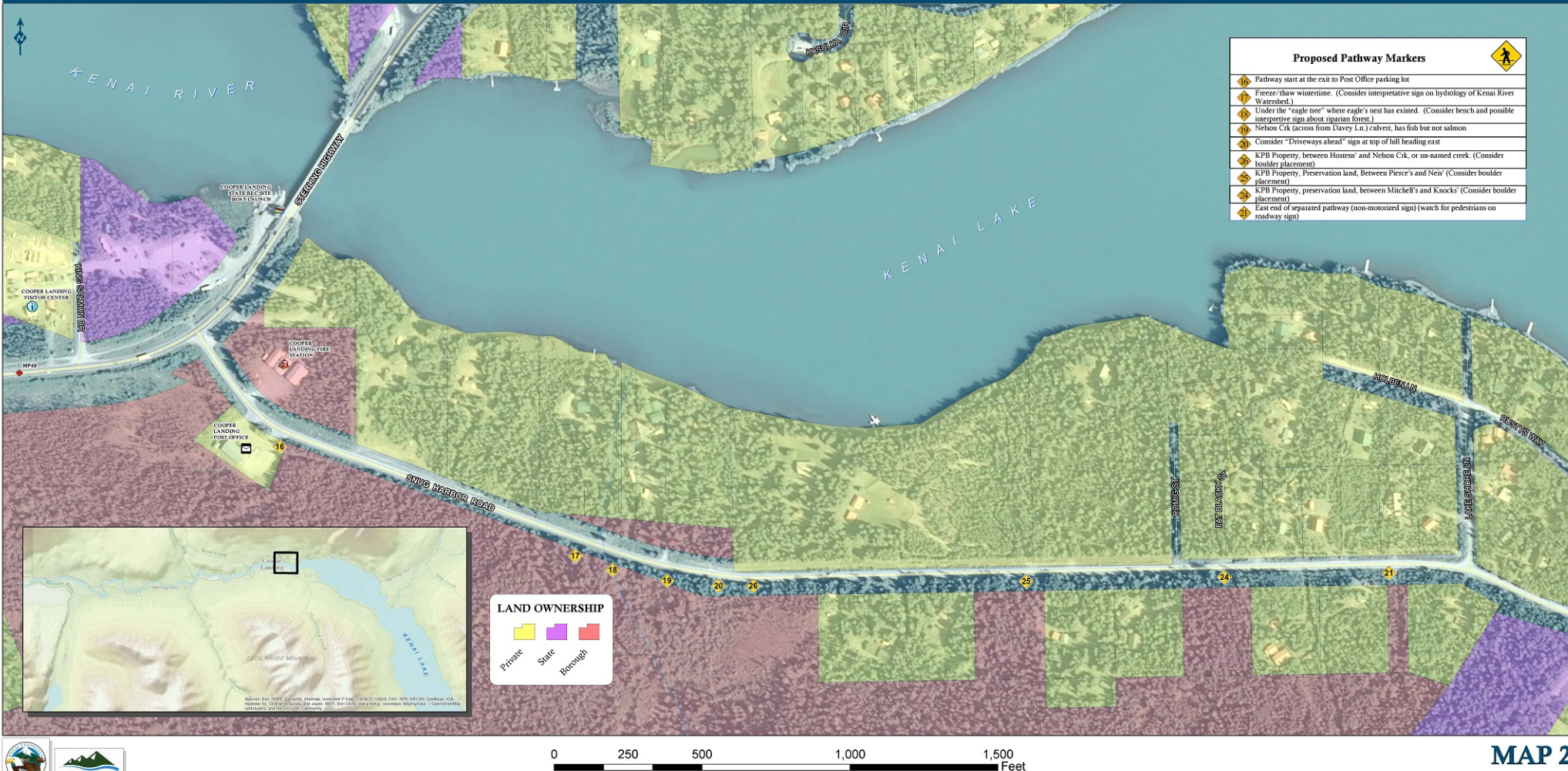


- 1 Entry and parking Helen Rhode Park (HRP) on west side
- 2 Bench at HRP
- 3 HRP picnic table (consider gravel, cover, other)
- 4 HRP (consider interpretive sign)
- 5 HRP pathway Bean Crk Rd east to Bean Crk west
- 6 HRP (consider locale for interpretive sign)
- 7 HRP quasi entrance at intersect of the two branches of Bean Crk Rd.
- 8 North side of HRP
- 9 Potential gazebo spot HRP
- 10 East side of HRP
- 11 Approach to Kenai River bridge from east
- 12 Kenai River bridge pathway
- 13 Approach to Kenai River bridge from west
- 14 North of highway. Interchange from pathway on Sterling Hwy to Snug Harbor Rd pathway
- 15 Entry to Snug Harbor Pathway from Sterling Hwy.



0 250 500 750 1,000 Feet

Cooper Landing Walkable Community Project (CLWCP)



Cooper Landing Walkable Community Project (CLWCP)

