

**COOPER LANDING WALKABLE COMMUNITY PROJECT
COOPER LANDING COMMUNITY CLUB
OFFICERS MEETING
LOCATION: ZOOM TELECONFERENCE
TUESDAY, NOVEMBER 10, 2020
6:00 PM
MINUTES**

1. CALL TO ORDER: By Krissy Route, Chair of CLCC 6:00 p.m.
2. ROLL CALL: Krissy Route, David Story, Martha Story, Jamie Gonzales, Yvette Galbraith, Chris Degernes, Janette Cadieux
3. Revenue Sharing: Will be addressed during CLCC meeting upcoming. CLWCP/Trails will be requesting funds.
4. Walkable history & yearly activities:
 - a. History
 - i. Community pathway goal since 1975
 - ii. 2005 ped/bike pathway was included in CL community economic strategy (see doc.)
 - iii. 2010 CLWCP Plan was finalized and became a part of KPBT Transportation Plan
 - iv. Mission: Safe travel space for ped/bike and reach into neighborhoods. Includes other goals for health, culture, history.
 - b. Yearly
 - i. Annually operate Trail Run to emphasize Safety Path's importance to the community
 - ii. Regularly pursue goals as able based upon the priorities in the CLWCP Plan.
 - iii. Separated pathways:
 1. It is important that we've kept moving forward on these project goals since the section between MP 45-47 has become sustained through the new MP 45-60 Sterling Highway project because we were able to demonstrate its importance to the community.
 2. We need support for a DOTP&F proposal to create a separated pathway on the new alignment of the Sterling Hwy. project from MP 45-Sportsman's (where the town road and new alignment will meet on the west end of the project.) We must sustain support for separated pathways throughout the community including upgrading existing Safety Path, extending from town to Sportsman's, and along Bean Crk. Rd.

3. Snug Harbor pathway was built as a part of re-paving project on Snug Harbor Rd. with Federal Hwys dollars.
 4. Bean Crk pathway was completed from CLCC to Bean Creek with hand tool efforts for a simple foot path, largely through the woods.
 - iv. MP 50.3 Cooper Creek bridge pathway 30% design completed with UAA engineering school partners.
5. Trail history & yearly activities
- a. History
 - i. Formed in 1997 to upgrade the Safety Path, see CLCC president's report
 - ii. Safety Path has been the intertwining piece with Walkable
 - iii. Trail construction on adjacent lands, especially cross-country ski trails (year not clear,) as spearheaded by school kids and community members.
 - iv. Re-opening ski trails north of Bean Creek Trail occurred in 2008.
 - v. Further cross-country ski trail efforts began around 2009 primarily with grooming efforts and grants (State YTP) that supported that. Trailers were eventually purchased at least in part with CLCC money.
 - b. Yearly
 - i. Grooming project has been the primary focus including Russian River, Quartz Creek, and now possibly Devil's Creek
 - ii. Annually at Russian River campground we coordinate with USFS on gate closing, equipment storage, details of other activities that USFS or power company might need to access the area for. E.g. This year the beetle kill mitigation is occurring and may impact our agreement to groom there. Those activities may not be resumed till March or April.
 - iii. Devil's Creek has promise and we're looking for permission this year to do some grooming. It often has better snow. Trails are there and can be utilized. Not likely possible to leave equipment there at this point.
 - iv. Annually work pre-snow to keep trails open or cleaned up with hand tools.
 - v. Equipment maintenance takes a fair bit of time and some money for parts, etc.
 - vi. Training of groomers occurs when able. David has been designated a groomer trainer by USFS agreement (as of 2009). David has been developing his protocols including gaining support from folks on equipment movement and how grooming is different from regular snow machine handling.
6. Why a committee merge is requested: Formational goals of each committee is very similar. Both target safe multimodal transportation within our community's

corridor. Long range goals also have considerable overlap. Combining will help clarify each mission and how the mission can be achieved.

7. Pros and cons of merging

a. Pros

- i. More efficient use of volunteer time and effort
- ii. Tools can be more easily shared
- iii. Funding sources can be sought together and used together. They could potentially target monies that meet community goals through both avenues.
- iv. The groups are headed in the same direction. Planning can be done cohesively.
- v. One group as a public face, one set of contacts, one outreach from our community while one point of access for other groups to reach out to us.
- vi. Easier from committee standpoint for there to be one fund. Also simpler for CLCC board treasurer. Walkable has a goal to have a separate account within CLCC. A sub-account can be made within CLCC accounting.
- vii. Integration of signage, mapping, communication to the public, in coordination with Chamber of Commerce where appropriate.

b. Cons

- i. Names are important, in particular the Walkable as it is a part of the KPB comprehensive plan.
- ii. We don't want to jeopardize our relationship with CLCC
- iii. We couldn't (and wouldn't) double dip on grants

c. Decision

- i. Recommend joining the committees at the next CLCC meeting.
- ii. We need to show our efforts so that others can join our efforts including Federal Lands Access Program, Recreational Trails Program etc.

8. Devil's Creek Grooming: See above. Can be internally handled.

9. Letter of Support from CLCC for separated bike path: See above. David will send a draft to CLCC Chair. Krissy will work on it and send it this week or early next week.

10. Other

- a. Slaughter Gulch Trailhead: Insurance, outhouse construction and maintenance would have to be local burden. KPB could not cover.
- b. Grants: KPB can be a partner in an application but doesn't have money to offer. Trying to learn if KPB can help in writing grants.

- c. Outhouses: State Parks began their boat launch effort through community/agency partnership. Community expressed the need and that started things. It may be that we can start the Slaughter Gulch trailhead without an outhouse. Might we rent-a-can for the peak part of the season?
- d. Report on Slaughter Gulch Trailhead and underpass: David and Janette have been members of the DOTP&F working group. A gravel pad off Langille Rd for firewood staging during the MP 45-60 Project could become a parking area for the trailhead if the underpass is nearby. All of this is yet undetermined but under consideration at present.

11. ADJOURNMENT: 7:50