

## Hope Community Meeting April 1, 2017

KMTA questions- Designed use, trail type, route for two phases of the trail:

Phase 1: Community Trail from Tito's to MP 15.

Phase 2: Hope Highway Trail: MP 15 to the Y

Attendance: 33 people signed in at the meeting.

## Discussion topics with representative meeting comments

### Non-motorized vs. motorized use

Current community use is primarily pedestrian, desire to see increased pedestrian safety. Allow motorized use year-round.

Allow winter motorized only.

If motorized use is permitted, self-policing and signage to not allow weekend motorized use.

Policing non-motorized use would be difficult. If the trail is built for pedestrians and cyclists, then motorized use can be discouraged.

Removable posts can be used if motorized use becomes a safety problem, particularly in the busy summer season

There are other places to ride machines

### Users

Pedestrian safety in community high concern, viewed as a matter of time before an accident occurs should the current dual use of the road continue.

"If you build it, they will come. Mountain biking and through-hiking, part of a destination hike/bike vacation."

"Do we want [more] visitors to come?"

"It will be great for family cyclists to have a safe place to ride. It is highly feasible that more people would come to Hope for the adventure of a hike/ride down to the water's edge. Have some pie at the end!"

### Route

#### Phase 1/Community:

Within DOT ROW with possible exception of wooden bridge over Bear Creek, which might divert to Borough land

"Extend Phase 1 trail to Porcupine Campground."

Will the trail be far enough off the road so that snowplow debris will not cover the trail?

Parking not to impede Mud Lake, where frogs live

### Highway:

“I love this. It looks good as is. It should be non-motorized only.”

Divert trail from Highway at Mile 6 to avoid Sunrise, following the old powerline route.

The old powerline route should also allow for great views.

“Definitely get the landowners of Sunrise to decide if the route follows the road or the powerline.”

“As a property owner in Sunrise, I’m not a proponent of a new trail through my yard. If it has to happen, the trail must be by the road, not behind our houses. Furthermore, more trails are built, but existing trails are not maintained. I say, maintain our current trails, don’t build more new ones that also will not be maintained.”

“A new trail only encouraged more use, which equates to more garbage and more traffic through our small “drive-through” community we do not want any new trails anywhere past (southeast) mile 15!”

### Construction

Hope-to-Sunrise as Phase 2

Wooden bridge across Bear Creek is a good idea

### Trail type

#### Highway

Recreational use vs. sports use of the trail: sport road cyclists and cyclist groups would likely still use the highway unless the trail was paved.

Development should prioritize recreational use

“If it isn’t as nice to ride as the road people won’t use it. If you’re on a long bike trip and are given the option to ride gravel or pavement most will choose pavement.”

Class 3

#### Community

Class 3

Class 2.5-2.75

The proposed 5’-wide with a crushed rock surface will be easier to maintain than a very narrow trail.

### Maintenance and ownership

Trash pick-up at Mud Lake parking?

Who will be liable for trail accidents if Hope Inc. owns or maintains the trail?

### Actions:

Meeting attendees voted nearly unanimously to proceed with construction as designed by Robbie Davidson, a 5’-wide crushed-rock surface.

A show of hands indicated a majority were in favor of the entire Highway trail, ~9 opposed.