

Kachemak Drive Path Committee

Thursday, February 23, 2012, 5:30 p.m.

Bumppo Bremicker, Chairman, Beth Cumming, Lynn Burt, Lindianne Sarno, recording, Dave Brann, David Clemens, Kevin Walker, visitor.

Motion to Approve Agenda: Beth moves to put New Business B. before New Business A. No objections, we approve this change. Beth feels it's important to get our resolution done and ready to go to Parks and Rec.

Dave Brann moves to approve, Beth Cumming seconds, no objections, approved.

Motion to approve minutes: Beth moves. Dave seconds, no objections, minutes approved.

Public comments: Kevin Walker, when shall we discuss my packet of info?

Beth thinks this packet should accompany the resolution to City Council, and it will be discussed then, including Kevin in the discussion.

Pending Business: Continuing Discussion and Planning for Path Design, page 7. Kevin Walker at the microphone. Regarding providing public with access to and from the airport for pedestrians who get off planes. Kevin's letter to Jennifer Bailey cleared up; we are not proposing to trespass on airport property, but rather to provide safe non-motorized transportation corridor for people coming to and from the airport. Dave Brann reports that Jocelyn Biloon and Scott Thomas, say DOT is working on this. They recognize there is a committee, and Dave is their contact. Walt Wrede, City Manager will get in touch with Ms. Biloon regarding a traffic count. Jennifer Bailey is our contact at DOT Public Transportation Facilities, Aviation Leasing. She is in Anchorage. Kevin Jones is the airport manager.

Bumppo points out that if we are in the DOT right of way we have to follow their requirements, regardless of whether DOT is paying for it. (1) Survey (2) Engineered drawings (3) ADA design specs (4) erosion control (5) contract with DOT to provide maintenance (6) liability and insurance coverage. City of Homer sponsorship is crucial, especially for ongoing maintenance.

Dave Brann points out most of the easements are private property easements. They are not a big stumbling block, especially with approval of City Council. Utility easements are outside DOT right of way. Until we survey each section on the ground we won't know for sure but huge section of road is outside DOT right of way.

Dave Clemens: suggests we send DOT a package about the DOT right of way on the sections that are in DOT right of way. Kevin Walker says Jennifer Bailey says this is already in DOT planning. Next step is contacting the City Manager, the City Manager contacting state planning, and getting back to us.

Bumppo: what we need is for city to officially to buy into this and deal with DOT.

New Business: page 67, reformulating the Resolution on the Kachemak Drive pathway. City Council sent it back to Zoning and Planning, who sent it back to us. It was too muddy last time.

Add to the resolution; include a funding plan mentioning that there will be \$305,000 by the end of 2012.

Beth suggests we send to the city this resolution, the Kachemak Drive Path specifics packet created by Kevin Walker, and a funding plan.

FUNDING PLAN: the city can borrow money at good rates, against the HART money, need not be bonded, borrow against the revenue source for 10 years. Julie Engebretsen, Planning Department, says this is a common practice. Funding plan would include private donations and HART funding. Page 95 of our packet gives an outline of the Planning and Approval process.

WHAT WE MUST ACCOMPLISH: Bumppo: We want City Council to direct city administration to start focusing on this pathway. Dave Brann commented, to direct city staff to do what they can to keep this moving along. Give the city a plan for maintenance. Bumppo interjected that we still need to contact landowners, how will they feel about this. Dave Brann: this is on top line of things to talk about with the City Manager.

Beth: Two City Council members commented, "We want to know what you have in mind."

DOCUMENTS WE NEED: (1) resolution (2) packet from Kevin is ready. Complete these two items tonight. Then Renee can advise us on form of (3) funding plan (not ready) and (4) a letter to private landowners will come from the City. (5) Maintenance plan.

We revise the resolution. See resolution on next page.

Beth moves that we approve Resolution 11-090 as revised and send it on to Parks and Recreation and the City Council; Dave seconded. Unanimous approval. See resolution on next page.

Bumppo moves that we assign a council member to each committee member, and well in advance of the City Council meeting bring to them the packet including: resolution, Kevin Walker's packet, and funding plan. Dave Brann says we'll not have a projected cost until the survey. Dave Clemens suggests we mention that we've scaled back from the East End Bike Path to less than \$1.5 million per mile.

Beth proposes changing our Committee's mission statement: "to build a safe non-motorized separate path along Kachemak Drive, connecting East End Road to Spit Road via the airport. Kevin's packet is called our preliminary engineering packet.

Beth proposes a fund-raising event to raise \$5,000 to \$10,000 petty cash. She has engaged a professional event producer, Sally Oberstein, to produce the event, and is proceeding with these plans as a private citizen. Funds would be used for chain saws, Surveying, signage, and other uses.

Dave Clemens mentions that the Homer Cycling Club approves increased signage to increase safety on Kachemak Drive for those commuting cyclists who will continue to use the road. If Kachemak Drive is improved, the cycling club would support widening the shoulder for the safety of commuting cyclists.

Beth wonders if the Mud Bay Trail is included. We see the Mud Bay Trail is included in Kevin Walker's pre-engineering packet.

We discuss the plastic walkway and decide a request has gone to the city for the walkway.

Report on December 10 Field Trip: Dave Brann said it was valuable, going from the airport lot, down, looked at possibility of cut-off trail. It will be challenging. Walked along the beach to the road. Site visitation was valuable. Clarified and provided yellow line and blue line on the pre-engineering packet. Lynn agrees with Dave. Beth says the foundation is there on Aviation Leasing land for a full quarter mile, bridge would be used to cross the gully, then pleasant going among the trees. Yes, it drops steeply and bicyclists could walk there. Bicycle trail would be fairly easy along the Mud Bay Trail.

Kevin Walker: revised mission statement as noted. Will include resolution. Lindianne will e-mail resolution to Kevin as well as to Renee. Will leave off last three pages.

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Re funding and maintenance: Dave, Kevin, Renee, will put those together, and Kevin will send them out to the Committee via e-mail. HART funds: \$234,719 at end of 2011, \$305,000 by end of 2012.

Dates: Next Parks and Rec is 15th of March, City Council will be 26th of March. Possible for this resolution and preliminary engineering packet to go to these meetings. Renee, please put the Kachemak Drive Path on the agendas for both those meetings. Bumpo will call or e-mail each Committee member to assign a City Council member.

Our next meeting: March 22, fourth Thursday in March.

We adjourn. 9:05 p.m.

THE REVISED RESOLUTION:

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
SUPPORTING THE CONSTRUCTION OF A NON-MOTORIZED
PATHWAY TO INCREASE SAFETY FOR MOTORIZED AND NON-
MOTORIZED USERS ALONG KACHEMAK DRIVE LOCATED
WITHIN HOMER CITY LIMITS, FROM THE BASE OF THE HOMER
SPIT TO EAST END ROAD

WHEREAS, The Parks and Recreation Advisory Commission established the Kachemak Drive Path Committee to specifically address possible solutions to the hazards presented to non-motorized and motorized users of Kachemak Drive; and

WHEREAS, The Kachemak Drive Path Committee received substantial public input on safety concerns; and

WHEREAS, The Homer City Council has shown support for this non-motorized pathway by inclusion of the Kachemak Drive Rehabilitation/Pathway on the Capital Improvement Plan; and approving the Homer Non-Motorized Transportation and Trail Plan; the Homer Area Transportation Plan; the Climate Action Plan; and the Homer Accelerated Roads and Trails (HART) Policy Manual; and

WHEREAS, Increasing non-motorized transportation improves public health and safety; encourages tourism; cleans the environment; reduces transportation costs; and enhances livable communities; and

WHEREAS, The City of Homer has available HART trail funds that can, including other sources, form a basis for funding this project; and

WHEREAS, Utility easements can be utilized with the permission of property owners.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, hereby supports the construction of a non-motorized pathway along Kachemak Drive within the City of Homer, and that said improvement will enhance safety and benefit the public; and

BE IT FURTHER RESOLVED that the City Council of Homer, Alaska further supports actions increasing safety for motorized and non-motorized users of Kachemak Drive in the following ways: Build a separated path paralleling Kachemak Drive using utility easements and public property, and increase the use of signage.